



Transit Development Plan 2024-2029 and 2023 Annual Report

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Section I: Description of Service Area, Operations, and Facilities

Overview of Link Transit System

Link Transit is the service name of the Chelan-Douglas Public Transportation Benefit Area (PTBA), authorized by Chapter 36.57A RCW. The system's operations base is located in Chelan County, WA. The Chelan-Douglas PTBA includes all of Chelan County and the southwest third of Douglas County.

In September 1990, Chelan-Douglas PTBA voters approved up to 0.4% sales tax to implement a bus service that emphasized community connectivity. Link Transit began providing public transportation services on December 16, 1991. In March 1995, the area of the Orondo School District in Douglas County was annexed into the Chelan-Douglas PTBA. In August 2019, voters approved a proposition to increase Link's sales tax appropriation by 0.2%, which increased sales tax collections to 0.5% beginning January 1, 2020 and 0.6% beginning January 1, 2024.

In 2023, Link Transit provided service for 11 urban fixed routes, four small community or rural routes, two regional commuter routes, one express regional commuter route, one seasonal route, two General Public Dial-a-Ride services, and LinkPlus paratransit service serving 15 communities in Chelan and Douglas Counties. LinkPlus paratransit operates within ¾-mile of fixed-route service to persons with disabilities who are unable to use fixed-route service. During the winter ski season, Link Transit typically provides weekend and holiday scheduled service to the Mission Ridge ski area. A major system redesign was implemented on July 11, 2022, and Appendix A includes a current system map showing fixed and deviated routes.

As of July 2024, Link Transit operated 35 vehicles in fixed-route peak service. The agency has a robust battery electric bus program that began in 2010. The current fleet contains 23 battery-electric 30' and 35' BYD|RIDE vehicles mostly operated in urban area service—almost 60% of the peak fleet. Link Transit is the first agency in the U.S. to install wireless inductive charging. The agency also has 12 40' diesel coaches used to operate long-distance intercity service, including most trips to Leavenworth and Chelan.

Service Characteristics

Link Transit's 2023 hours of service were approximately 4:30 a.m. to 10:00 p.m. Monday through Friday, with additional regularly scheduled Saturday service operating from 6:25 a.m. to 8:45 p.m., with most urban routes operating from approximately 7:30 a.m. to 5:30 p.m. Sunday service on select routes was implemented beginning July 1, 2020 and operates from 6:30 a.m. to 8:45 p.m., with most urban routes operating from approximately 9:30 a.m. to 5:30 p.m. Within the urban core and business districts of Wenatchee and East Wenatchee, Link Transit generally provides 30-minute fixed-route frequency, with some overlapping routes scheduled to offer 15-minute service in higher-ridership areas. Commuter and rural routes include service to destinations including Chelan, Entiat, Leavenworth, Cashmere, Malaga, Rock Island, Waterville, and Manson. Additionally, Link's Dial-A-Ride Transportation (DART) service is a shared ride, advance reservation transportation option available to the general public. DART service currently operates in the greater Leavenworth and Chelan areas.

Link Transit provides travel training to assist individuals interested in learning how to ride the fixed-route service, including those conditionally eligible for paratransit and to help transition those who are able from paratransit to Link Transit's fixed-route service.

Link Transit also provides free special event transportation services to Wenatchee's Apple Blossom Festival, July 4th community fireworks celebration, and other community events throughout the service area.

Link Transit implemented the TRIP-Link program in 2021, which is a self-directed volunteer driver mileage reimbursement transportation service for individuals that live in areas not currently served by fixed-route service.

In 2022, Link Transit established its Rideshare program, which is designed to serve commuters by filling gaps in traditional fixed-route bus service. Rideshare may be a cost-effective resource for workers whose shift times may not align with bus schedules, or their origin and/or destination of commute is outside of Link Transit’s service area. Link Transit provides participants with a vehicle, fuel, maintenance, and roadside assistance. The program launched its initial trips in early 2023.

In 2024, Link Transit implemented a surplus van grant program to serve unmet local transportation needs. The program allows Link Transit to grant retired vehicles to nonprofit or community organizations to help fill transportation gaps in the region and improve mobility options. The first competitive application and award process occurred in Spring 2024.

Link Transit maintains and reports information monthly to the Board of Directors on boardings, vehicle miles and hours, cost per boarding, complaints, and collisions/incidents. Link Transit continues to monitor ridership and make recommendations for route adjustments and cancellations based on a series of Board-adopted performance standards. Link’s Comprehensive Operational Analysis (“Transit Study”) was adopted by the Board of Directors in June 2021 and contains a series of short-term recommendations to guide the future of the system, including recommendations implemented as part of the service redesign in July 2022.

Link Transit’s urban area coaches are equipped with racks that support two bicycles, and regional buses are equipped with three-position bike racks during summer months and two-position bike racks during winter months when daylight hours are shorter. Due to increased interest in bicycle facilities from Link Transit guests, evaluation of options to increase bicycle facilities is planned.

After more than two years of providing zero-fare service—first through a suspension of fares in March 2020 due to the onset of the COVID-19 pandemic, followed by a one-year “zero-fare pilot program” beginning in July 2021—Link Transit’s Board of Directors adopted a system-wide zero-fare fare policy at the June 2022 regular monthly meeting.

Equipment and Facilities

Link Transit owns and operates two main facilities: Columbia Station, an intermodal transportation center in downtown Wenatchee, and a Maintenance and Operations Base in Wenatchee’s Olds Station commercial business park.

Columbia Station, located at 300 South Columbia Street, was opened in 1997 and was built as a “one-stop” transportation hub for North Central Washington. Columbia Station is a three-story customer service building that currently houses Link Transit, a café space, Northwestern Stage Lines, Amtrak, and Chelan County Coordinated Entry, which provides homeless housing resources. Both The Depot Café and TranCare, a contractor that administers the TRIP-Link volunteer driver program, were housed in Columbia Station during 2023. As of 2024, The Depot Café has closed and TranCare has relocated to a different facility. TranCare continues to administer the TRIP-Link volunteer driver program. Additional details and amenities for Columbia Station include the following:

- The building is 15,000 square feet.
- A section of the first floor was leased to The Depot Cafe in 2023. As of February 2024, this space has been vacant and is expected operate in the future as Leandro’s Café & Bistro. Other amenities include an ATM, public restrooms, and the janitor’s room.
- The second floor is Link Transit’s guest services center, passenger waiting room, coach operator break room, three offices used by Link Transit staff, vending machines, and customer restrooms.
- Link’s Chief Executive Officer (CEO), Board clerk, planning department, and marketing department currently occupy office space on the third floor of Columbia Station.
- The bus platform has a total of 16 bays with shelters located on the platform, utilizing both ends for bus circulation, as well as a driver comfort room. The bus platform also has three InductEV 300-kilowatt inductive chargers to fast-charge Link’s BYD battery-electric buses.
- The lower section of the platform is leased to Northwestern Stage Lines and has covered parking for three buses for passenger boarding and alighting, eight employee parking spaces (one is reserved for guests with disabilities), and two slow-charging stations for Link’s BYD battery-electric buses.

- The rail station is east of Columbia Station’s customer service building across Columbia Street, and it includes a partially enclosed shelter for Amtrak passengers and 62 public parking stalls (two are reserved for disabled guests), including two electric car chargers.
- The parking area of Columbia Station rail station is also utilized as an accessible curbside pick-up area for local taxi companies and the Wenatchee Valley Shuttle, a private operator that provides shuttle service from Wenatchee to/from SeaTac Airport in Seattle.

Link Transit’s **Maintenance and Operations Base** is located at 2700 Euclid Avenue. This facility has the following amenities:

- The total operations base sits on 10 acres. Eight acres are developed and house the maintenance and operations facility, which includes the agency’s administrative offices. The two remaining undeveloped acres are reserved for future vehicle parking and a facility expansion project that is estimated to be completed in 2025.
 - Discussions regarding a redesign and expansion of the Maintenance and Operations base began in 2022. Priorities for the redesign have focused on additional bus parking, improved charging facilities for electric vehicles, and increased office space to accommodate all Link Transit administration staff in one consolidated facility. As of July 2024, Link Transit is moving forward with construction of a new bus storage facility (“bus garage”) with improved charging facilities for electric vehicles. Grant funding will be required to pursue consolidation of administrative staff.
 - The bus garage development includes a 41,250 square foot facility to support a fleet of 56 battery-electric buses. By July 2025, Link Transit anticipates using this new facility to charge 23 battery-electric vehicles, including both buses and Ford Transit vans. The facility also can facilitate future installation of solar panels if Link Transit chooses to pursue this option.
- Maintenance, operations, and administration occupy a total of 36,700 square feet.
 - 28,000 square feet house the vehicle maintenance shop, parts room, and facility maintenance.
 - 8,700 square feet is utilized for operation’s dispatch, reservations, and administrative offices.
- A total of 39,000 square feet of covered bus parking can accommodate up to 75 vehicles (35 full size buses and 40 cutaways).
- A drive-through automated bus and chassis wash is attached to the south end of the parking facility.
- A covered fuel island with an underground fuel capacity of 16,000 gallons of diesel and 4,000 gallons of gasoline. The fuel island is equipped with an office, which previously was used for fare counting before Link Transit formalized zero-fare operations.
- A 14 x 60 mobile office used for a training trailer, which is leased.
- Nineteen BYD slow-charging electric units equipped with Hotstart battery temperature management systems are installed inside the covered parking area to be used for overnight charging of Link Transit’s battery electric buses.

Additional physical plant amenities include 10 park-and-ride lots located in Chelan, East Wenatchee, Entiat, Leavenworth (2), Peshastin (Big Y Junction), Olds Station, and the Columbia Station Amtrak lot. Link Transit also has agreements to use park-and-ride space in Cashmere at Hometown Market and the Cashmere Museum. In mid-2021, Link Transit installed electric car chargers at all these locations except the Chelan Park-and-Ride at Lakeside, the East Wenatchee Park-and-Ride, and Leavenworth Park-and-Ride (note that the Willkommen Park-and-Ride is also located in Leavenworth and does have electric car chargers). Chargers at the East Wenatchee Park-and-Ride were added as part of that lot’s reconstruction in 2023.

As of July 2024, there are 567 active bus stops currently installed systemwide, of which 98 have shelters, and all stops are expected to have information kiosks with up-to-date schedules. Maps are also included on the information kiosks wherever space constraints permit.

Link Transit has and will continue to work with local jurisdictions to support efforts to improve bus stop accessibility. An internal comprehensive bus stop assessment is underway as of June 2024 to address non-compliant stops, assess opportunities for amenities improvements, and develop future guidelines for Link Transit bus stops.

Appendix C, D, E, and F contain the completed forms for the state’s public transportation management system for Link Transit owned vehicles and facilities.

Intermodal Connections

Link Transit provides public and human services transportation in Chelan and Douglas counties. Link Transit extensively connects and coordinates its services with the region’s human services agencies, various senior centers, senior care facilities, the developmental disabilities service provider network, and the community’s non-profit agencies.

In 2023, Link Transit provided services to the following public transportation facilities and services:

- Columbia Station rail passenger facility, which is located at the base of Kittitas Street on South Columbia Street in Wenatchee, is served by Amtrak. This location is also utilized by the Wenatchee Valley Shuttle, a private operator that provides shuttle service from Wenatchee to/from SeaTac Airport in Seattle.
- Northwestern Stage Lines passenger stations in Wenatchee (Columbia Station) and Leavenworth.
- Washington State Department of Transportation’s (WSDOT) Apple Line service operating from Columbia Station, contracted through Northwestern Stage Lines.
- Connections to the Lake Chelan Boat Co. Lady of the Lake ferry on Lake Chelan.
- WSDOT Easy Street Park-and-Ride.

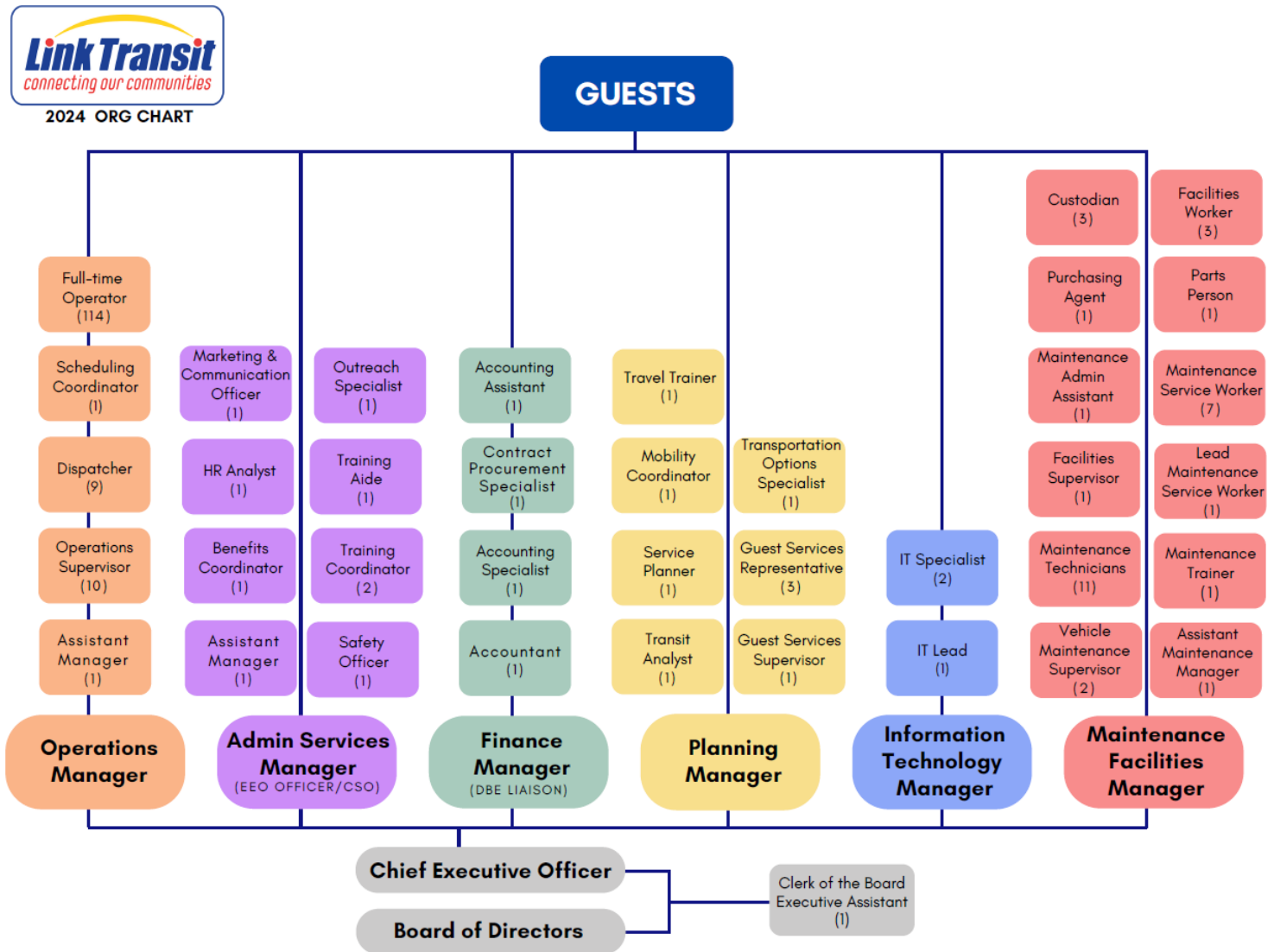
Link Transit also provides service to schools, including Wenatchee Valley College and the North Central Washington Skills Center in Wenatchee, on its regular fixed-route system. Link Transit does not contract with any of the public school districts within its PTBA, but fixed routes serve most school campuses with stops located within one-quarter mile.

Link Transit serves regional hospitals in Chelan, Leavenworth, and Wenatchee, three major medical clinics, as well as other major employment and shopping centers throughout the PTBA.

Governance and Organizational Structure

Link Transit’s 13-member Board of Directors consists of two Chelan County commissioners, two Douglas County commissioners, and one city council/mayor member for each of the following cities: Cashmere, Chelan, East Wenatchee, Entiat, Leavenworth, Rock Island, Waterville, and Wenatchee, as well as a non-voting representative from the Teamsters Local 760. The monthly business meeting of the Board of Directors is open to the public. These meetings are held at the Link Transit’s Intermodal Center, Columbia Station, 300 Columbia Street, Wenatchee, WA, on the third Tuesday of each month. Virtual options for attending and viewing Board meetings were introduced as part of COVID-19 pandemic protocols and have continued as the Board has returned to meeting in person.

An organizational chart for Link Transit as of July 2024 based on the 2024 budget is provided below.



Activities in 2023

Following are the major accomplishments and events from Link Transit’s 2023 fiscal year:

Ridership: In 2023, Link Transit had 1,011,391 passenger boardings on fixed route services. Link Plus (ADA paratransit) tallied 71,369 passenger boardings. DART (Link’s Dial A Ride Transit) service recorded 20,077 boardings for the year.

- **Fares:** Link Transit suspended fares in March 2020 due to COVID-19 to reduce interaction between Link’s coach operators and guests. A system-wide zero-fare fare policy was formally adopted in June 2022. Link Transit continues to operate fare-free for all fixed-route and paratransit services.
 - The notable exception to this policy involves Link Transit’s Rideshare program. Rideshare is a minimum of three people sharing a similar commute in a Link Transit provided vehicle that attempts to fill transportation gaps that exist in our current system.
 - All groups must start, end, or have at least one passenger located in Link Transit’s PTBA Boundary (which includes all of Chelan County and the Eastmont, Lake Chelan, Orondo, and Waterville School Districts in Douglas County). The monthly per person rate is determined by each individual’s commute. Rideshare has three different monthly rates:
 - \$40/month if the commute begins within Link Transit’s PTBA boundary and is completely within Chelan County and/or Douglas County.
 - \$60/month if the commute includes Douglas County (outside Link Transit’s PTBA boundary), Grant County, or Okanogan County.
 - \$80/month if a commute includes any other county.

All riders 18 and younger will not have to pay a monthly fee and can ride for free. Rideshare fares are paid online, in person or by phone by the 5th of the month.

Sales Tax: In 2019, Link Transit passed a 0.2% sales tax increase, with 0.1% starting in January 2020 and the second 0.1% starting in January 2024. Sales tax collected for 2023 was \$23,541,088.

Transfers to the Reserve Accounts: The following amounts were transferred to the capital reserve accounts in 2023:

- Vehicle: \$7,500,000
- Facility & Equipment: \$4,000,000
- Contingency: \$400,000

Grants: Listed below are grants administratively awarded to Link Transit through 2023:

WSDOT Consolidated Grant Program and Other Awards

Grant	Year	Amount (\$)	Purpose
Rural Commuter Routes	2019-23	\$ 1,700,000	Leavenworth & Chelan intercity service
Leavenworth DART	2019-23	\$ 137,500	Leavenworth Dial-A-Ride service
Mobility Management	2019-23	\$ 330,000	Coordination of services and evaluation of ADA/paratransit eligibility
Special Needs	2021-23	\$ 1,160,984	Paratransit service
Transit Support	2021-23	\$ 582,247	Leavenworth & Chelan intercity service
Chelan DART	2021-25	\$ 427,400	Chelan Dial-A-Ride service
Special Needs	2023-25	\$ 2,882,905	Paratransit service
Transit Support	2023-25	\$ 3,571,907	Leavenworth & Chelan intercity service/Paratransit Service
TRIP-Link	2023-25	\$ 142,500	Transportation Mileage Reimbursement Program

Grant	Year	Amount (\$)	Purpose
Public Transit Rideshare Program	2023-25	\$ 211,200	Purchase Six (6) Expansion Rideshare Vehicles
Rural Commuter Routes	2023-27	\$ 2,850,000	Leavenworth & Chelan intercity service
Leavenworth DART	2023-27	\$ 218,500	Leavenworth Dial-A-Ride service
Mobility Management	2023-27	\$ 452,000	Coordination of services and evaluation of ADA/paratransit eligibility

WSDOT Green Transportation Grant Program Awards

Grant	Year	Amount (\$)	Purpose
Bus Replacement	2021-23	\$ 2,038,584	Replace three 35' diesel buses with battery electric buses
Planning	2021-23	\$ 300,000	Engineering services for design of expanded covered bus parking for battery electric bus fleet
Bus Replacement	2023-25	\$ 5,942,718	Replace nine gasoline cutaway buses with 30' battery electric buses

Federal Grant Program Awards

Grant	Year	Amount (\$)	Purpose
5307 Urbanized Area Formula	2022	\$ 4,125,476	Operating Expenses
5307 Urbanized Area Formula	2023	\$ 4,213,500	Operating Expenses
5307 Urbanized Area Formula	2024	\$ 3,741,996	Operating Expenses
5339 Bus & Bus Facilities Small Urban Formula	2023	\$ 265,102	Replace three gasoline paratransit vehicles with electric
5339 Bus & Bus Facilities Small Urban Formula	2024	\$ 368,101	Replace four gasoline paratransit vehicles with electric
5339 Low or Emission	2024	\$ 4,462,500	Replace five gasoline cutaway buses with electric

2023 Highlights:

- Service highlights:
 - Increased total system ridership by 17% over 2022
 - Added new Route 122 express bus service between Leavenworth and Wenatchee
 - Expanded DART service hours in Chelan
 - Implemented new Rideshare program
- Park-and-ride projects:
 - Completed development of East Wenatchee Park-and-Ride property (installation of an InductEV inductive bus charger was completed in 2024)
 - Initiated planning process for development of Hay Canyon and Rock Island Park-and-Rides
 - Began discussions regarding Park-and-Ride facility at Leffler Field in Manson
- Pedestrian projects:
 - Contributed to bus stop and sidewalk improvements in East Wenatchee as part of the Safe Routes to School program
 - Funded South Wenatchee Ave & Malaga-Alcoa Highway improvements to serve Boodry Street area
- Operational infrastructure projects:
 - Completed roundabout at Icicle Rd and US 2 in Leavenworth, providing a crucial bus turnaround point at the west end of Leavenworth
 - Funded construction of bus pullouts and shelters in conjunction with WSDOT's Easy Street/US 2 roundabout project
 - Initiated development of operator relief facilities at Glacier Parking Lot in Leavenworth to provide improved layover for Leavenworth routes

- Began bus stop improvements in Manson to improve accessibility
- Planning started for new bus garage facility
- Additional projects of note:
 - Completed installation of real-time information kiosks in Leavenworth
 - Conducted a comprehensive on-board rider survey
 - Increased the number of electric vehicles in fleet, including three 35' electric buses, eight 30' electric buses, and three electric vans
 - Updated graphics on entire electric bus fleet with a high-visibility "clean air" theme
 - Added 15 new vans to the Rideshare fleet

Partnerships:

- Link Transit maintains active membership and participation in the Chelan Douglas Transportation Council, the local metropolitan planning organization.
- Link Transit also maintains contracts with non-emergency medical transportation providers as subcontractors to provide supplemental services for inter-community special needs transportation.
- Link Transit maintains a service agreement with Lake Chelan Community Hospital for the transportation of the elderly to their senior meals program, which is served at the Lake Chelan Senior Center.
- Utilizing Washington State's Special Needs Grant, federal funds, and internal savings, Link Transit continues to provide reliable, effective fixed-route and paratransit services. Ongoing focus on providing increased frequency of service to vital transit modes as well as strong internal programs to support guests has helped paratransit riders migrate to fixed routes.
- Link Transit continues to partner with Mission Ridge Ski & Board Resort to provide seasonal service to skiers and snowboarders on SkiLink.
- Link Transit actively collaborates with local schools, hospitals, large employers, and the community college to provide enhanced access to jobs, opportunities, and personal growth.
- Link Transit also partners with local emergency management groups. There are agreements currently in place with Confluence Health and Colonial Vista to provide emergency evacuation services if needed.
- Link Transit is currently working to establish a contract with Washington State Patrol to allow Link Transit to use a vacant lot next to the Maintenance and Operations Base for driver training.

Section II: State and Agency Goals, Objectives, and Action Strategies

Link Transit Board Priorities

Priorities for Link Transit service were established through a goal-setting exercise with the Board of Directors as part of the Transit Study effort in 2020 and 2021. These priorities guided the development of service scenarios and recommendations for how Link should allocate future resources to improve transit service. The priorities identified are included below.

Priority	Description	Alignment with State Policy Goals
Increase ridership and productivity while balancing geographic coverage.	Link Transit should aim to attract more riders by strengthening service in areas with the highest demand. However, Link Transit should also ensure adequate service to communities in the region with sufficient levels of demand and demonstrated need to support transit service.	Preservation, Mobility, Stewardship
Provide lifeline service for those who need it most.	Link Transit should ensure service is available to those who depend on it the most, including low-income riders, seniors, and people with disabilities.	Mobility
Offer high-quality service to connect the region's communities.	As a regional system, Link Transit should offer high-quality transit service to provide access to jobs and essential services such as health, food, and education throughout communities in the region.	Economic vitality, Mobility, Stewardship
Provide fast and direct service to make transit competitive with driving.	Improving travel times will benefit current riders and is essential to attract new riders, particularly choice commuters.	Economic vitality, Mobility, Stewardship
Explore service alternatives for locations difficult to serve with fixed-route transit.	Recognizing that demand in some communities can be too low to warrant fixed-route service, Link Transit should analyze appropriate alternatives in rural communities to serve riders who need it the most.	Economic vitality, Mobility, Stewardship
Encourage affordability of the transit system for guests.	Link Transit service is an important way for low-income people to access jobs and services, and fares should be affordable for these riders.	Economic vitality, Mobility, Stewardship
Evaluate and responsibly deliver what was promised to voters in Vision 2020.	Understanding the changing conditions in the region, Link Transit should analyze the most efficient way to use new resources and meet the commitments established in Vision 2020.	Economic vitality, Mobility, Stewardship

Action Strategies

Continue Vision 2020 Service Expansion

Link Transit used community input, ridership data, and projected population growth to take a fresh look at service is provided. Improvements to the bus system were implemented in July 2022 and represent the first phase of changes to provide faster, more direct service throughout the day. Benefits include the following:

- Buses that arrive more often serving popular destinations in the Wenatchee/East Wenatchee area, including Walmart, Fred Meyer, and Central Washington Hospital.
- Service to new areas, including South Wenatchee, Saddle Rock trailhead, Town Toyota Center, and Walla Walla Point Park.

- Volunteer driver mileage reimbursement program, TRIP-Link, was launched to address individuals living outside of Link Transit’s service area that have no other means of transportation.
- Expanded weekend fixed route bus service hours for both Lake Chelan and Leavenworth.
- Rural services will be retained as they are today, apart from select minor adjustments.

Additional expansion is anticipated for rollout over the next several years as staffing and financial feasibility allow.

Evaluate “Beyond Vision 2020” Service Expansion Options Following I-2117 Results

Link Transit has identified significant additional service needs outside of Vision 2020 commitments, including service to more areas, weekday service improvements, and significant improvements to weekend service. However, Washington Initiative 2117 (I-2117), which would prohibit state agencies from imposing any type of carbon tax credit trading and repeal legislation establishing a cap and invest program to reduce greenhouse gas emissions, would have a substantial revenue impact on Link Transit and limit the agency’s ability to add more service.

Preserve Existing Public Transportation Service Levels and Intermodal Connections

- *ADA Paratransit Service:* In areas that have fixed route service, ADA paratransit service provides safe and accessible door-to-door (line of sight) specialized transportation service, fully compliant with ADA requirements, for people unable to utilize the fixed route system. This service is provided within a ¼-mile boundary of fixed-route service.
- *Fully Accessible Urban Fixed Route Service:* On-going assessment and improvement of general public services to be as attractive and usable as possible for seniors and people with special needs and promote them as the preferred mobility option. Continued efforts will be made to add passenger amenities and accessibility enhancements.
- *Rural Service:* Provide viable connections between the rural communities of Cashmere, Chelan, Entiat, Leavenworth, Malaga, Orondo, Rock Island and Waterville with the Wenatchee urban area.

Link Transit participates in regional councils and planning groups to address accessibility challenges. Many elderly individuals cannot access fixed-route services due to the lack of sidewalks and curb-cuts, broken asphalt/pavement and lack of adequate pedestrian crosswalks. Link Transit will continue to work with our constituent jurisdictions to identify and improve non-motorized access environments.

Link Transit will preserve Columbia Station as the intermodal hub in North Central Washington, as well as maintaining effective fixed route services that provide connections to the Lake Chelan Boat Co. ferry service. Fixed-route service will continue to provide connections to park-and-ride lots. Additionally, Link Transit will continue to consider new viable park-and-ride locations as they become available.

Continue Public Education about Zero-Fare Benefits

Link Transit’s Board of Directors adopted a systemwide zero-fare policy on June 21, 2022. Link Transit believes that the zero-fare policy supports ridership growth, better use of our resources, and the overall system as we expand to deliver voter-supported services. Zero-fare service at peer agencies has been shown to offer numerous benefits, including simplified administration, ridership and productivity increases, travel time and dwell time savings, achievements in livability and public health objectives, and improved equity in the community.

Marketing and public education about the benefits of zero-fare service will continue to be important for Link Transit to articulate.

Continue Regional Mobility Management Efforts

Link Transit intends to continue providing mobility and accessibility in non-traditional ways. There is an opportunity to expand existing programs, including TRIP-Link, Rideshare, and DART.

Additionally, Link Transit successfully implemented a surplus van grant program in 2024 and completed the first round of grant awards in June 2024. Under Link Transit's Surplus Van Grant Program, surplus vehicles are awarded to qualifying organizations rather than being auctioned. By granting Link Transit's surplus vehicles that have met their useful lifespan through a competitive grant process, the program is aimed at optimizing resources and enhancing public service. Granting surplus vehicles to qualifying non-profit organizations or government agencies can contribute to community development, ensuring that vehicles are utilized where they are most needed and supporting initiatives that align with Link Transit's goals.

Additionally, Link Transit will continue to evaluate opportunities to offer new programs in the region, including the following:

- **Community van:** Provides passenger vans to organizations, businesses, nonprofits, and/or government agencies to help meet their transportation needs.
- **Transportation vouchers:** Subsidize the cost of a ride (e.g., transit, paratransit, taxi, senior van).
- **Microtransit:** Small-scale, on-demand service that is integrated into the larger transit network and can provide a first-mile/last-mile solution and/or new local circulation. These types of programs can also help fill service gaps in low-density areas and after hours.

Link Transit's ability to expand existing programs and create new programs beyond Vision 2020 is largely contingent on the outcome of the I-2117 vote during the November 2024 election cycle. Link Transit also intends to pursue other grant opportunities as they are available to help deliver new services to the community.

Section III: Local Performance Measures and Targets

Performance Standards and Measures

Link Transit’s performance standards were last updated in 2013. These standards classify Link Transit fixed routes as ‘Urban Fixed Routes’, ‘Regional Fixed Routes’, ‘Non-Urbanized Small Community Services’, ‘Urban Electric Trolleys and Low Emission Propane Vehicles’, and ‘DART’ but are outdated, as Link no longer classifies its routes as such. Performance standard adherence indicates routes with potential for improvement through adjustment to alignments, enhancements to customer convenience, improved marketing, or other modifications to increase the route’s attractiveness for riders. Link Transit’s performance standards by route type as of 2013 are included below.

As of July 2024, Link Transit is currently in the process of updating the agency’s performance standards and anticipates approval by the Board of Directors in Fall 2024. Revised service standards will be reflected in the 2025 TDP update.

Route Type	Passengers per Service Hour
Urban Fixed Route	> 9
Regional Fixed Route	> 8
Non-Urbanized Small Community Services	> 5
Urban Electric Trolleys and Low-Emission Propane Vehicles	> 12
DART	> 3.5

Title VI Service Standards

Link Transit has developed quantitative standards for fixed-route operations to better understand and track the performance of our service to minority, low-income, and Limited-English Proficient (LEP) populations as part of the Title VI update process most recently completed in December 2021. Only those transit providers that operate 50 or more fixed route vehicles in peak service and are located in a UZA of 200,000 or more in population are required to monitor and report on service standards.

Vehicle Load Standards

Loading standards are meant to balance safety, passenger comfort, and operating efficiency. Maximum vehicle load factor is the ratio of passengers to the total number of seats on a vehicle. For example, on a 40’ bus, Link’s established load factor of 1.3 means all seats are filled and there are approximately 12 passengers standing. Link maintains the following maximum vehicle load standards during all service hours:

Maximum Vehicle Load						
Number in Fleet	Vehicle Type	Vehicle Make	Passenger Capacities			
			Seated	Standing	Total	Load Factor
12	40’ diesel bus	Gillig	39	12	51	1.3
13	35’ electric bus	BYD	36	14	50	1.4
2	35’ diesel bus	Gillig	30	12	42	1.4
10	30’ electric bus	BYD	22	7	29	1.3
2	30’ diesel bus	Gillig	28	8	36	1.3
7	27’ cutaway	Ford	16	5	21	1.3
15	26’ cutaway	Ford	14	4	18	1.3

Vehicle Headway Standards

Vehicle headways are the time intervals between vehicles moving in the same direction on a particular route. Shorter headways correspond to more frequent service and more frequent service normally is determined by ridership demand. Headways on Link routes vary by route, time, and day.

Link maintains the following headway standards:

Vehicle Headway Standards		
	Weekday Guideline	Weekend Guideline
Regional Fixed-Route Service: Link's Routes 21 and 22 are longer distance, higher speed routes that operate primarily on State and Federal Highways. Trip times average more than 60 minutes each direction.	30-60 minutes during peak periods 60-90 minutes during off-peak periods	60-120 minutes
Urban Fixed-Route Service: Link's routes that operate within the urban core of Wenatchee and East Wenatchee. Routes 1-18 fall under this category.	30-60 minutes	60 minutes
Rural Route Deviated Fixed Service: Routes that serve smaller outlying communities within the service area, such as Waterville or Malaga. These routes can deviate up to ¾ of a mile to pick up and drop off riders.	4 to 8 round-trips per day	2 to 4 round-trips per day
DART: DART is a shared ride, advance reservation system transportation option open to the general public in pre-determined areas within Leavenworth and Chelan.	Service span of 9 to 16 hours	Service span of 9 to 12 hours

On-Time Performance

Link Transit monitors on-time performance on all fixed routes via Avail Technologies CAD/AVL software. Link Transit's goal for fixed-routed service is that 95% of fixed-route vehicles will travel through all published time points and complete established runs no more than 5 minutes late in comparison to the established schedule/published timetables. The minimum standard for on-time performance is currently set at 85%.

Service Availability

Link Transit measures service availability by distance between bus stops. Bus stops should be placed at most intersections, passenger generators, and transfer points subject to minimum spacing criteria. The spacing of stops should not normally be less than 700 feet in developed areas (two blocks) and 1,500 feet in underdeveloped areas. However, specific major trip generators may require variances in stop spacing. Currently, Links stop spacing minimum standard is ¾ mile in urban areas. Regarding service along highway corridors, Link still authorizes flag stops where it is safe to board and alight passengers. Link Transit will consider new or revised routes to serve residents, places of work, middle and high schools, major shopping centers and public facilities in the urban, regional, and small communities that are beyond ¾-mile walking distances.

Transit Asset Management Measures and Targets

Link Transit, as a direct recipient of federal assistance under 49 U.S.C. Chapter 53 that owns, operates or manages transit capital assets used in the provision of public transportation, is required by regulation to develop a Transit Asset Management (TAM) plan. TAM plans must be updated at least every four years and must also cover a horizon period of at least four years. WSDOT requires that agencies must recertify their plan every two years, verifying that the agency is still following its plan as approved by the Washington State Transportation Commission. Link Transit also submits an annual asset inventory report to WSDOT.

The FTA defines TAM as a business model that uses the condition of assets to guide the optimal prioritization of transit funding to keep transit networks in a State of Good Repair (SGR). SGR is defined as the condition in which a capital asset is able to operate at a full level of performance. A capital asset is in a SGR when the asset:

1. Is able to perform the designed function
2. Does not pose a known unacceptable safety risk
3. Its lifecycle investments must have been met or recovered

TAM Performance Targets

TAM performance targets are set annually and reported as part of Link Transit’s annual National Transit Database report. The following projected targets were established for 2024:

Rolling Stock:

Asset Class	Percent of revenue vehicles that have met or exceed their useful life benchmark
Bus	0.00%
Cutaway	0.00%
Minivan	0.00%

Equipment:

Asset Class	Percent of service vehicles that have met or exceed their useful life benchmark
Automobiles	0.00%
Trucks and Other Vehicles	28.57%

Facility:

Asset Class	Percent of facilities rated below 3 on the condition scale
Passenger/Parking Facilities	0.00%
Admin/Maintenance Facilities	0.00%

Appendices C, D, E, and F contain the most recently-completed forms for WSDOT’s public transportation management system for Link Transit owned vehicles and facilities, including condition assessments and useful life benchmarks.

Safety Performance Measures and Targets

Link Transit’s Safety Plan is reviewed and updated at least annually, if not more frequently. Annual reviews begin in the second quarter of each year to ensure the plan is still up to federal and state laws and best practices. Performance targets are updated in the fourth quarter after performance data for the current year has been reviewed.

The Safety Plan reviews and updates the following items as needed:

1. When Link Transit determines its approach to mitigating safety deficiencies is ineffective
2. Makes significant changes to service delivery
3. When new processes and procedures are introduced that may impact safety
4. Changes or re-prioritization of resources available to support SMS
5. Significant changes to the organizational structure

Safety Performance Targets

Safety performance targets are yearly goals to help ensure Link Transit provides a safe working environment for our employees and safe reliable transportation to our guests. The following targets were established based on 2024 estimates.

Mode	Fatalities	Fatalities (100K VRM)	Injuries	Injuries (100K VRM)	Events	Events (100K VRM)	SR Failure/VRM	OJI
Fixed	0	0	3	.15	15	.6	20,000	7
Demand Response	0	0	2	.4	5	1.66		

*Calculation for VRM: (# expected*100,000)/Revenue miles estimation. Estimated Miles: Fixed Route: 2,300,000; Demand Response: 575,000; Total: 2,875,000*

Definitions and Acronyms:

- **VRM - Vehicle Revenue Miles**
- **SR - System Reliability:** Mean distance between major mechanical failures by mode.
- **OJI - On the job injury:** An injury requiring more than first aid that occurred to an employee of Link Transit while in the course of performing their job duties.
- **Injuries:** Any injury which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; (2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); (3) Causes severe hemorrhages, nerve, muscle, or tendon damage; (4) Involves any internal organ; (5) Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface; (6) immediate transport away from the scene for medical attention
- **Events:** A collision, derailment, fire, hazardous material spill, act of nature (Act of God), evacuation, or Other Safety Occurrence not Otherwise Classified (OSONOC) occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle and meeting established NTD thresholds
- **Major mechanical failures:** Major mechanical system failures prevent a vehicle from completing or starting a scheduled revenue trip because actual movement is limited or because of safety concerns. Examples of major bus failures include breakdowns of brakes, doors, engine cooling systems, steering, axles, and suspension.
- **Occurrence:** Means an event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency

Section IV: Plan Consistency

Link staff participates in a variety of coordination efforts, including regularly scheduled meetings with PTBA jurisdictions, as well as membership on the Chelan-Douglas Transportation Council Board of Directors and Technical Advisory Committee.

Link's Transit Study effort led by Nelson\Nygaard Consulting Associates reviewed local plans for consistency and coordination in developing system recommendations. Findings from that effort, which occurred in 2020 as part of an existing conditions analysis, are included here. Link Transit intends to update this section on approximately a five-year cycle based on the local jurisdiction comprehensive planning cycle, as well as adding relevant new plans as appropriate.

Land Use and Strategic Planning

Chelan County 2017-2037 Comprehensive Plan

The Chelan County Comprehensive Plan is the guiding policy document for land use, transportation, economic development, and environmental planning in Chelan County. The transportation element of the plan is the County's 20-year transportation vision and its overarching goal is to provide a safe, balanced, and efficient multimodal system that serves anticipated local and regional growth. The plan identifies the following transit-related priorities for the future of Chelan County's transportation system:

- Provide better active transportation access to transit stops
- Encourage provision of transit facilities and services as mitigation for certain new developments
- Develop the county's park-and-ride and express transit services

Douglas County Countywide Comprehensive Plan

The Douglas County Comprehensive Master Plan serves as the primary guidance for physical development in Douglas County. The plan was last amended in February of 2019 and aims to make Douglas County a more convenient and orderly place to live. The plan's overarching transportation goal is to link the county's municipalities together. The plan identifies the following transit-related priority for the future of Douglas County's transportation system:

- Identify and invest in transit facilities, operations and road and pedestrian improvements that support the reliability and safety of the public transportation system, and provide linkages between Urban Growth Areas and Rural Service Centers

This plan also lists construction of public transit centers for multiple modes as an approved expense of sales tax dollars collected via a Sales and Use Tax for Public Facilities.

City of Chelan 2017 Comprehensive Plan

The City of Chelan's 2017 Comprehensive Plan outlines an overall vision for community growth, with specific goals and policies for land use, housing, transportation, and other plan elements. The plan's transportation element reflects community goals for a multimodal, connected transportation system, measured by the size of the network, amount of investments, and transportation level of service. The plan highlights the value of the Link Transit downtown Chelan circulator route, and calls for multiple transit-related improvements:

- Provide trolley stops at key downtown locations including Lakeshore Park, Don Morse Park, the post office, and Woodin Avenue
- Use trolley to serve outlying parking areas to increase attractiveness of those parking options and relieve pressure on downtown parking
- Ensure trolley schedule has frequent stops to increase convenience
- Increase mass transit education

- Provide schedules and route info online, in print, and on signage at strategic locations

City of Leavenworth 2017 Comprehensive Plan

The City of Leavenworth’s 2017 Comprehensive Plan serves as the guide for decision-making around capital facilities, economic development, housing, parks and recreation, transportation, land use, and utilities. The plan’s transportation element—which is currently being updated due to traffic congestion problems—has a primary goal of providing a safe and efficient multimodal transportation system for the community. The plan identifies the following policies to support this goal:

- Support and expand public transit service and construction of new park-and-rides to provide residents improved travel choices and reduce traffic congestion
- Require transit facilities and services as mitigation, where appropriate, for new developments
- Design developments to support access by modes other than single-occupancy vehicle, including transit

The plan also includes Link Transit projects as potential transportation system improvements for the Leavenworth area. These projects include an improved rural commuter route between Leavenworth and Wenatchee, expanded weekend Link Transit service, and additional bus stops in Leavenworth.

City of Wenatchee Urban Area Comprehensive Plan

Wenatchee’s Comprehensive Plan sets the vision, goals, and policies for the future of land use, housing, transportation, parks and recreation, and other areas. The plan was last updated in December 2019 and highlights the importance of pedestrian and bicycle access to transit, as well as Link Transit’s role as the primary transportation demand management agency in Wenatchee. An overarching plan goal for transit and non-motorized transportation is to pursue additional funding sources for an interconnected system and a transportation demand management program. Other transit-related goals identified in the plan include:

- Strengthen regional transit by intensifying land uses along primary transit corridors and around major transit stops
- Encourage new or improved transit stops, shelters, and park-and-rides—where appropriate—during development review and roadway reconstruction projects
- Work towards regional policies and regulations that support transit-oriented development, including around Columbia Station, where the South Wenatchee Sub-Area Plan has recommended a transit-oriented development overlay and the development of housing on Link-owned property. The City of Wenatchee Urban Area Comprehensive Plan recognizes housing development at Columbia Station as a possible solution for the regional housing shortage.

Greater East Wenatchee 2019 Area Comprehensive Plan

The Greater East Wenatchee Area Comprehensive plan is a collaborative product of the City of East Wenatchee and Douglas County, although it serves primarily as the City of East Wenatchee’s Comprehensive Plan. The transportation element of the plan addresses both motorized and non-motorized needs of East Wenatchee residents, stating that the city will plan, design, and construct all transportation projects to accommodate pedestrians, bicyclists, transit users, and persons of all abilities. ‘Complete Streets’ principles will be incorporated into city and county plans, rules, regulations, and programs as appropriate. Specific transit-related goals outlined in the plan include:

- Design and create transportation systems that improve accessibility of commercial establishments for pedestrians, transit riders, and automobile users
- Encourage development of a bicycle/walkway system for the City and the East Wenatchee area to allow for non-motorized travel, including connections to transit routes
- Encourage transit-oriented development in Medium Residential, Residential/High Office, Central Business District, Neighborhood Commercial, and Mixed-Use areas.

Our Valley, Our Future Action Plan

The *Our Valley, Our Future* Action Plan is a strategic community initiative that reflects a collaborative, values-based approach to enhancing the Wenatchee Valley. The plan was updated in February of 2018 and includes strategies to plan, promote, and implement alternative modes of transportation in the Wenatchee Valley, including public transit, pedestrian amenities, and bicycle facilities. These strategies include development of ‘complete streets’, expanded and improved public transportation, construction of bike lanes and trails, and comprehensive integrated land use and transportation planning. Specific transit-related strategies outlined in the plan include:

- Expand and improve public transit in the region to provide greater access to transit, thereby improving connections to major employment centers and increasing commuter options
- Develop more Link Transit bus stops, including park-and-ride facilities, along the US 2 and SR 97 highways
- Provide bus service to Pangborn Airport

Transportation Planning

2015 Chelan-Douglas Transportation Council Regional Transportation Plan

The CDTC Regional Transportation Plan (RTP) is a regional vision for future transportation investments. The plan identifies a moderate jobs-housing imbalance in the region, along with an auto commute mode share of 88%, both of which contribute to congestion in the growing region. Congestion on Columbia River bridges is identified as a pinch point of importance. The plan discusses ways to mitigate lengthy commute times by improving the share of walking, biking, transit, and carpooling trips. These measures—combined with implementing mixed-use development and increasing job growth in Douglas County—have the potential to reduce the strain continued growth will place on the region’s road network. Overall, the plan’s focus is not on public transit but it does include two overall goals that relate to transit:

- Develop actionable plans for maintaining adopted performance standards for vehicle drivers, transit riders, bicyclists, and pedestrians
- Integrate bicycle, pedestrian and transit improvements with roadway maintenance, preservation, and improvements

In developing the RTP, the CDTC conducted an over 500-responder survey about transportation in the region, receiving strong support for public transit—especially from low-income and racial minority groups.

Chelan-Douglas Transportation Council 2020-2023 Regional Transportation Improvement Program

The CDTC Regional Transportation Improvement Program is a list of transportation projects authorized by CDTC to receive and expend federal funds. It includes all significant projects that have been programmed over the next four years in Chelan and Douglas counties. The projects address three major transportation issues: maintenance and preservation, mobility, and safety, efficiency, and modernization.

Chelan-Douglas Transportation Council 2018 Human Services Transportation Plan

The CDTC’s Human Services Transportation Plan is a planning tool used to assist the region in identifying local transportation needs and programs and improvements to benefit seniors, those living with a disability, young people, those with lower incomes, and those who rely on transportation services. Notable plan goals include:

- Increase public transit service hours in the region, including 24-hour service and Sunday service.
- Improve options for rural transit, and improve connectivity between Chelan, Douglas, Okanogan, and Grant counties for access to events, employment, medical services, social services, and regional shopping destinations.
- Provide active transportation facilities across the region to increase safety and access to bus stops and essential services.

- Serve individuals outside of Link Transit’s Public Transportation Benefit Area (PTBA). Link Transit often receives requests for paratransit services outside of their PTBA boundaries that they cannot serve, in communities such as Mansfield and Bridgeport.
- Expand same-day service transportation options to address the limitations of advance reservation-type demand-response transit service.
- Increase education and outreach to public transit users and the public on existing programs and transportation options, especially for special needs transportation users.

Chelan-Douglas Transportation Council 2011 North Wenatchee Transportation Master Plan

The CDTC’s North Wenatchee Transportation Master Plan provides a blueprint for improving transportation safety and traffic flow in a manner that supports economic growth in the SR 285 corridor and Wenatchee Valley. The plan calls for the development of a major new arterial through Wenatchee, called Confluence Parkway, suggesting that transit could be re-routed onto this arterial.

Key public transportation issues include the need for consistency in travel speeds for transit to meet service objectives, transit reliability, improving pedestrian accessibility to transit, and increasing transit share of travel through the north Wenatchee corridor. Specific transit-related improvements to help address these issues include:

- Construct a new transit center in the vicinity of N Wenatchee Avenue and N Miller Street to provide a focal point for transit service and connectivity to the North Wenatchee Avenue commercial area and waterfront. The cost of this transit center was estimated to be between \$10 and \$15 million.
- Relocate intercity transit from N Wenatchee Avenue to Confluence Parkway to reduce delay on the corridor.
- Revise local transit service to use future roadway under-crossings at Hawley and/or Miller Street and upgraded circulation roads to enhance transit coverage on the north Wenatchee corridor and areas to the west.
- Construct improved transit stops and install shelters at priority bus stops in the Olds Station and Sunnyslope areas.
- Increase mid-day and peak-period intercity transit service.
- Review and adjust local transit service routing to reflect future railroad grade separations and circulation roads to serve new development, as appropriate.
- Modify transit operations to allow for overlapping service between Columbia Station and a new North Wenatchee Transit Center.

Chelan-Douglas Transportation Council Wenatchee Valley Bicycle Master Plan

The purpose of the Wenatchee Valley Bicycle Master Plan is to develop a long-term vision for the regional bicycle network and to make recommendations for policies and programs to support bicycling. Important goals from this plan include adding more bike infrastructure and better connections to transit, recreation, work commerce, dining, and daily life.

Chelan-Douglas Transportation Council US 2 Upper Wenatchee Valley Transportation Corridor Study

The US 2 Upper Wenatchee Valley Transportation Corridor Study examines and identifies realistic and implementable transportation capital enhancements that will provide year-round benefit and management strategies to improve transportation for all modes along this US 2 corridor. Completed projects, such as constructing a roundabout on US 2 at Icicle Road are identified within this study, as well as other enhancements/recommendations that are slated for future completion (e.g., additional park-and-ride facility in Cashmere).

Chelan-Douglas Transportation Council South Wenatchee Bicycle Connectivity Study

The South Wenatchee Bicycle Connectivity Study seeks to achieve three purposes: Improve the safety and comfort of biking in South Wenatchee, provide facilities that make biking a more viable choice for South Wenatchee residents and appeal to a wider range of bike user types, and connect the neighborhoods west of Mission Street to the Loop Trail and

new bridge at Bridge Street. Conceptual renderings for street designs are included in this study that make biking more viable for users in the project area—these renderings also discuss and account for accessibility to Link Transit bus stops, detailing the pros and cons regarding transit accessibility for each design.

Chelan-Douglas Transportation Council SR 28 Corridor Study

The SR 28 corridor study evaluates the segment of SR 28 between East Wenatchee and Rock Island. The purpose of this study is to assess the existing area with respect to mobility, safety, access, active transportation needs, as well as other relevant factors. This study also evaluates three future SR 28 design concepts to understand how well each design concept addresses existing and anticipated issues or opportunities within the study area. Both transit routing and transit connectivity, as they pertain to Link Transit’s public transportation network, are assessed for the proposed design concepts.

Chelan-Douglas Transportation Council Columbia River Crossing Study

The Columbia River Crossing Study applies concept-level planning, environmental and engineering analyses to understand the magnitude of costs, benefits, and impacts for up to four Columbia River crossing location options, with each location having its own unique value proposition. This study also evaluates these river crossing concepts on their individual merits without comparing, prioritizing, or recommending a preferred alternative. For each of the proposed concepts, impacts and potential opportunities for public transit are considered. Link Transit was involved in the stakeholder engagement process for this study, providing feedback regarding the possible impacts each draft concept would have on current and planned transit opportunities.

Section V: Planned Capital Expenses

This section contains planned capital expenses for the current budgeted year and next five years, including project names, descriptions, and proposed timeframe. It also lists projects of regional significance.

Planned Capital Expenses	Description	Year	Estimated Cost	Link Transit Role
<i>Replacement/Preservation Projects</i>				
<u>Rolling Stock/Equipment</u>				
Four Replacement Cutaways	Replacement fixed-route vehicles	2024	\$1,200,000	Lead
Four Replacement Electric Cutaways ¹	Replacement paratransit vehicles	2024	\$500,000	Lead
One Replacement Staff Vehicle	Replacement staff vehicle	2024	\$55,000	Lead
Nine Replacement 30' Electric Buses	Replacement fixed-route vehicles	2025	\$9,023,350	Lead
Three DC Slow Chargers	DC slow chargers for new bus garage	2025	\$585,900	Lead
Five Replacement 30' Electric Buses ¹	Replacement fixed-route vehicles	2025	\$5,250,000	Lead
Four Replacement Electric Cutaways	Replacement paratransit vehicles	2025	\$460,000	Lead
Six Replacement Electric Cutaways	Replacement paratransit vehicles	2026	\$705,000	Lead
Four Replacement Gasoline Cutaways	Replacement paratransit vehicles	2026	\$625,000	Lead
Two Replacement 30' Electric Buses	Replacement fixed-route vehicles	2026	\$2,100,000	Lead
Seven Replacement Rideshare Vehicles	Replacement rideshare vehicles	2027	\$350,000	Lead
Nine Replacement Electric Cutaways	Replacement paratransit vehicles	2028	\$1,026,000	Lead
Nine Replacement Rideshare Vehicles	Replacement rideshare vehicles	2029	\$477,000	Lead
Four Replacement Electric Cutaways	Replacement paratransit vehicles	2029	\$500,000	Lead
<u>Facilities</u>				
Columbia Station & Operations Base Repainting	Repainting of major Link Transit operations and administrative facilities	2025	\$500,000	Lead
Maintenance Garage Roof Replacement	Replace aging maintenance garage roof	2028	\$1,000,000	Lead
<i>Improvement/Expansion Projects</i>				
<u>Operational Infrastructure/Transit Access Projects</u>				
Manson Casino Pedestrian Connection	Paved access to SR 150 plus shelter installation	2024-2025	\$150,000	Lead

¹ Project of Regional Significance with secured Federal Funding

Planned Capital Expenses	Description	Year	Estimated Cost	Link Transit Role
East Wenatchee Bus Stop and Pedestrian Access Improvements	Bus stop and pedestrian access improvements to 5th Street NE, 19th Street & NW Cascade Ave, and Highline Drive in East Wenatchee	2024-2025	\$180,000	Partner
Bus Stop, Sidewalk, and Pathway Improvements	Bus stop amenity and access improvements as determined, including improved safety and security features at bus stops	2024-2029	\$3,730,000	Lead
Community Art Bus Stop Program	Development of “flagship” bus stops in regional communities; assumed one bus stop per year over the six-year time period	2024-2029	\$300,000	Lead
Leavenworth Glacier Lot Layover	Coordination with City of Leavenworth for bus layover and operator relief access	2024	\$150,000	Partner
NextBus Real-Time Arrival Information	Installation of real-time information at Columbia Station, as well as evaluation of potential for Chelan	2024	\$100,000	Lead
US 2/97 & Cascade Roundabout Bus Stops	Bus pull-outs and ADA compliant bus stops at US 2/97 & Cascade	2025	\$50,000	Partner
Easy & School Street Roundabout Bus Stops	Bus pull-outs and ADA compliant bus stops at Easy & School Street	2026	\$115,000	Partner
Streetside Bus Stops at Columbia Station along S Wenatchee Avenue	Reallocation of curb space on S Wenatchee Avenue between Thurston Street and Kittitas Street to facilitate transit speed and reliability	2026	\$25,000	Lead
North Wenatchee Ave & Maiden Lane – Queue Jump ²	Coordination with City of Wenatchee for installation of transit priority enhancements on N Wenatchee Ave & Maiden Lane	2027	\$0	Partner
Downtown Wenatchee Midblock Bus Stops	Improvements to Wenatchee Ave bus stops in downtown	2027	\$150,000	Lead
Streetside Wenatchee Valley Mall Super-Stops	New bus stops along Valley Mall Parkway to reduce travel times associated with existing mall deviations	2028	\$250,000	Lead
Park-and-Ride Projects				
East Wenatchee Park-and-Ride Inductive Fast Charger	Installation of inductive fast charger to support expansion of electric bus fleet	2024	\$575,000	Lead
Entiat South Park-and-Ride	Coordination with the City of Entiat on construction of a new park-and-ride facility at Entiat Way & Entiat River Road	2025	\$450,000	Partner
Chelan Apple Blossom Center Park-and-Ride Land Acquisition	Coordination with Apple Blossom Center and City of Chelan on land acquisition	2025	\$600,000	Lead
Rock Island Park-and-Ride	Development of existing Link Transit property in Rock Island	2025-2026	\$750,000	Lead
Monitor Park-and-Ride	New park-and-ride location in Monitor to facilitate express and/or BRT service	2025-2026	\$100,000	Lead
Cashmere Hay Canyon Park-and-Ride	Development of existing Link Transit property in Cashmere	2026	\$1,500,000	Lead

² Since Link Transit contributed financially to the National Environmental Policy Act (NEPA) environmental review process for the Confluence Parkway bypass project, it is not anticipated that this project will have a future financial impact for Link Transit.

Planned Capital Expenses	Description	Year	Estimated Cost	Link Transit Role
Rolling Stock				
Nineteen Rideshare/ Vanpool Vehicles	Rideshare vehicles to support implementation of new program	2023-2024	\$1,000,000	Lead
Rideshare Vehicle Telematics	Camera and telematic system to monitor the operation of rideshare vehicles	2024	\$60,000	Lead
Facilities				
BYD Slow Charger	Installation of DC charger at Columbia Station	2024	\$110,000	Lead
Operations Base Bus Garage	Construct new bus garage for expanded electric bus fleet, increase electrical infrastructure to allow simultaneous charging of more vehicles (currently limited to 21), add up to 30 additional vehicle over-night chargers	2024-2025	\$17,000,000	Lead

Section VI: Planned Operating Changes

Beginning in 2016, Link Transit engaged in Vision 2020, an extensive community outreach effort to gather community input regarding future planning to potentially expand Link’s level of service. Outreach gathered information from the public to understand needs and willingness to be taxed to meet those needs. Through two separate survey efforts, Link Transit received more than 4,000 responses and hundreds of written comments. Following the Vision 2020 outreach process, a proposal to fund service expansion by increasing sales tax by 0.2% was placed on the ballot. In August 2019, voters approved the sales tax increase initiative to expand and improve Link’s service in the upcoming years.

Link Transit subsequently contracted an outside consulting firm to conduct comprehensive operational analysis to review and evaluate the effectiveness and efficiency of Link Transit’s fixed-route service and to develop alternative future service plans. The study was conducted from Spring 2020 through Summer 2021, and it built upon work conducted as part of the Vision 2020 effort.

The following tables contain planned service expansion elements over the next several years, a summary of anticipated planning projects, and current status of Vision 2020 project implementation. Additional information in this section contains a yearly plan of changes to existing services scheduled to occur within the plan horizon—including enhancements to fixed-route, demand response, and rideshare service—in terms of passenger trips, hours, and miles.

Link Transit has identified significant additional service needs outside of Vision 2020 commitments, including service to more areas, weekday service improvements, and significant improvements to weekend service. However, Washington I-2117, which will appear on the ballot in November 2024, would have a substantial revenue impact on Link Transit and severely limit the agency’s ability to add more service. Additional service improvements that could begin to be implemented if existing revenue sources remain are listed in Appendix G. Link Transit also intends to seek grant opportunities to help deliver some of these additional expansion projects to the community.

Service Expansion Elements

Route	Summary of Improvements (2024-2026)
January 2024 Implementation	
1N/1S South Wenatchee to Walmart	New weekday trip at 5:55 p.m.
2 East Wenatchee to Walmart	New weekday trip at 5:30 p.m.; afternoon reliability improvements
3 CWH	New weekday trips at 6:30 a.m. and 7:30 p.m.
4 Pybus/Walla Walla Point Park	Add new 30-minute service on weekdays
5 Cherry/Western to Walmart	Restore 30-minute service on weekdays
7 WVC/Target/Walmart	New weekday trip at 7:30 p.m.; 30-minute service on weekends
9 South Wenatchee	New weekday trips at 8 p.m., 8:30 p.m., and 9 p.m.
21 Chelan/Manson	New weekday trips at 7 a.m., 2 p.m., 3 p.m.
122 Leavenworth Express	Expand to six round-trips per weekday
23 Rock Island	New Saturday trips at 11 a.m., 12 p.m., and 1 p.m.; add Sunday service with same schedule as Saturday
April 2024 Implementation	
Leavenworth DART	Same-day service on weekdays from 7:30 a.m. to 6 p.m.; weekends from 9 a.m. to 6 p.m.
July 2024 Implementation	
32 Leavenworth Shuttle	Service from Willkommen Park-and-Ride to Icicle Road that operates from 11 a.m. to 7 p.m. daily
October 2025 Implementation	
East Wenatchee Redesign	A comprehensive redesign of service offered in East Wenatchee

Route	Summary of Improvements (2024-2026)
April 2026 Implementation	
22 Leavenworth/Cashmere	New weekday trip at 10:15pm
23 Rock Island	New weekday trip at 7 p.m.
25 Waterville	New weekday trip at 7:30 p.m.
Rural Zone Service	Zone service that operates one day per week in five locations only from 7am-6pm.
Late-Night DART or Taxi Subsidy Program	Weekday DART service or taxi subsidy program providing new transportation option in urban area from 9 p.m. to 1 a.m.
Chelan DART	Service area expanded to Chelan Falls and Apple Acres/Lake Chelan Airport

Anticipated Planning Projects

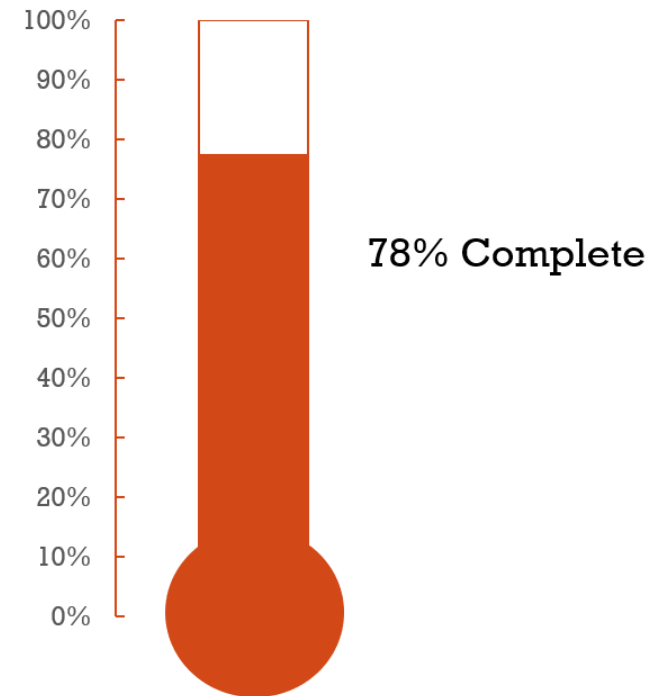
Project	Description	Year
Link Transit Facility Redesign Planning & Engineering	Master plan for a redesign of Link Transit administration, operations, and maintenance facilities.	2024
Service Standards & Performance Measures	Revisions to Link Transit key performance indicators to help evaluate service effectiveness.	2024
Comprehensive Bus Stop Plan	Comprehensive bus stop plan, including accessibility inventory, amenities prioritization, spacing optimization, and implementation plan.	2024-2025
Strategic & Financial Plan	Plan to identify future Link Transit priorities and establish an vision for the next 10 years.	2025-2026
US 2 Enhanced Transit Corridor Study Phase 1³	Alternatives analysis to identify station enhancements, speed and reliability improvements, and additional amenities along the Leavenworth-Wenatchee corridor.	2025
US 2 Enhanced Transit Corridor Study Phase 2	Extension of Leavenworth-Wenatchee corridor into Wenatchee and potentially across the Sellar Bridge to East Wenatchee.	2025-2026
US 2 Enhanced Transit Corridor Study Phase 3	Environmental analysis and engineering work for preferred alternative.	2025-2026
Zero-Emission Transition Plan Implementation Planning	Plan to identify strategies to continue zero-emissions transition work.	2024-2029

³ Proceeding with all phases of the US 2 Enhanced Transit Corridor Study effort is contingent on Link Transit retaining funding associated with the I-2117 vote in November 2024.

Vision 2020 Report Card

Status as of July 2024

Vision 2020 Commitments	Score
Expanded coverage area/explore alternative service models Construct Peshastin Park-and-Ride/Highway 2 stop Develop Chelan Transit Center/Park-and-Ride Operate later evening service, some routes until 12:00 AM Basic access service until 1:00 AM Explore Transportation Network Company integration (Uber/Lyft partnership) Sidewalk and pathway improvements to improve access to transit service Improved safety and security features at bus stops Enhanced bus stops and congestion relief strategies	25% (In Progress or Partially Complete)
Later evening service Local service in Chelan Develop Cashmere Park-and-Ride Develop Rock Island Park-and-Ride Supportive infrastructure (operations base redesign, vehicles, etc.)	50% (In Progress or Partially Complete)
Increased Saturday service/add new Saturday service Improved routing to minimize transfers	75% (In Progress or Partially Complete)
Better frequency all day Add Sunday and holiday service Commuter express service to Wenatchee Develop high frequency north-south transit lines Construct highway stop at Hay Canyon/Goodwin Rd. Begin service earlier in the morning More frequent service on major arterials in urban area More LinkPlus service New rideshare options Employer-based worker-driver program/vanpools Smaller buses in residential neighborhoods New full-sized buses on frequent routes Real-time arrival signs Easier access low-floor buses and vans Same-day LinkPlus and DART service	100% (Implemented; Will Be Evaluated for Enhancements)
Average	78%



Projected Operating Data (2023 – 2029)

FIXED-ROUTE	2023	2024	2025	2026	2027	2028	2029
Vehicle Service Hours	93,892	116,000	127,000	128,000	128,000	128,000	128,000
Revenue Hours	90,238	110,000	121,000	122,000	122,000	122,000	122,000
Vehicle Service Miles	1,824,307	2,225,000	2,576,000	2,598,000	3,099,000	3,099,000	3,099,000
Revenue Miles	1,752,909	2,138,000	2,475,000	2,496,000	2,978,000	2,978,000	2,978,000
Passenger Trips	938,950	1,145,000	1,326,000	1,337,000	1,595,000	1,595,000	1,595,000

ROUTE DEVIATED	2023	2024	2025	2026	2027	2028	2029
Vehicle Service Hours	12,536	14,000	14,000	15,000	15,000	15,000	15,000
Revenue Hours	11,635	13,000	13,000	14,000	14,000	14,000	14,000
Vehicle Service Miles	308,853	343,000	430,000	464,000	464,000	464,000	464,000
Revenue Miles	294,043	327,000	409,000	442,000	442,000	442,000	442,000
Passenger Trips	71,910	80,000	100,000	108,000	108,000	108,000	108,000

DEMAND RESPONSE	2023	2024	2025	2026	2027	2028	2029
Vehicle Service Hours	39,274	40,000	44,000	49,000	49,000	49,000	49,000
Revenue Hours	36,341	38,000	42,000	47,000	47,000	47,000	47,000
Vehicle Service Miles	516,808	538,000	600,000	628,000	628,000	628,000	628,000
Revenue Miles	450,465	469,000	523,000	547,000	547,000	547,000	547,000
Passenger Trips	92,228	96,000	107,000	112,000	112,000	112,000	112,000

RIDESHARE	2023	2024	2025	2026	2027	2028	2029
Revenue Hours	3,517	5,800	6,100	6,400	6,700	7,000	7,400
Revenue Miles	184,492	307,000	324,000	341,000	358,000	375,000	392,000
Passenger Trips	10,818	18,000	19,000	20,000	21,000	22,000	23,000

Section VII: Multi-Year Financial Plan

Revenues and Expenditures 2022 – 2028

See the following pages (28 – 34) for years 2023 through 2029:

- Year 2023 actual – page 28
- Year 2024 budgeted – page 29
- Year 2025 – page 30
- Year 2026 – page 31
- Year 2027 – page 32
- Year 2028 – page 33
- Year 2029 – page 34

2023 ACTUAL	GENERAL FUND	VEHICLE RESERVE	EQUIPMENT FACILITY RESERVE	CONTINGENCY RESERVE	FTA VEHICLE RESERVE	SALES TAX REFUND RESERVE	TOTAL
Beginning Balance	\$ 22,692,508	\$ 2,542,246	\$ 7,841,088	\$ 3,540,000	\$ 49,309	\$ 1,000,000	\$ 37,665,151
Revenues							
Sales Tax	23,541,088						23,541,088
Fares - Rideshare	16,297						16,297
Interest on Sales Tax	61,473						61,473
Interest on Investment Account	1,551,586						1,551,586
Lease Revenue	19,200						19,200
Miscellaneous	123,822						123,822
Section 5307 Formula Funding	5,217,640						5,217,640
Section 5311 - Rural Commuter & DART Services	794,599						794,599
Section 5310 - Mobility Management	53,000						53,000
WSDOT Special Needs Grant	1,078,403						1,078,403
WSDOT Transit Support Grant	1,261,445						1,261,445
WSDOT Rural Mobility Grant	35,625						35,625
Contribution to Reserve Accounts		7,500,000	4,000,000	400,000			11,900,000
Total Revenues	33,754,158	7,500,000	4,000,000	400,000	-	-	45,654,158
Operating Expenses							
Fixed Route Preservation & Maint. (b)	15,712,735						15,712,735
Fixed Route Expansion	186,000						186,000
Route Deviated Preservation & Maint.(b)	2,118,952						2,118,952
Route Deviated Expansion	-						-
Paratransit Preservation & Maint. (b)	5,878,980						5,878,980
Paratransit Expansion	-						-
Rideshare Preservation & Maint. (b)	-						-
Rideshare Expansion	436,203						436,203
Depreciation	3,900,117						3,900,117
Contribution to Reserve Accounts	11,900,000						11,900,000
Total Expenses	40,132,987	-	-	-	-	-	40,132,987
Add Back Depreciation	3,900,117						3,900,117
Total Available	\$ 20,213,796	\$ 10,042,246	\$ 11,841,088	\$ 3,940,000	\$ 49,309	\$ 1,000,000	\$ 47,086,439
Capital Grant Revenue							
WSDOT Green Transportation Grant		2,038,584					2,038,584
WSDOT Public Transit Rideshare Grant		166,950					166,950
FTA 5339 Bus & Bus Facilities		265,102					265,102
Total Capital Grant Revenue	\$ -	\$ 2,470,636	\$ -	\$ -	\$ -	\$ -	\$ 2,470,636
Capital Expenditures							
System Preservation & Maint.							
Steril-Koni 4-post Lift		53,627					53,627
Wheel Cleaner		8,786					8,786
Install (3) BYD Slow Chargers		32,049					32,049
Inductive Charger - East Wenatchee Park & Ride		50,428					50,428
Three (3) 35' Electric Buses		2,539,353					2,539,353
Electric Staff Car		39,947					39,947
Three (3) Flow Trucks		215,015					215,015
Three (3) Electric Paratransit Cutaways		317,797					317,797
Verkada Camera System - Columbia Station			116,689				116,689
Operations Base Copier			15,161				15,161
Operations Base Wall Resealant			167,815				167,815
Parts Office Renovation			4,048				4,048
Bus Scaffolding			35,850				35,850
3rd & Rock Island Road Park & Ride/Comfort Station			804,855				804,855
Hwy 2 & Icicle Road RAB - Leavenworth			2,508,016				2,508,016
Easy Street US 2/97 Roundabout Pullouts			156,021				156,021
Gunn Road Bus Stop			75,411				75,411
Next Bus Signage			29,847				29,847
System Expansion							
Eight (8) 30' Electric Buses		6,376,873					6,376,873
Fifteen (15) Rideshare Vehicles		626,453					626,453
Total Capital Expenditures	\$ -	\$ 10,260,328	\$ 3,913,513	\$ -	\$ -	\$ -	\$ 14,173,841
Ending Balance	\$ 20,213,796	\$ 2,252,554	\$ 7,927,575	\$ 3,940,000	\$ 49,309	\$ 1,000,000	\$ 35,383,234

2024 BUDGETED	GENERAL FUND	VEHICLE RESERVE	EQUIPMENT FACILITY RESERVE	CONTINGENCY RESERVE	FTA VEHICLE RESERVE	SALES TAX REFUND RESERVE	TOTAL
Beginning Balance	\$ 20,213,796	\$ 2,252,554	\$ 7,927,575	\$ 3,940,000	\$ 49,309	\$ 1,000,000	\$ 35,383,234
Revenues							
Sales Tax	28,814,292						28,814,292
Fares - Rideshare	18,000						18,000
Interest on Sales Tax	10,000						10,000
Interest on Investment Account	295,000						295,000
Lease Revenue	19,200						19,200
Miscellaneous	191,500						191,500
Section 5307 Formula Funding	3,741,996						3,741,996
Section 5311 - Rural Commuter & DART Services	812,457						812,457
Section 5310 - Mobility Management	106,000						106,000
WSDOT Special Needs Grant	1,441,453						1,441,453
WSDOT Transit Support Grant	1,785,954						1,785,954
WSDOT Rural Mobility Grant	71,250						71,250
Contribution to Reserve Accounts		1,700,000	14,000,000	750,000			16,450,000
Total Revenues	\$ 37,307,102	\$ 1,700,000	\$ 14,000,000	\$ 750,000	\$ -	\$ -	\$ 53,757,102
Operating Expenses							
Fixed Route Preservation & Maint. (b)	17,400,687						17,400,687
Fixed Route Expansion	765,600						765,600
Route Deviated Preservation & Maint. (b)	1,749,933						1,749,933
Route Deviated Expansion	191,400						191,400
Paratransit Preservation & Maint. (b)	7,350,607						7,350,607
Paratransit Expansion	-						-
Rideshare Preservation & Maint. (b)	479,823						479,823
Rideshare Expansion	-						-
Depreciation	3,978,119						3,978,119
Contribution to Reserve Accounts	16,450,000						16,450,000
Total Expenses	\$ 48,366,169	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,366,169
Add Back Depreciation	3,978,119						3,978,119
Total Available	\$ 13,132,848	\$ 3,952,554	\$ 21,927,575	\$ 4,690,000	\$ 49,309	\$ 1,000,000	\$ 44,752,286
Capital Grant Revenue							
WSDOT Public Transit Rideshare Grant		44,250					44,250
FTA 5339 Bus & Bus Facilities		368,101					368,101
Total Capital Grant Revenue	\$ -	\$ 412,351	\$ -	\$ -	\$ -	\$ -	\$ 412,351
Capital Expenditures							
System Preservation & Maint.							
Four (4) Fixed Route Cutaways		1,200,000					1,200,000
Four (4) Electric Paratransit Cutaways		450,891			49,309		500,000
One (1) Staff Vehicle		55,000					55,000
Inductive Charger - East Wenatchee Park & Ride		536,806					536,806
Rideshare Vehicle Telematics		60,000					60,000
Next Bus Signage			100,000				100,000
Rock Island Park & Ride			750,000				750,000
City of East Wenatchee Bus Stop/Pedestrian Improvements			100,000				100,000
Leavenworth Glacier Lot Restroom			150,000				150,000
Operations Base/Columbia Station Repainting			500,000				500,000
Bus Stop Improvements			500,000				500,000
Entiat Park & Ride			450,000				450,000
EV Chargers			50,000				50,000
Hay Canyon Park & Ride Preliminary Design			50,000				50,000
Dispatch Workstations			90,000				90,000
System Expansion							
Four (4) Rideshare Vehicles		373,547					373,547
Electric Bus Parking Garage			17,000,000				17,000,000
Total Capital Expenditures	\$ -	\$ 2,675,844	\$ 19,740,000	\$ -	\$ 49,309	\$ -	\$ 22,465,153
Ending Balance	\$ 13,132,848	\$ 1,689,061	\$ 2,187,575	\$ 4,690,000	\$ (0)	\$ 1,000,000	\$ 22,699,484

2025 PROJECTED	GENERAL FUND	VEHICLE RESERVE	EQUIPMENT FACILITY RESERVE	CONTINGENCY RESERVE	FTA VEHICLE RESERVE	SALES TAX REFUND RESERVE	TOTAL
	\$ 13,132,848	\$ 1,689,061	\$ 2,187,575	\$ 4,690,000	\$ (0)	\$ 1,000,000	\$ 22,699,484
Revenues							
Sales Tax	30,399,078						30,399,078
Fares - Rideshare	20,000						20,000
Interest on Sales Tax	10,200						10,200
Interest on Investment Account	295,000						295,000
Lease Revenue/Miscellaneous	18,000						18,000
Section 5307 Formula Funding	3,820,578						3,820,578
Section 5311 - Rural Commuter & DART Services	812,457						812,457
Section 5310 - Mobility Management	108,000						108,000
WSDOT Special Needs Grant	1,441,453						1,441,453
WSDOT Transit Support Grant	1,785,954						1,785,954
WSDOT Rural Mobility Grant	71,250						71,250
Contribution to Reserve Accounts		3,500,000	1,500,000	450,000			5,450,000
Total Revenues	\$ 38,779,970	\$ 3,500,000	\$ 1,500,000	\$ 450,000	\$ -	\$ -	\$ 44,229,970
Operating Expenses							
Fixed Route Preservation & Maint. (b)	19,347,096						19,347,096
Fixed Route Expansion	1,085,000						1,085,000
Route Deviated Preservation & Maint. (b)	2,087,520						2,087,520
Route Deviated Expansion							-
Paratransit Preservation & Maint. (b)	7,828,396						7,828,396
Paratransit Expansion							-
Rideshare Preservation & Maint. (b)	511,012						511,012
Rideshare Expansion	-						-
Depreciation	3,978,119						3,978,119
Contribution to Reserve Accounts	5,450,000						5,450,000
Total Expenses	\$ 40,267,144	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,267,144
Add Back Depreciation	3,978,119						3,978,119
Total Available	\$ 15,623,794	\$ 5,189,061	\$ 3,687,575	\$ 5,140,000	\$ (0)	\$ 1,000,000	\$ 30,640,430
Capital Grant Revenue							
FTA 5339 Low or No Emission		4,482,500					4,482,500
WSDOT Green Transportation Grant		5,942,718					5,942,718
Total Capital Grant Revenue	\$ -	\$ 10,405,218	\$ -	\$ -	\$ -	\$ -	\$ 10,405,218
Capital Expenditures							
System Preservation & Maint.							
Nine (9) 30' Electric Buses		9,025,350					9,025,350
Three (3) DC Slow Chargers		585,900					585,900
Four (4) Electric Paratransit Cutaways		480,000					480,000
Five (5) 30' Electric Buses		5,250,000					5,250,000
Vehicle Maintenance Equipment		50,000					50,000
Parking Lot/Park & Ride Maintenance			100,000				100,000
Bus Stop/Pedestrian Improvements			750,000				750,000
Community Art Bus Stop Program			50,000				50,000
System Expansion							
Monitor Park & Ride			100,000				100,000
Chelan Apple Blossom Center Land Acquisition			600,000				600,000
Total Capital Expenditures	\$ -	\$ 15,371,250	\$ 1,600,000	\$ -	\$ -	\$ -	\$ 16,971,250
Ending Balance	\$ 15,623,794	\$ 223,029	\$ 2,087,575	\$ 5,140,000	\$ (0)	\$ 1,000,000	\$ 24,074,398

2026 PROJECTED	GENERAL FUND	VEHICLE RESERVE	EQUIPMENT FACILITY RESERVE	CONTINGENCY RESERVE	FTA VEHICLE RESERVE	SALES TAX REFUND RESERVE	TOTAL
Beginning Balance	\$ 15,623,794	\$ 223,029	\$ 2,087,575	\$ 5,140,000	\$ (0)	\$ 1,000,000	\$ 24,074,398
Revenues							
Sales Tax	32,071,027						32,071,027
Fares - Rideshare	20,000						20,000
Interest on Sales Tax	10,404						10,404
Interest on Investment Account	300,900						300,900
Lease Revenue/Miscellaneous	18,000						18,000
Section 5307 Formula Funding	3,918,092						3,918,092
Section 5311 - Rural Commuter & DART Services	812,457						812,457
Section 5310 - Mobility Management	108,000						108,000
WSDOT Special Needs Grant	1,441,453						1,441,453
WSDOT Transit Support Grant	1,785,954						1,785,954
WSDOT Rural Mobility Grant	71,250						71,250
Contribution to Reserve Accounts		3,500,000	1,500,000	450,000			5,450,000
Total Revenues	\$ 40,553,538	\$ 3,500,000	\$ 1,500,000	\$ 450,000	\$ -	\$ -	\$ 46,003,538
Operating Expenses							
Fixed Route Preservation & Maint. (b)	21,760,182						21,760,182
Fixed Route Expansion	565,000						565,000
Route Deviated Preservation & Maint. (b)	2,201,909						2,201,909
Route Deviated Expansion	-						-
Paratransit Preservation & Maint. (b)	8,337,242						8,337,242
Paratransit Expansion	-						-
Rideshare Preservation & Maint. (b)	544,228						544,228
Rideshare Expansion	-						-
Depreciation	3,978,119						3,978,119
Contribution to Reserve Account	5,450,000						5,450,000
Total Expenses	\$ 42,836,680	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,836,680
Add Back Depreciation	3,978,119						3,978,119
Total Available	\$ 17,318,771	\$ 3,723,029	\$ 3,587,575	\$ 5,590,000	\$ (0)	\$ 1,000,000	\$ 31,219,375
Capital Grant Revenue							
FTA 5339 Bus & Bus Facilities		240,000					
Total Capital Grant Revenue	\$ -	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ 240,000
Capital Expenditures							
System Preservation & Maint.							
Six (6) Electric Paratransit Cutaways		705,000					705,000
Four (4) Gasoline Paratransit Cutaways		625,000					625,000
Two (2) 30' Electric Buses		2,100,000					2,100,000
Vehicle Maintenance Equipment		50,000					50,000
Parking Lot/Park & Ride Maintenance			100,000				100,000
Bus Stop/Pedestrian Improvements			750,000				750,000
Community Art Bus Stop Program			50,000				50,000
System Expansion							
Hay Canyon Park & Ride			1,500,000				1,500,000
Total Capital Expenditures	\$ -	\$ 3,480,000	\$ 2,400,000	\$ -	\$ -	\$ -	\$ 5,880,000
Ending Balance	\$ 17,318,771	\$ 483,029	\$ 1,187,575	\$ 5,590,000	\$ (0)	\$ 1,000,000	\$ 25,579,375

2027 PROJECTED	GENERAL FUND	VEHICLE RESERVE	EQUIPMENT FACILITY RESERVE	CONTINGENCY RESERVE	FTA VEHICLE RESERVE	SALES TAX REFUND RESERVE	TOTAL
Beginning Balance	\$ 17,318,771	\$ 483,029	\$ 1,187,575	\$ 5,590,000	\$ (0)	\$ 1,000,000	\$ 25,579,375
Revenues							
Sales Tax	33,834,934						33,834,934
Fares - Rideshare	20,000						20,000
Interest on Sales Tax	10,612						10,612
Interest on Investment Account	306,918						306,918
Lease Revenue/Miscellaneous	18,000						18,000
Section 5307 Formula Funding	3,916,092						3,916,092
Section 5311 - Rural Commuter & DART Services	812,457						812,457
Section 5310 - Mobility Management	106,000						106,000
WSDOT Special Needs Grant	1,441,453						1,441,453
WSDOT Transit Support Grant	1,785,954						1,785,954
WSDOT Rural Mobility Grant	71,250						71,250
Contribution to Reserve Accounts		3,500,000	1,500,000	450,000			5,450,000
Total Revenues	\$ 42,323,670	\$ 3,500,000	\$ 1,500,000	\$ 450,000	\$ -	\$ -	\$ 47,773,670
Operating Expenses							
Fixed Route Preservation & Maint. (b)	23,776,319						23,776,319
Fixed Route Expansion	-						-
Route Deviated Preservation & Maint. (b)	2,345,033						2,345,033
Route Deviated Expansion	-						-
Paratransit Preservation & Maint. (b)	8,879,163						8,879,163
Paratransit Expansion	-						-
Rideshare Preservation & Maint. (b)	579,602						579,602
Rideshare Expansion	-						-
Depreciation	3,978,119						3,978,119
Contribution to Reserve Accounts	5,450,000						5,450,000
Total Expenses	\$ 45,008,237	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,008,237
Add Back Depreciation	3,978,119						3,978,119
Total Available	\$ 18,612,324	\$ 3,983,029	\$ 2,687,575	\$ 6,040,000	\$ (0)	\$ 1,000,000	\$ 32,322,928
Capital Grant Revenue							
Total Capital Grant Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Expenditures							
System Preservation & Maint.							
Seven (7) Rideshare Vehicles		350,000					350,000
Vehicle Maintenance Equipment		50,000					50,000
Parking Lot/Park & Ride Maintenance			100,000				100,000
Bus Stop/Pedestrian Improvements			750,000				750,000
Community Art Bus Stop Program			50,000				50,000
System Expansion							
Total Capital Expenditures	\$ -	\$ 400,000	\$ 900,000	\$ -	\$ -	\$ -	\$ 1,300,000
Ending Balance	\$ 18,612,324	\$ 3,583,029	\$ 1,787,575	\$ 6,040,000	\$ (0)	\$ 1,000,000	\$ 31,022,928

2028 PROJECTED	GENERAL FUND	VEHICLE RESERVE	EQUIPMENT FACILITY RESERVE	CONTINGENCY RESERVE	FTA VEHICLE RESERVE	SALES TAX REFUND RESERVE	TOTAL
Beginning Balance	\$ 18,612,324	\$ 3,583,029	\$ 1,787,575	\$ 6,040,000	\$ (0)	\$ 1,000,000	\$ 31,022,928
Revenues							
Sales Tax	35,695,855						35,695,855
Fares - Rideshare	20,000						20,000
Interest on Sales Tax	10,824						10,824
Interest on Investment Account	313,056						313,056
Lease Revenue/Miscellaneous	18,000						18,000
Section 5307 Formula Funding	3,916,092						3,916,092
Section 5311 - Rural Commuter & DART Services	812,457						812,457
Section 5310 - Mobility Management	106,000						106,000
WSDOT Special Needs Grant	1,441,453						1,441,453
WSDOT Transit Support Grant	1,785,954						1,785,954
WSDOT Rural Mobility Grant	71,250						71,250
Contribution to Reserve Accounts		3,000,000	1,500,000	450,000			4,950,000
Total Revenues	\$ 44,190,942	\$ 3,000,000	\$ 1,500,000	\$ 450,000	\$ -	\$ -	\$ 49,140,942
Operating Expenses							
Fixed Route Preservation & Maint.	25,321,780						25,321,780
Fixed Route Expansion	-						-
Route Deviated Preservation & Maint.	2,497,460						2,497,460
Route Deviated Expansion	-						-
Paratransit Preservation & Maint.	9,456,309						9,456,309
Paratransit Expansion	-						-
Rideshare Preservation & Maint. (b)	617,277						617,277
Rideshare Expansion	-						-
Depreciation	3,978,119						3,978,119
Contribution to Reserve Accounts	4,950,000						4,950,000
Total Expenses	\$ 46,820,944	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,820,944
Add Back Depreciation	3,978,119						3,978,119
Total Available	\$ 19,960,442	\$ 6,583,029	\$ 3,287,575	\$ 6,490,000	\$ (0)	\$ 1,000,000	\$ 37,321,045
Capital Grant Revenue							
FTA 5339 Bus & Bus Facilities		240,000					240,000
Total Capital Grant Revenue	\$ -	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ 240,000
Capital Expenditures							
System Preservation & Maint.							
Nine (9) Electric Paratransit Cutaways		1,026,000					1,026,000
Vehicle Maintenance Equipment		50,000					50,000
Parking Lot/Park & Ride Maintenance			100,000				100,000
Bus Stop/Pedestrian Improvements			750,000				750,000
Community Art Bus Stop Program			50,000				50,000
Maintenance Garage Roof Replacement			1,000,000				1,000,000
System Expansion							
Total Capital Expenditures	\$ -	\$ 1,076,000	\$ 1,900,000	\$ -	\$ -	\$ -	\$ 2,976,000
Ending Balance	\$ 19,960,442	\$ 5,747,029	\$ 1,387,575	\$ 6,490,000	\$ (0)	\$ 1,000,000	\$ 34,585,045

2029 PROJECTED	GENERAL FUND	VEHICLE RESERVE	EQUIPMENT FACILITY RESERVE	CONTINGENCY RESERVE	FTA VEHICLE RESERVE	SALES TAX REFUND RESERVE	TOTAL
Beginning Balance	\$ 19,960,442	\$ 5,747,029	\$ 1,387,575	\$ 6,490,000	\$ (0)	\$ 1,000,000	\$ 34,585,045
Revenues							
Sales Tax	37,659,127						37,659,127
Fares - Rideshare	20,000						20,000
Interest on Sales Tax	11,041						11,041
Interest on Investment Account	319,317						319,317
Lease Revenue/Miscellaneous	18,000						18,000
Section 5307 Formula Funding	3,916,092						3,916,092
Section 5311 - Rural Commuter & DART Services	812,457						812,457
Section 5310 - Mobility Management	106,000						106,000
WSDOT Special Needs Grant	1,441,453						1,441,453
WSDOT Transit Support Grant	1,785,954						1,785,954
WSDOT Rural Mobility Grant	71,250						71,250
Contribution to Reserve Accounts		3,000,000	1,500,000	450,000			4,950,000
Total Revenues	\$ 46,160,692	\$ 3,000,000	\$ 1,500,000	\$ 450,000	\$ -	\$ -	\$ 51,110,692
Operating Expenses							
Fixed Route Preservation & Maint. (b)	26,967,696						26,967,696
Fixed Route Expansion	-						-
Route Deviated Preservation & Maint. (b)	2,659,795						2,659,795
Route Deviated Expansion	-						-
Paratransit Preservation & Maint. (b)	10,070,969						10,070,969
Paratransit Expansion	-						-
Rideshare Preservation & Maint. (b)	657,400						657,400
Rideshare Expansion	-						-
Depreciation	3,978,119						3,978,119
Contribution to Reserve Accounts	4,950,000						4,950,000
Total Expenses	\$ 49,283,978	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,283,978
Add Back Depreciation	3,978,119						3,978,119
Total Available	\$ 20,815,275	\$ 8,747,029	\$ 2,887,575	\$ 6,940,000	\$ (0)	\$ 1,000,000	\$ 40,389,879
Capital Grant Revenue							
Total Capital Grant Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Expenditures							
System Preservation & Maint.							
Nine (9) Rideshare Vehicles		477,000					477,000
Four (4) Electric Paratransit Cutaways		500,000					500,000
Vehicle Maintenance Equipment		50,000					50,000
Parking Lot/Park & Ride Maintenance			100,000				100,000
Bus Stop/Pedestrian Improvements			750,000				750,000
Community Art Bus Stop Program			50,000				50,000
System Expansion							
Leffler Field Park & Ride			1,000,000				1,000,000
Total Capital Expenditures	\$ -	\$ 1,027,000	\$ 1,900,000	\$ -	\$ -	\$ -	\$ 2,927,000
Ending Balance	\$ 20,815,275	\$ 7,720,029	\$ 987,575	\$ 6,940,000	\$ (0)	\$ 1,000,000	\$ 37,462,879

Section VIII: Section 5307 Program of Projects

The Section 5307 Urbanized Area Formula Funding program (49 U.S.C 5307) makes federal resources available for transit capital and operating assistance and transportation-related planning in urbanized areas. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. The following is a schedule of projected 5307 Apportionments for federal fiscal year 2025 and represents the “2025 Program of Projects” for this funding source for the TDP as required by federal statute.

As part of the annual Section 5307 Program of Projects (POP) public process, Link Transit publishes a notice (as part of the TDP update) in the local newspaper and posts the following information on the Link Transit website:

- The public hearing will be held in coordination with the TDP process
- The proposed program will be the final program unless amended
- Final notice is considered as part of the Final Adopted TDP

All projects on Link Transit’s proposed POP for federal fiscal year 2025 are regionally significant and will be submitted to the Chelan Douglas Transportation Council to be included in the local region’s Transportation Improvement Plan (TIP).

Section 5307 Program of Projects for Federal Fiscal Year 2025

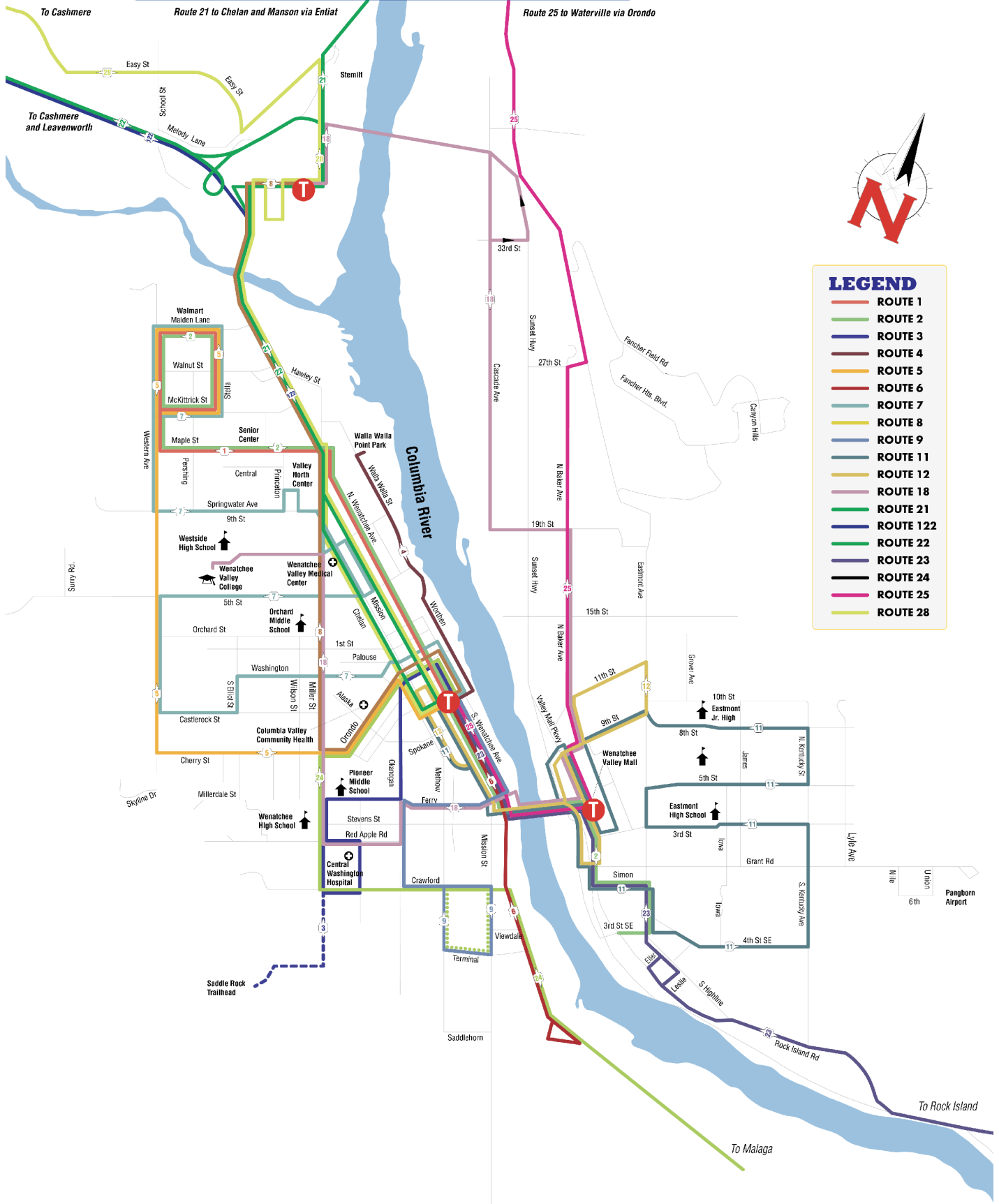
Project	Federal	Local	Total
Operating Expenses	\$3,820,578	\$3,820,578	\$7,641,156

Operating Expenses

The FTA defines Operating Expenses in Circular 9030.1E as *“those costs necessary to operate, maintain, and manage a public transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year.”*

Effective July 1, 2024

Wenatchee & East Wenatchee Routes



Appendix B: Facilities Description

Title	Description	Comments
Maintenance & Operations Base	2700 Euclid Avenue, Wenatchee, WA 98801 <ul style="list-style-type: none"> 36,700 square ft. Maintenance, operations & administrative facilities 	Construction January 2000. Energy audit completed 2016.
Covered Bus Storage	2700 Euclid Avenue, Wenatchee, WA 98801 <ul style="list-style-type: none"> Covered shelter for 75 buses and electric slow-charge base 	Construction completed January 2000.
Columbia Station	300 S. Columbia Street, Wenatchee, WA 98801 <ul style="list-style-type: none"> Regional intermodal facility, including off-street transfer center, intercity buses, passenger rail, taxi, bicycle/ pedestrian connections to waterfront trail, guest services, café 64 parking spaces with 2 EV chargers (3 ADA) Under Contract with City of Wenatchee, WSDOT & BNSF 	Construction completed and opened for business July 1997. Energy audit completed 2016.
Big Y Park-and-Ride	Located at Highway 97 exit to Blewett Pass. <ul style="list-style-type: none"> Provides park-and-ride and sheltered bus stop Under agreement with WSDOT, Link Transit has maintenance responsibilities 41 parking spaces (3 ADA), 2 EV chargers 	Served by Route 22.
Leavenworth Park-and-Ride	Located on Highway 2 in Leavenworth, WA 98816 <ul style="list-style-type: none"> Provides park & ride and sheltered bus stop with bicycle facilities Under agreement with WSDOT, Link Transit has maintenance responsibilities; shelter is owned by City of Leavenworth 43 parking spaces (4 ADA) 	Served by Route 22.
Hay Canyon Park-and-Ride	While Link owns this property, the lot is undeveloped as of July 2024.	Served by Route 22.
Country Boys BBQ Park-and-Ride	400 Aplets Way, Cashmere, WA 98815 <ul style="list-style-type: none"> Partnership agreement with Country Boys BBQ 5 total dedicated parking spaces with 2 EV chargers Link Transit has maintenance responsibilities 	Served by Route 22.
Cashmere Museum Park-and-Ride	600 Cotlets Way, Cashmere, WA 98815 <ul style="list-style-type: none"> Partnership agreement with Cashmere Museum 2 dedicated parking spaces with 2 EV chargers Link Transit has maintenance responsibilities 	Served by Routes 22 and 28.
Olds Station Park-and-Ride	Adjacent to Link Transit Ops Base, Wenatchee, WA 98801 <ul style="list-style-type: none"> 242 parking spaces with 8 EV chargers 	Served by Routes 8, 18, 21, 22, 28.
Entiat Park-and-Ride	Located on Highway 97-A & Entiat Way in the City of Entiat. <ul style="list-style-type: none"> 21 parking spaces with 2 EV chargers (1 ADA) Contract with City of Entiat 	Served by Route 21.
Chelan Park-and-Ride at Lakeside	Located on Highway 97-A by Lakeside Park in Chelan, WA <ul style="list-style-type: none"> 29 parking spaces (2 ADA) Link Transit has maintenance responsibilities Contract with City of Chelan 	Served by Route 21.
Peshastin Bus Turn-Around	Located near Hi-Up Growers facility in Peshastin, WA <ul style="list-style-type: none"> Turn-around and stop to provide service to Peshastin 	Served by Route 22.
Wenatchee Valley College Bus Turn-Around and Layover	Located at 1521 9th Street, Wenatchee, WA 98801 <ul style="list-style-type: none"> Turn-around and stop to provide service to Wenatchee Valley College Contract with Wenatchee Valley College 	Served by Route 18.

Title	Description	Comments
East Wenatchee Park-and-Ride	310 Rock Island Road, East Wenatchee, WA 98802 <ul style="list-style-type: none"> • 24 parking spaces with 2 EV chargers (1 ADA) • InductEV inductive bus charger • Off-street bus lane and sheltered bus stops • Private restroom for employees 	Served by Route 2.
Rock Island Park-and-Ride	While Link owns this property, the lot is undeveloped as of July 2024.	Served by Route 23.
Wenatchee Valley Mall Transit Center	511 Valley Mall Parkway, East Wenatchee, WA 98802 <ul style="list-style-type: none"> • 2 bus pull outs in mall lot, including four shelters and other stop amenities • Contract with Wenatchee Valley Mall 	Served by Routes 2, 18, 11, 12, 23, 25.
Valley North Center Transit Center	Adjacent to JC Penny's at 1300 N. Miller, Wenatchee, WA 98801 (Valley North Mall lot). <ul style="list-style-type: none"> • Passenger boarding island and two shelters • Contract with Valley North Center LLC 	Served by Route 7.
Wilkommen Village Park-and-Ride	200 Ward Strasse, Leavenworth, WA 98826 <ul style="list-style-type: none"> • 89 parking spaces with 2 EV chargers (4 ADA) • InductEV inductive bus charger • Public restrooms • Off-street bus lane and sheltered bus stops 	Served by Routes 22, Leavenworth DART.

Appendix C: Owned Facility Inventory



Updated: December 2020

Owned facility inventory form

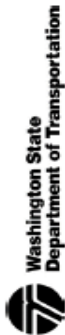
Facilities with a replacement value of \$25,000 or greater.
Refer to instructions for facility code.

Agency/org: Link Transit Inventory year: 2023

No.	Facility code	Facility name	Condition (points)	Age (year)	Remaining useful life	Replacement cost (\$)	Comments
1	11	Maintenance Building	3.8	23	27	\$5,750,000	
2	10	Administration Building	3.8	23	27	\$2,900,000	
3	20	Covered Bus Storage	4.0	23	27	\$5,800,000	
4	21	Bus Wash Building	4.3	23	27	\$1,000,000	
5	21	Fuel Island	3.3	23	27	\$500,000	
6	6	Columbia Station	3.8	26	24	\$8,750,000	
7	9	Amtrak Park & Ride	4.0	26	4	\$250,000	
8	9	Olds Station Park & Ride	3.3	15	15	\$850,000	
9	9	Big Y Park & Ride	4.0	14	16	\$125,000	
10	9	Wilkommen Park & Ride	5.0	5	45	\$1,500,000	
11	9	3rd St & Rock Island Rd Park & Ride	5.0	0	30	\$850,000	Reconstructed December 2023
12							
13							
14							
15							
16							

Appendix D: Owned Rolling Stock Inventory

Updated: December 2023



Owned rolling stock inventory and verification of continued use form

Revenue vehicles used in providing public transportation, including vehicles used for carrying passengers on fare-free services. Refer to instructions tab for vehicle codes.

Agency/org: Link Transit Inventory year: 2023

No.	Year	Make/model	Vehicle code	Vehicle identification number (VIN)	Agency vehicle number	Actual life odometer	Meets financial needs of SGR? Yes/no	Is the vehicle safe? Yes/no	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance current? Yes/no	Performs its designed function? Yes/no	Replacement cost (\$)	Planned replacement year	Planned replacement fuel type	ADA access? Yes/no	Seating capacity	Fuel type	WSDOT title? Yes/no
1	2005	Gen Low Floor 30	3	15906291251091032	311	731,724	Y	Y	20	750,000	Y	Y	\$100,000	2024	D	Y	28+2	D	No
2	2005	Gen Low Floor 30	3	15906291451091033	312	731,744	Y	Y	20	750,000	Y	Y	\$100,000	2024	D	Y	28+2	D	No
3	2007	Gen Low Floor 40	1	159060291071078270	313	798,831	Y	Y	20	1,000,000	Y	N	\$550,000	2023*Awaiting Disposal		Y	39+2	D	No
4	2007	Gen Low Floor 40	1	159060291271078271	314	817,064	Y	Y	20	1,000,000	Y	N	\$550,000	2023*Awaiting Disposal		Y	39+2	D	No
5	2007	Gen Low Floor 40	1	159060291471078272	315	788,445	Y	Y	20	1,000,000	Y	N	\$550,000	2023*Awaiting Disposal		Y	39+2	D	No
6	2008	Gen Low Floor 35	2	159068271791078552	325	575,774	Y	Y	12	500,000	Y	N	\$850,000	2023*Awaiting Disposal		Y	30+2	D	No
7	2008	Gen Low Floor 35	2	159068271881078553	326	573,695	Y	Y	12	500,000	Y	N	\$850,000	2023*Awaiting Disposal		Y	30+2	D	No
8	2019	Gen Low Floor 40 BRT*	1	1590602716K3193194	338	300,733	Y	Y	12	750,000	Y	Y	\$1,200,000	2029	E	Y	39+2	D	No
9	2019	Gen Low Floor 40 BRT*	1	1590602716K3193195	339	328,610	Y	Y	12	750,000	Y	Y	\$1,200,000	2029	E	Y	39+2	D	No
10	2019	Gen Low Floor 40 BRT*	1	1590602718K3193196	340	315,440	Y	Y	12	750,000	Y	Y	\$1,200,000	2029	E	Y	39+2	D	No
11	2019	Gen Low Floor 40 BRT*	1	1590602718K3193197	341	314,763	Y	Y	12	750,000	Y	Y	\$1,200,000	2029	E	Y	39+2	D	No
12	2019	Gen Low Floor 40 BRT*	1	1590602711K3193198	342	271,931	Y	Y	12	750,000	Y	Y	\$1,200,000	2029	E	Y	39+2	D	No
13	2019	Gen Low Floor 40 BRT*	1	1590602713K3193199	343	315,441	Y	Y	12	750,000	Y	Y	\$1,200,000	2029	E	Y	39+2	D	No
14	2019	Gen Low Floor 40 BRT*	1	1590602716K3193200	344	330,206	Y	Y	12	750,000	Y	Y	\$1,200,000	2029	E	Y	39+2	D	No
15	2019	Gen Low Floor 40 BRT*	1	1590602718K3193201	345	285,991	Y	Y	12	750,000	Y	Y	\$1,200,000	2029	E	Y	39+2	D	No
16	2019	Gen Low Floor 40 BRT*	1	1590602711K3193202	346	316,938	Y	Y	12	750,000	Y	Y	\$1,200,000	2029	E	Y	39+2	D	No
17	2019	Gen Low Floor 40 BRT*	1	1590602711K3193203	347	307,787	Y	Y	12	750,000	Y	Y	\$1,200,000	2029	E	Y	39+2	D	No
18	2019	Gen Low Floor 40 BRT*	1	1590602713K3193204	348	278,708	Y	Y	12	750,000	Y	Y	\$1,200,000	2029	E	Y	39+2	D	No
19	2019	Gen Low Floor 40 BRT*	1	1590602715K3193205	349	319,819	Y	Y	12	750,000	Y	Y	\$1,200,000	2029	E	Y	39+2	D	No
20	2019	Braun Entertain	14	30711038333K9803091	431	50,999	Y	Y	8	100,000	Y	Y	\$105,000	2025	E	Y	3+1	G	No
21	2019	Braun Entertain	14	30711038333K9803092	432	65,691	Y	Y	8	100,000	Y	Y	\$105,000	2025	E	Y	3+1	G	No
22	2019	Braun Entertain	14	30711038333K9803093	433	67,918	Y	Y	8	100,000	Y	Y	\$105,000	2025	E	Y	3+1	G	No
23	2019	Braun Entertain	14	30711038333K9803094	434	69,316	Y	Y	8	100,000	Y	Y	\$105,000	2025	E	Y	3+1	G	No
24	2019	Braun Entertain	14	30711038333K9803095	435	54,491	Y	Y	8	100,000	Y	Y	\$105,000	2025	E	Y	3+1	G	No
25	2019	Braun Entertain	14	30711038333K9803096	436	66,911	Y	Y	8	100,000	Y	Y	\$105,000	2025	E	Y	3+1	G	No
26	2022	Dodge Promaster	11	306LRVPS0NE125663	470	18,901	Y	Y	7	150,000	Y	Y	\$105,000	2027	E	Y	4+2	G	No
27	2022	Dodge Promaster	11	306LRVPS0NE125664	471	13,935	Y	Y	7	150,000	Y	Y	\$105,000	2027	E	Y	4+2	G	No
28	2022	Dodge Promaster	11	306LRVPS0NE125665	472	17,548	Y	Y	7	150,000	Y	Y	\$105,000	2027	E	Y	4+2	G	No
29	2022	Dodge Promaster	11	306LRVPS0NE102982	473	16,006	Y	Y	7	150,000	Y	Y	\$105,000	2027	E	Y	4+2	G	No
30	2022	Dodge Promaster	11	306LRVPS0NE125672	474	12,993	Y	Y	7	150,000	Y	Y	\$105,000	2027	E	Y	4+2	G	No
31	2022	Dodge Promaster	11	306LRVPS0NE125667	475	4,443	Y	Y	7	150,000	Y	Y	\$105,000	2027	E	Y	4+2	G	No
32	2022	Dodge Promaster	11	306LRVPS0NE134700	476	12,942	Y	Y	7	150,000	Y	Y	\$105,000	2027	E	Y	4+2	G	No
33	2022	Dodge Promaster	11	306LRVPS0NE125670	477	10,839	Y	Y	7	150,000	Y	Y	\$105,000	2027	E	Y	4+2	G	No
34	2022	Dodge Promaster	11	306LRVPS0NE127417	478	11,476	Y	Y	7	150,000	Y	Y	\$105,000	2027	E	Y	4+2	G	No
35	2022	Dodge Promaster	11	306LRVPS0NE134693	479	8,999	Y	Y	7	150,000	Y	Y	\$105,000	2027	E	Y	4+2	G	No
36	2019	Champion LP Transport	11	1FDPE4F8KDC14249	510	136,286	Y	Y	7	150,000	Y	Y	\$300,000	2024	D	Y	4+2	G	No
37	2019	Champion LP Transport	11	1FDPE4F8KDC14250	511	145,535	Y	Y	7	150,000	Y	Y	\$300,000	2024	D	Y	14+2	G	No
38	2019	Champion LP Transport	11	1FDPE4F8KDC14251	512	137,543	Y	Y	7	150,000	Y	Y	\$300,000	2024	D	Y	14+2	G	No

Year	Station	Station Type	Station ID	Station Name	Station Address	Station City	Station State	Station Zip	Station Lat	Station Lon	Station Elevation	Station Area	Station Capacity	Station Type	Station Code	Station Status	Station Year	Station Cost	Station Funding	Station Notes	Station G	Station No			
39	2019	Champion LF Transport	11	1FDFE#S10C14063	513	143,769	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	\$1,100,000	2025	E	Y	14+2	G	No	
40	2019	Champion LF Transport	11	1FDFE#S10C14062	514	140,850	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$1,100,000	2025	E	Y	14+2	G	No
41	2019	Champion LF Transport	11	1FDFE#S10C13163	515	162,759	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$1,100,000	2025	E	Y	14+2	G	No
42	2019	Champion LF Transport	11	1FDFE#S10C13162	516	151,463	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$1,100,000	2025	E	Y	14+2	G	No
43	2019	Champion LF Transport	11	1FDFE#S10C39625	517	124,588	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$1,100,000	2025	E	Y	14+2	G	No
44	2019	Champion LF Transport	11	1FDFE#S10C39626	518	128,975	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$1,100,000	2025	E	Y	14+2	G	No
45	2019	Champion LF Transport	11	1FDFE#S10C39627	519	120,431	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$1,100,000	2025	E	Y	14+2	G	No
46	2019	Champion LF Transport	11	1FDFE#S10C39628	520	125,263	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$1,100,000	2025	E	Y	14+2	G	Yes
47	2019	Champion LF Transport	11	1FDFE#S10C39629	521	127,922	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$1,100,000	2025	E	Y	14+2	G	Yes
48	2019	Champion LF Transport	11	1FDFE#S10C45149	522	119,561	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$1,100,000	2027	E	Y	14+2	G	Yes
49	2019	Champion LF Transport	11	1FDFE#S10C45150	523	118,426	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$1,100,000	2027	E	Y	14+2	G	Yes
50	2019	Champion LF Transport	11	1FDFE#S10C45151	524	138,586	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$1,100,000	2027	E	Y	14+2	G	Yes
51	2022	Ford Escape	13	1FMCU#S10C45151	610	9,817	Y	Y	Y	5	150,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2025	G	N	5	G	No
52	2022	Ford Escape	13	1FMCU#S10C45152	611	14,000	Y	Y	Y	5	150,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2025	G	N	5	G	No
53	2022	Honda Odyssey	13	5FNRL#S10C11168	612	35,773	Y	Y	Y	8	100,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2025	G	N	7	G	No
54	2021	Honda Odyssey	13	5FNRL#S10C3460	613	21,890	Y	Y	Y	8	100,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2025	G	N	7	G	No
55	2021	Honda Odyssey	13	5FNRL#S10C04197	614	25,460	Y	Y	Y	8	100,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2025	G	N	7	G	No
56	2021	Honda Odyssey	13	5FNRL#S10C4072	615	18,896	Y	Y	Y	8	100,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2025	G	N	7	G	No
57	2022	Honda Odyssey	13	5FNRL#S10C4127	616	14,672	Y	Y	Y	8	100,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2025	G	N	7	G	No
58	2023	Honda Odyssey	13	5FNRL#S10C32083	617	4,130	Y	Y	Y	8	100,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2028	G	N	7	G	No
59	2023	Honda Odyssey	13	5FNRL#S10C33240	618	19,423	Y	Y	Y	8	100,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2028	G	N	7	G	No
60	2023	Honda Odyssey	13	5FNRL#S10C34478	619	13,277	Y	Y	Y	8	100,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2028	G	N	7	G	No
61	2023	Honda Odyssey	13	5FNRL#S10C37522	620	13,168	Y	Y	Y	8	100,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2028	G	N	7	G	No
62	2023	Honda Odyssey	13	5FNRL#S10C38152	621	12,588	Y	Y	Y	8	100,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2028	G	N	7	G	No
63	2023	Honda Odyssey	13	5FNRL#S10C38174	622	12,128	Y	Y	Y	8	100,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2028	G	N	7	G	No
64	2023	Honda Odyssey	13	5FNRL#S10C38380	623	9,992	Y	Y	Y	8	100,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2028	G	N	7	G	No
65	2023	Honda Odyssey	13	5FNRL#S10C37234	624	5,734	Y	Y	Y	8	100,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2028	G	N	7	G	No
66	2023	Ford Escape	13	1FMCU#S10C45151	625	5,077	Y	Y	Y	5	150,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2028	G	N	7	G	No
67	2024	Honda Odyssey	13	5FNRL#S10C05073	626	604	Y	Y	Y	8	100,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2029	G	N	7	G	Yes
68	2024	Honda Odyssey	13	5FNRL#S10C10519	627	798	Y	Y	Y	8	100,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2029	G	N	7	G	Yes
69	2024	Honda Odyssey	13	5FNRL#S10C16133	628	9	Y	Y	Y	8	100,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2029	G	N	7	G	Yes
70	2024	Honda Odyssey	13	5FNRL#S10C22949	629	8	Y	Y	Y	8	100,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2029	G	N	7	G	Yes
71	2024	Honda Odyssey	13	5FNRL#S10C23680	630	9	Y	Y	Y	8	100,000	Y	Y	Y	Y	Y	Y	Y	\$50,000	2029	G	N	7	G	Yes
72	2017	Stations Candidate II	11	1FDE3#S10C33176	710	144,027	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$105,000	2023/Awaiting Disposal	E	Y	8+2	G	No
73	2017	Stations Candidate II	11	1FDE3#S10C33177	711	151,976	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$105,000	2023/Awaiting Disposal	E	Y	8+2	G	No
74	2018	Stations Candidate II	11	1FDE3#S10C44809	712	136,673	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$105,000	2024	E	Y	8+2	G	No
75	2018	Stations Candidate II	11	1FDE3#S10C44919	713	135,725	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$105,000	2024	E	Y	8+2	G	No
76	2019	Stations Candidate II	11	1FDE3#S10C45139	714	139,985	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$105,000	2024	E	Y	8+2	G	No
77	2019	Stations Candidate II	11	1FDE3#S10C46527	715	85,522	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$105,000	2025	E	Y	8+2	G	No
78	2023	Forest River Van	11	1FTBW#S10C46614	717	2,843	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$105,000	2025	E	Y	8+2	G	No
79	2023	Forest River Van	11	1FTBW#S10C46614	717	2,843	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$105,000	2028	E	Y	3+2	E	No
80	2023	Forest River Van	11	1FTBW#S10C46614	718	2,069	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$105,000	2028	E	Y	3+2	E	No
81	2023	Forest River Van	11	1FTBW#S10C46614	719	1,881	Y	Y	Y	7	150,000	Y	Y	Y	Y	Y	Y	Y	\$105,000	2028	E	Y	3+2	E	No
82	2020	BYD Low Floor 35'	2	4BRKAL#S10C38003	813	136,064	Y	Y	Y	12	500,000	Y	Y	Y	Y	Y	Y	Y	\$1,200,000	2032	E	Y	3+2	E	No
83	2020	BYD Low Floor 35'	2	4BRKAL#S10C38002	814	138,772	Y	Y	Y	12	500,000	Y	Y	Y	Y	Y	Y	Y	\$1,200,000	2032	E	Y	3+2	E	No
84	2020	BYD Low Floor 35'	2	4BRKAL#S10C38010	815	131,738	Y	Y	Y	12	500,000	Y	Y	Y	Y	Y	Y	Y	\$1,200,000	2032	E	Y	3+2	E	No
85	2020	BYD Low Floor 35'	2	4BRKAL#S10C38007	816	138,512	Y	Y	Y	12	500,000	Y	Y	Y	Y	Y	Y	Y	\$1,200,000	2032	E	Y	3+2	E	No
86	2020	BYD Low Floor 35'	2	4BRKAL#S10C38009	817	137,884	Y	Y	Y	12	500,000	Y	Y	Y	Y	Y	Y	Y	\$1,200,000	2032	E	Y	3+2	E	No
87	2020	BYD Low Floor 35'	2	4BRKAL#S10C38006	818	132,617	Y	Y	Y	12	500,000	Y	Y	Y	Y	Y	Y	Y	\$1,200,000	2032	E	Y	3+2	E	No
88	2020	BYD Low Floor 35'	2	4BRKAL#S10C38005	819	138,387	Y	Y	Y	12	500,000	Y	Y	Y	Y	Y	Y	Y	\$1,200,000	2032	E	Y	3+2	E	No
89	2020	BYD Low Floor 35'	2	4BRKAL#S10C38011	820	131,724	Y	Y	Y	12	500,000	Y	Y	Y	Y	Y	Y	Y	\$1,200,000	2032	E	Y	3+2	E	No
90	2020	BYD Low Floor 35'	2	4BRKAL#S10C38004	821	129,655	Y	Y	Y	12	500,000	Y	Y	Y	Y	Y	Y	Y	\$1,200,000	2032	E	Y	3+2	E	No
91	2020	BYD Low Floor 35'	2	4BRKAL#S10C38008	822	138,659	Y	Y	Y	12	500,000	Y	Y	Y	Y	Y	Y	Y	\$1,200,000	2032	E	Y	3+2	E	No
92	2023	BYD Low Floor 35'	2	4BRKAL#S10C38008	823	22,446	Y	Y	Y	12	500,000	Y	Y	Y	Y	Y	Y	Y	\$1,200,000	2035	E	Y	3+2	E	Yes
93	2023	BYD Low Floor 35'	2	4BRKAL#S10C38006	824	19,267	Y	Y	Y	12	500,000	Y	Y	Y	Y	Y	Y	Y	\$1,200,000	2035	E	Y	3+2	E	Yes

04	2023	BYD Low Floor 35'	2	489KLA66P2038007	825	21,674	Y	Y	12	500,000	Y	Y	E	2035	\$1,200,000	Y	Y	31+2	E	Yes
05	2019	BYD Low Floor 30'	3	489KLA67K2038002	860	74,701	Y	Y	12	500,000	Y	Y	E	2032	\$1,100,000	Y	Y	22+2	E	No
06	2019	BYD Low Floor 30'	3	489KLA69K2038001	861	58,003	Y	Y	12	500,000	Y	Y	E	2032	\$1,100,000	Y	Y	22+2	E	No
07	2023	BYD Low Floor 30'	3	489KLA68P2038009	862	17,773	Y	Y	12	500,000	Y	Y	E	2035	\$1,100,000	Y	Y	22+2	E	No
08	2023	BYD Low Floor 30'	3	489KLA61P2038010	863	16,353	Y	Y	12	500,000	Y	Y	E	2035	\$1,100,000	Y	Y	22+2	E	No
09	2023	BYD Low Floor 30'	3	489KLA69P2038011	864	13,688	Y	Y	12	500,000	Y	Y	E	2035	\$1,100,000	Y	Y	22+2	E	No
100	2023	BYD Low Floor 30'	3	489KLA68P2038012	865	18,295	Y	Y	12	500,000	Y	Y	E	2035	\$1,100,000	Y	Y	22+2	E	No
101	2023	BYD Low Floor 30'	3	489KLA62P2038013	866	18,473	Y	Y	12	500,000	Y	Y	E	2035	\$1,100,000	Y	Y	22+2	E	No
102	2023	BYD Low Floor 30'	3	489KLA64P2038014	867	9,914	Y	Y	12	500,000	Y	Y	E	2035	\$1,100,000	Y	Y	22+2	E	No
103	2023	BYD Low Floor 30'	3	489KLA66P2038015	868	16,500	Y	Y	12	500,000	Y	Y	E	2035	\$1,100,000	Y	Y	22+2	E	No
104	2023	BYD Low Floor 30'	3	489KLA68P2038016	869	17,390	Y	Y	12	500,000	Y	Y	E	2035	\$1,100,000	Y	Y	22+2	E	No
105	2019	Champion LF Transport	11	1FDPEAF33ND066575	1601	150,920	Y	Y	7	150,000	Y	Y	E	2027	\$1,100,000	Y	Y	16+2	G	No
106	2019	Champion LF Transport	11	1FDPEAF38ND0665195	1602	146,873	Y	Y	7	150,000	Y	Y	E	2027	\$1,100,000	Y	Y	16+2	G	No
107	2019	Champion LF Transport	11	1FDPEAF39ND066510	1603	151,643	Y	Y	7	150,000	Y	Y	E	2027	\$1,100,000	Y	Y	16+2	G	No
108	2019	Champion LF Transport	11	1FDPEAF36ND066528	1604	142,157	Y	Y	7	150,000	Y	Y	E	2027	\$1,100,000	Y	Y	16+2	G	No
109	2019	Champion LF Transport	11	1FDPEAF30ND066511	1605	147,859	Y	Y	7	150,000	Y	Y	E	2027	\$1,100,000	Y	Y	16+2	G	No
110	2019	Champion LF Transport	11	1FDPEAF37ND071379	1606	147,507	Y	Y	7	150,000	Y	Y	E	2027	\$1,100,000	Y	Y	16+2	G	No
111	2019	Champion LF Transport	11	1FDPEAF34ND066527	1607	156,368	Y	Y	7	150,000	Y	Y	E	2027	\$1,100,000	Y	Y	16+2	G	No

Appendix E: Owned Equipment Inventory



Updated: December 2020

Owned equipment inventory form

Support vehicles and equipment with a acquisition value greater than \$50,000.
Refer to instructions tab for equipment code.

Agency/org: Link Transit Inventory year: 2023

No.	Eqpmt. Code	Equipment description	Condition (points)	Age (years)	Remaining useful life (years)	Replacement cost (\$)	Comments
1	9	Stertil-Korl Vehicle Lift - 18300109	3.8	13	2	\$100,000	
2	9	Stertil-Korl Vehicle Lift - 18300120	4.0	8	7	\$100,000	
3	9	Stertil-Korl Vehicle Lift - 18300121	4.0	8	7	\$100,000	
4	9	Westmatic Bus Wash System	3.8	8	7	\$310,000	
5	9	Underground Fuel Storage Tank	2.5	23	2	\$100,000	
6	16	Momentum Dynamics Inductive Fast Charger - 18180004	4.8	5	7	\$600,000	
7	16	Momentum Dynamics Inductive Fast Charger - 18180008	5.0	3	9	\$600,000	
8	16	Momentum Dynamics Inductive Fast Charger - 18180009	5.0	3	9	\$600,000	
9	16	Momentum Dynamics Inductive Fast Charger - 18180010	5.0	3	9	\$600,000	
10	16	Cummins Diesel Generator - 18300137	4.8	3	4	\$125,000	
11	5	Ford 1 Ton Pickup - #8	3.4	31	0	\$50,000	
12	5	Mazda Tribute - #15	2.4	18	0	\$28,000	
13	5	Chevrolet 1 Ton Pickup - #18	2.6	15	0	\$50,000	
14	5	Chevrolet Colorado - #19	3.0	14	0	\$35,000	
15	5	Chevrolet 1 Ton Pickup - #20	3.0	14	0	\$50,000	
16	5	Chevrolet 1 Ton Pickup - #21	3.4	14	0	\$50,000	
17	5	Ford Escape - #22	2.8	11	0	\$30,000	
18	5	Chevrolet Equinox - #23	3.4	9	0	\$25,000	
19	5	Chevrolet Equinox - #24	3.6	8	0	\$25,000	
20	5	Chevrolet Equinox - #25	3.8	7	1	\$25,000	
21	5	Chevrolet 1 Ton Pickup - #26	4.2	7	7	\$50,000	
22	5	Ford Fusion - #27	4.2	5	3	\$28,000	
23	5	Nissan Leaf - #28	5.0	1	7	\$40,000	
24	5	Nissan Leaf - #29	5.0	1	7	\$40,000	
25	5	Ford F250 Pickup - #30	5.0	0	14	\$55,000	
26	5	Ford F450 Pickup - #31	5.0	0	14	\$75,000	
27	5	Ford F350 Pickup - #32	5.0	0	14	\$65,000	
28	5	Gillig Low Floor 30' - #309	3.0	18	2	\$500,000	
29	5	Gillig Low Floor 30' - #310	3.0	18	2	\$500,000	
30	5	Braun Entervan - #419	2.2	11	3	\$55,000	
31	5	Braun Entervan - #420	2.0	11	3	\$55,000	
32	5	Braun Entervan - #421	2.2	11	3	\$55,000	
33	5	Braun Entervan - #423	2.0	11	3	\$55,000	
34	5	Braun Entervan - #424	2.0	11	3	\$55,000	
35	5	Braun Entervan - #428	3.0	5	9	\$55,000	
36	5	Braun Entervan - #429	3.0	5	9	\$55,000	
37	5	Braun Entervan - #430	3.0	5	9	\$55,000	
38	5	Ford Transit - #1205	5.0	1	13	\$60,000	
39	5	Chevrolet Express - #8263	2.0	19	0	\$55,000	
40							

Appendix F: Owned Infrastructure Inventory



Updated: December 2020

Owned infrastructure inventory form

Rail fixed-guideway, tracks, signals and systems.
 Refer to instructions tab for equipment and subsystem codes.

Agency/org: Link Transit Inventory year: 2023

No.	Code	Infrastructure description	Condition (points)	Age (years)	Remaining useful life	Replacement cost (\$)	Comments
1		<i>No Infrastructure to Report</i>					
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

Appendix G: Unfunded Project List

Link Transit has identified significant additional service needs outside of Vision 2020 commitments, including service to more areas, weekday service improvements, and significant improvements to weekend service. However, Washington I-2117, which will appear on the ballot in November 2024, would have a substantial revenue impact on Link Transit and limit the agency's ability to add more service. Additional service improvements that could begin to be implemented if existing revenue sources remain are listed below. Link Transit also intends to seek grant opportunities to help deliver some of these additional expansion projects to the community.

Operating

Improvement	Summary
Service to More Areas	
New DART Service	Cashmere Manson Chelan/Echo Ridge Wenatchee Foothills Sunnyslope Fancher Heights East Wenatchee
New Fixed-Route Service	Route 4 Extension Pybus/5th/Wenatchee Valley College Chelan South Shore Quincy Icicle Road Stevens Pass Squilchuck/Mission Ridge (year-round service) SkiLink service expansion (seasonal service) Additional Trailhead Shuttles
Daily Zone Service	Plain/Lake Wenatchee Valley-Hi/Blewett Pass Badger Mountain Ardenvoir/Navarre Coulee Orondo/Sun Cove
Weekday Service Improvements	
More Frequent Weekday Service	Route 23 - Hourly service all day Route 24 - Hourly service all day
Later Weekday Service	Route 3 - Add 8pm trip Route 12 - Add 9:30pm trip
Earlier Weekday Service	Route 2 - Add 6am trip Route 11 - Add 6:15am and 7:15am trips Route 18 - Add 5am trip Route 24 - Add 6:30am trip
Saturday Service Improvements	
More Frequent Saturday Service	Route 1 - 30-minute service all day Route 2 - 30-minute service all day Route 6 - 30-minute service all day Route 21 - Hourly service all day Route 24 - Hourly service all day Route 122 - Add Saturday service
Later Saturday Service	Route 1 - Add two additional evening trips Route 2 - Add two additional evening trips

Improvement	Summary
	Route 3 - Add 6pm trip Route 6 - Add two additional evening trips Route 7 - Add 5pm and 5:30pm trips Route 8 - Add 6:30pm trip Route 9 - Add 6pm and 6:30pm trips Route 11 - Add 6:15pm trip Route 12 - Add 5:30pm, 6pm, and 6:30pm trips Route 18 - Add later inbound and round-trip Route 22 - Add 7:30pm trip Route 23 - Add 5pm trip Route 28 - Add 5:15pm trip
Earlier Saturday Service	Route 2 - Add earlier inbound and round-trip Route 6 - Add earlier trip Route 9 - Add 7am trip Route 11 - Add 7:15am trip Route 12 - Add 7am trip Route 18 - Add earlier inbound and round-trip Route 22 - Add 6am trip Route 23 - Add 8am trip
Sunday Service Improvements	
More Frequent Sunday Service	Route 1 - 30-minute service all day Route 2 - 30-minute service all day Route 6 - 30-minute service all day Route 21 - Hourly service all day Route 24 - Hourly service all day Route 28 - Add Sunday service Route 122 - Add Saturday service
Later Sunday Service	Route 1 - Add two additional evening trips Route 2 - Add two additional evening trips Route 3 - Add 6pm trip Route 6 - Add two additional evening trips Route 7 - Add 5pm and 5:30pm trips Route 8 - Add 6:30pm trip Route 9 - Add 6pm and 6:30pm trips Route 11 - Add 6:15pm trip Route 12 - Add 5:30pm, 6pm, and 6:30pm trips Route 22 - Add 7:30pm trip Route 23 - Add 5pm trip
Earlier Sunday Service	Route 1 - Add earlier inbound and round-trip Route 2 - Add earlier inbound and round-trip Route 3 - Add 9am trip Route 6 - Add earlier trip Route 7 - Add 9am trip Route 8 - Add earlier inbound and round-trip Route 9 - Add 9am trip Route 12 - Add 9am trip Route 22 - Add 6am trip

Project	Description
<u>Vehicles</u>	
Expansion Rideshare Vehicles	Additional Rideshare vehicles to continue program expansion. Ability to continue program expansion is contingent on outcome of I-2117 vote in November 2024.
<u>Operational Infrastructure Projects</u>	
US 2 Enhanced Transit Corridor Study Recommendations	Implement recommendations from the US 2 Enhanced Transit Corridor Study, including speed and reliability improvements, preferred service design, station enhancements, bicycle/pedestrian access, and additional amenities along the corridor. Proceeding with the US Enhanced Transit Corridor Study is contingent on outcome of I-2117 vote in November 2024.
Rock Island Road & Highway 28 Roundabout	Intersection improvements to facilitate safe transit operations
Wenatchi Landing Intersection Improvements	Intersection improvements to facilitate safe transit operations in the vicinity of US 2 & Cascade
US 2 & Chumstick Highway Queue Jump	Transit speed and reliability improvements in Leavenworth
Wenatchee Satellite Bus Charging, Layover, and Operator Comfort Station	Installation of new bus charging location, with site to be determined through evaluation process; may require property acquisition
Trailhead Bus Turnarounds	New/improved bus turnarounds at high-use trailheads, including Sage Hills, Horselake Road, Number 2 Canyon Road, Nahahum Canyon Road, Cooper Gulch Road, Icicle Road, etc., as needed
<u>Park-and-Ride Projects</u>	
Chelan Apple Blossom Center Park-and-Ride, Layover, and Bus Charging	Coordination with Apple Blossom Center and City of Chelan on construction of a new park-and-ride, layover, and bus charging facility
Manson/Leffler Field Park-and-Ride, Layover, and Bus Charging	Coordination with Manson Parks and Recreation on construction of a new park-and-ride, layover, and bus charging facility at Leffler Field property
Orondo Park-and-Ride	New park-and-ride location to serve rural populations in the Orondo area
Malaga Park-and-Ride	New park-and-ride location to serve rural populations in the Malaga area
<u>Facilities</u>	
Link Transit Administration Facility	Additional office space to house additional staff and provide adjacency and operational efficiency
<u>Transit Access Projects</u>	
Grant Road Crosswalks	Pedestrian safety improvement in conjunction with implementation of new bus service on Grant Road
N Wenatchee Ave/Town Toyota Center Pedestrian Bridge	Bicycle and pedestrian connection from Maple Street & N Wenatchee Ave across railroad tracks to the Town Toyota Center
Regional Pathways Master Plan Transit Connections	Transit connections that coordinate with recommendations from the Regional Pathways Master Plan effort
Confluence Parkway	Address potential access issues and confirm options to facilitate transit operations

Appendix H: Link Transit Zero-Emission Fleet Transition Plan

Information in this section is derived from Link Transit’s 2023 Zero-Emission Fleet Transition Plan update.

Vehicles

Project	Current Status	Next Steps
Diesel-powered 40’ Suburban transit coaches	Link currently has 12 40’ diesel-powered transit coaches utilized for long distance commuter services. The longest route served by these vehicles is 57 miles one-way, with a maximum daily mileage of about 560 miles. About two-thirds of its alignment is on 60 mph highway and includes a significant grade. The vehicles were put into revenue service in 2019 and have an FTA minimum 12-year or 500,000-mile useful life. At current use rates, these vehicles will reach minimum useful life in 2026/27, requiring replacement vehicles to be ordered in 2025/26.	Link Transit staff is currently in solicitation to acquire a battery electric bus that appears to be able to deliver the duty cycle necessary. However, Link Transit staff is optimistic that newer battery designs, when coupled with high powered opportunity charging, might have the capability of delivering reliable, cost effective zero emission transit service in the corridor.
30’ Diesel transit coaches with “down shiftable” transmissions and brake retarders	The two diesel-powered 2005 30’ transit coaches are utilized seasonally (November to April) to provide regular scheduled route access for employees and visitors to the Mission Ridge ski area. The bus must have adequate torque to climb 3,900 vertical feet over a 13-mile distance and appropriate retardation and gear selection to control downhill speeds, particularly on ice and snow.	Link Transit staff is not aware of any zero-emission technology vehicle that has the capability of safely meeting our Mission Ridge access needs at this time. Link Transit staff will continue to evaluate options as zero-emission technologies continues to evolve.
35’ Battery-electric urban transit coaches	The current 10 2019 and three 2023 BYD 35’ K9S Battery Electric buses have 393 on-board kW of battery storage and are all equipped with four InductEV (new trade name for Momentum Dynamics) 75 kW wireless charger pads. This fleet has accumulated over 1,100,000 service miles and has proven to be the most economical vehicles in our fleet. An additional three 35’ coaches were delivered in May 2023. These coaches are identical to the 10 BYD coaches in current service.	These coaches will replace the last diesel-powered urban coaches in the Link Transit fleet. They are also being tested for a commuter service application for travel to Leavenworth.
30’ battery electric urban coaches	Link’s two 2019 BYD K7M Battery Electric buses are assigned to Link Transit’s urban routes within Wenatchee and East Wenatchee. The 30’ coach is most appropriately sized for most of Link Transit’s routes and route demand. These 30’ buses have on-board battery storage of 273 kW and are equipped with two InductEV 75 kW wireless charger pads. These vehicles have demonstrated the lowest operating costs of any vehicle in our fleet.	Link Transit has acquired eight more of these vehicles to provide capacity for a planned service expansion. The new buses have 313 kW on board and have four InductEV higher power, wireless vehicle charging pads. Link Transit has received a grant to purchase nine more vehicles and has also applied for grants to purchase an additional nine coaches to replace all remaining gasoline powered fixed-route vehicles in the fleet (if all grants are awarded this cycle, full replacement will occur in late 2024).
27’ gasoline powered low-	Link Transit has 18 2019 low-floor, gasoline powered Champion Ford cutaways assigned to lower ridership	While we have determined that the 30’ BYD K7M is a cost and service effective

Project	Current Status	Next Steps
floor cutaway bus	urban routes and rural fixed routes. These vehicles were ordered with propane capable engines and were intended to be converted to lower emission-propane fuel after delivery. However, the necessary propane conversion equipment has not been available for the last two years, and with this delay, the remaining useful life is not adequate to recoup the costs of a propane conversion. These vehicles have a federal useful life of 5 years or 100,000 miles and based on performance so far, will need replacement at 5 years (2023-24).	replacement for the low-floor cutaway for nearly all of the routes, we will need to more fully evaluate whether a 30' BYD K7M can be an effective replacement for operational conditions in more challenging rural destinations, including Waterville and Chelan Falls.
25' Ford Transit Cutaway	Link Transit's five 2018 Startrans Candidate II (Ford Transit) vans are assigned to LinkPlus ADA paratransit and rural general public dial-a-ride (DART) service. These vehicles are currently not available in a battery electric version that can provide an adequate daily range for our service. Due to supply chain issues, our propane powered replacement order for two buses was canceled by Ford and we were quoted delivery times of 2025-2026 for 5 remaining buses. To maintain normal replacements, we purchased 10 2022 modified Dodge Ram Vans to replace our 7 Ford Transit vans and provide Paratransit fleet expansion. Beyond gasoline powered vans, Link Transit has entered into procurement to acquire two modified Ford E-Transit vans to test these limited range battery electric paratransit vehicles.	Link Transit has joined with a number of other transit entities to begin the procurement process for a battery electric small bus called the E-Jest. The proposed vehicle is a 9 to 12 capacity, purpose built battery electric vehicle with a 12 year useful life and an effective range of 125 miles. Based on the quotes and test results, Link Transit will determine if it is feasible to move to battery electric operations in its paratransit fleet. We anticipate having enough information to make this determination by late 2024.
20' Lowered floor minivans	Link Transit's nine 2018 Braun Entervans (Dodge Caravan conversions) are assigned to LinkPlus ADA paratransit service in the urban area and have proven to be highly cost and fuel effective vehicles.	Currently, no available battery electric paratransit style vehicle has an adequate range or temperature management system to allow all weather operations in our area. Based on the planned tests of the Ford E-Transit vans and the E-Jest vehicles, Link Transit will continue to operate our gasoline powered mini-vans until this testing is complete.
Rideshare Vehicles	Link Transit has just placed into service 15 gasoline powered minivans and small SUVs for our new Rideshare program. We are authorized to purchase an additional 15 vehicles as demand is established.	Due to the long distances of our rideshare program and the unavailability of charging infrastructure at many of the business locations, we anticipate keeping this fleet gasoline powered for the near future. We are evaluating if we can integrate battery electric vehicles into some portion of the Rideshare fleet at this time.

Facilities and Infrastructure

Project	Current Status	Next Steps
Charging Infrastructure	Our installed charging infrastructure can support up to 22 BYD battery electric vehicles.	The current underlying electrical infrastructure can only support this level of charger installation.
Operations and Maintenance Base	Link Transit has installed and is using (19) 85-kW AC powered BYD vehicle chargers.	We also expect to electrify within the next few years, our 20 paratransit vehicles, 30 Rideshare vehicles and the probable non-revenue vehicles (approximately 10 additional light duty vehicles). To achieve this outcome, we will need to increase the amount of available power from its current 2 megawatts to over 6 megawatts and install appropriate new transformers. An expansion of our electrified fleet would necessitate an increase in our generator capacity or an investment in large scale battery storage to provide resiliency.
Columbia Station	At our Downtown transit terminal and Intermodal facility (Columbia Station), Link Transit has installed (3) Momentum Dynamics 300-kW, wireless vehicle opportunity chargers. In addition to these chargers, Link Transit has (2) 85-kW BYD wired chargers installed inside secured stainless-steel boxes on our lower “Intercity Bus Platform”. These chargers are available to provide a back-up to the wireless chargers or if we have a power interruption at the operations base.	The power supply from the Chelan PUD at Columbia Station is effectively “maxed” out. The PUD has indicated that unless they upgrade their downtown switchyard, they do not have additional capacity for high-powered chargers.
Wilkommen Park-and-Ride (Leavenworth)	At our “Wilkommen Village” park and ride lot in Leavenworth, we have installed a 300-kW InductEV wireless charger to support the operations of battery electric shuttle through Leavenworth and to test the viability of using our 35’ BYD coaches to provide some of the Wenatchee to Leavenworth commuter service.	The use of these vehicles appears practical and appropriate for about 75% of service. The 35’ coaches do not have adequate capacity for about 25% of our service runs and these runs will require us to continue to use our diesel powered coaches until such time as a 40’ battery electric vehicle can achieve the range necessary for this service.
East Wenatchee Park-and-Ride	At 3rd Street SE & Rock Island Road, Link Transit is in the process of updating a park-and-ride facility to serve as major route terminal station and vehicle charging location.	This facility is currently being constructed to include a 300 kW InductEV wireless charging system to support our Route 2 service.
Wenatchee North-South Corridor	We are evaluating locations in the north and south of Wenatchee, as well as East Wenatchee, for the installation of one additional InductEV wireless charger to support a new routing structure that will not normally use our transit terminal at Columbia Station. This evaluation includes the potential for a bus charger at Link Transit’s East Wenatchee Park-and-Ride.	This evaluation is multi-faceted, looking at the availability of land, water, sewer and appropriate power for both a driver restroom and charger installation. This charger is planned to be installed prior to 2024.
Chelan/Manson	We are currently evaluating the potential of developing a park-and-ride facility with a bus layover	Current opportunities are focused on a joint development with the Manson Bay

Project	Current Status	Next Steps
	and wireless high-power charger in the Chelan/Manson area.	Parks District in Manson and in the vicinity of Walmart in the city of Chelan.
Car Chargers	Link Transit has installed and maintains a network of 20 Level 2 car electric car chargers for the use of our guests at our park and ride lots.	Depending on the number of non-revenue electric vehicles acquired, we will increase the number of staff chargers as appropriate. We do intend to install car chargers in the park and ride lots we have not yet equipped. These lots are in the City of Rock Island, City of Chelan and the City of East Wenatchee.