



BOARD MEETING AGENDA

March 15, 2022 | 3:00 PM

Columbia Station 3rd Floor
300 South Columbia Street
Wenatchee, WA

	<u>Presented By</u>	<u>Suggested Disposition</u>
1. CALL TO ORDER	Chair Rob Tidd	Quorum Set
2. PUBLIC COMMENT ON NON-AGENDA ITEMS Comments will be heard & are limited to 3 minutes per person	Open "Call"	Information
3. CONSENT AGENDA	Laura Leon	Action
3.1 Minutes of the February 15, 2022 Board Meeting		
3.2 Accounts Payable & Payroll Vouchers from February 2022		
4. PUBLIC HEARING		Public
4.1 Link Transit's Proposed July 2022 Phase One Service Plan	Cristina Barone	Comments
5. DISCUSSION / ACTION ITEMS		
5.1 Adoption of July 2022 Service Plan: Phase One (Resolution 2022-02)	Cristina Barone	Action
5.2 Zero-Emission Transition Plan	Richard DeRock	Action
5.3 TranCare Lease Agreement	Samantha Miller	Action
5.4 Authorization to purchase (8) Eight 30'ft BYD vehicles	Ed Archer	Action
5.5 Award of RFP 2022-01 for Video Production Services	Eric West	Action
6. STAFF REPORTS (verbal reports)		
6.1 Human Resources Staffing Monthly Report	Lynn Bourton	Information
6.2 Monthly Financial Report	Brenda Lamb	Information
6.3 Wenatchee Confluence Parkway	Richard DeRock	Information
6.4 System Performance Report	Richard DeRock	Information
6.5 General Manager's Report	Richard DeRock	Information
7. CLOSED, EXECUTIVE SESSION	Chair Rob Tidd	Closed
7.1 Annual Evaluation of Link's General Manager		Session
8. OPEN, PUBLIC SESSION	Chair Rob Tidd	Information
8.1 General Manger Evaluation Follow up		
9. MEETING ADJOURNMENT	Chair Rob Tidd	Action

Title VI of the Civil Rights Act of 1964, and Title II of the Americans with Disabilities Act of 1990

It is Link Transit's policy to assure that no person shall, on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any federally funded programs and activities. All meeting sites are accessible to persons with disabilities. Accommodations for people with disabilities can be arranged with advance notice. Any person, who wishes to obtain more information, or, who believes his/her Title VI protection has

**MINUTES
LINK TRANSIT BOARD OF DIRECTORS**

March 15, 2022

3:00 p.m.

Columbia Station 3rd Floor, 300 South Columbia Street, Wenatchee, WA

ATTENDANCE

Board members attending in person: Chair Rob Tidd, Anne Hessburg, Mark Kulaas, Bob Bugert, Bob Goedde, Joyce Huber, Tiffany Gering, Paul Parmley

Board members attending through ZOOM on-line internet program: ***Kyle Steinburg, and Randy Agnew***

Link Transit Staff: Richard DeRock, Nick Covey, Howard Johnson, Lynn Bourton, Ed Archer, Eric West, Brenda Lamb, Justin Brockwell, Cristina Barone, and Laura Leon

Legal Counsel: Erin McCool, Ogden Murphy Wallace

Absent / Excused: Marc Straub, Michael Buckingham, and Jim Fletcher.

1. CALL TO ORDER

Chair Rob Tidd called the meeting to order at 3:00 p.m. A quorum was established with 10 board members present at that time.

2. PUBLIC COMMENT ON NON-AGENDA ITEMS

****Comments provided by residents during this section were requested to be submitted as public testimony for Link Transit's July 2022 Phase One Service Plan. ****

3. CONSENT AGENDA

The following Consent Agenda items were submitted for approval:

3.1 Minutes of the February 15, 2022 board meeting

3.2 Accounts Payable Vouchers from February 1-28, 2022 totaling \$815,727.77

3.3 Payroll Vouchers from February 1-28, 2022 totaling \$579,784.04.

Board Action:

There were no requests for corrections or changes to any of the Consent Agenda items.

Joyce Huber moved to approve all Consent Agenda business items as presented.

Bob Bugert seconded the motion.

VOTE: All in favor with 9 voting board members present for this vote.

***Motion Carried
Passed Unanimously***

4. PUBLIC HEARING

4.1 Public Hearing: July 2022 Phase One Service Plan

Vice-Chair Tidd opened the public hearing at **3:15 p.m.**

Planning and Development Manager Cristina Barone provided an overview of the Proposed First Phase of the Service plan with a PowerPoint presentation. (Please see Attachment A.)

Public Comment on the Proposed July 2022 Phase One Service Plan

- **Dolly Morgan, Wenatchee:** lives in Garden Terrace, adult independent living, and voiced her concern on the changes being made to service that location and Emerson Manor. "Some of the changes will really affect us, and being older some of us can get confused". She also advocated for another resident from Garden Terrace, who is eligible for LinkPlus and expressed that the new changes would require that resident to make additional transfers when riding the fixed route system. She finalized by expressing the need to leave Route 5 as-is to avoid having residents transfer buses at an elderly age.
- **Lance Fromm, Leavenworth:** lives in Leavenworth and works with the Veteran population in the North Central Washington area and attended the meeting to advocate for them as a private citizen. "I am convinced that the Veterans are have not been accommodated as I would like to see them by this new plan".
- **Tony Sandoval, Wenatchee:** identified issues serving the Veteran population and the new projected bus stop would be far, and stressed the need to service Medial Facilities and drop off proximities should be the priorities.
- **Dave Sanders, East Wenatchee:** off of Cascade Street. Dave stated he was legally blind and used the Link Transit System. The new service will not go down Cascade, and he stated the changes are going to impact his way of life and stressed the need of service on Cascade Ave in East Wenatchee.
- **Elaine Masshe, Wenatchee:** lives in Garden Terrace, expressed concern in new route to the Hospital. She stressed that the routes are only going to Central Washington Hospital CAMPUS, but do not provide access to the entire perimeter.
- **Sarah Simonson, East Wenatchee:** expressed thanks for the Link Transit Service and fare free service. She is a Veteran and represents the Veteran population and would like to see a Bus stop right in front of the VA clinic.
- **Melissa Reuter, Peshastin:** expressed the new schedule could provide service to her work in Wenatchee with no issues, but there would be issues with her getting home. She also stated that the new service plan indicates it provides additional service, but after further analyzing the plan that statement is not true.

Board Clerk Laura Leon read emails submitted from the following for the record:

1. **Kristin Umbarger- Keene, Peshastin:** *"Will the Express Bus (122 from Leavenworth to downtown Wenatchee) stop at the stop at the Peshastin Bridge taco-truck if I am standing there waiting? Where would I board this bus in Cashmere? Will this route drop off Peshastin riders, since there is no official bus stop on the West bound side of Hwy 2 at the Peshastin bridge? ride from Peshastin Library to Cashmere by Aplets and Cotlets nearly every day, and I truly hope I can still ride the bus to and from my job Monday through Friday once the changes take place."*

2. **Darra Link, Leavenworth:** *"I, as well as my friends and hiking colleagues, would like to state that we do not approve adding a route to Icicle Road. There is always a problem with tourism and overcrowding at the trails and campgrounds".*
3. **Chris Phillipi, Wenatchee:** *"It looks like a lot of thought and planning has gone into this process, and the proposed changes look like they meet a lot of needs. Two unmet needs I see are no service on Springwater Avenue and lack of evening hours on Routes 4, 5, 7, especially on weekends. Getting another route on Springwater is a large request, but perhaps route 4 could run later in general, or at least until 7pm on weekends too so residents of the central neighborhoods would have similar access as the ones in the northern neighborhoods (Route 1) and Southern neighborhoods (Route 3) with later service".*
4. **Dean O'Daffer, Wenatchee:** *"Just a minor item, route 5 and the B route both leave the Columbia station at the same time, so essentially you have two buses together going up 5th street to the College. Why not change the B route to leave at the 15 and 45 times, so that the buses run every 15 minutes to the College?"*
5. **Betty Renner, Wenatchee:** *Does not see benefits to the proposed route and time changes for route 7. He indicated the Springwater area would be underserved, and specifically noted Western Ave. "If route 7 is changed, my nearest bus stops will be by Walgreens, or at Princeton/Central intersection, both of which are quite challenging in winter weather...Instead of taking away service on Springwater, to me, it seems much more productive to have route 7 running both directions on Springwater--just a total reverse of the way it is now, except for maybe some tweaking the route a bit in the area around Elliott/Washington"*

****Please see Attachment B for all comments submitted****

Vice-Chair Tidd closed the public hearing at 3:50 p.m.

Staff presented Resolution 2022-02 for the Board's consideration; formalizing the approval and adoption of the First phase of the July 2022 Service Plan.

5. DISCUSSION / ACTION ITEMS

5.1 Adoption of the Proposed July 2022 Phase One Service Plan (Resolution 2022-02)

After hearing from residents from both Chelan and Douglas Counties, discussion amongst Board members occurred and through the discussion direction was given to Link Transit staff to address the residents concerns and incorporate them into a revised service plan.

Board Action:

Kyle Steinburg moved to table this action item.

Anne Hessburg seconded the motion.

VOTE: All in favor with 9 voting board members present for this vote.

***Motion Carried
Action item tabled***

5.2 Zero-Emission Transition Plan

The Infrastructure Investment and Jobs Act (IIJA), also commonly referred to as the Bipartisan Infrastructure Law, amended the statutory provisions for Federal Transit Administration grants to include the requirement that any application for projects related to zero-emission vehicles include a Zero-Emission Transition Plan (ZETP).

General Manager Richard DeRock noted that Link Transit's ZETP must be adopted by the respective Board of Directors before applying for any of the competitive grants. The first application has a due date of May 30, 2022 and the ZETP would have to be adopted before that submission. DeRock identified issues and challenges of some services and routes that could not be serviced by zero emission vehicles and encouraged Board Members to provide feedback on both the draft plan and the overall strategy.

DeRock concluded the discussion by stating that a final version of this plan would be presented to the Board, for their consideration to adopt, at the April 19th Board Meeting.

5.3 TranCare Lease Agreement

Samantha Miller, Link Transit's Contract and Procurement Specialist, reported on the office space on the first floor of Columbia Station that had been vacated by Northwest Trailways since July of 2021 and noted that TranCare, the organization that now administers TRIP-Link (pilot volunteer driver program) had agreed to lease the space.

Miller presented the board with a recommendation to approve the lease agreement through December 31, 2027, with an option to renew the lease for one (1) additional five (5) year period, upon mutual agreement of the parties. The proposed rent is \$500 per month plus leasehold tax of 12.84% (\$64.20). The monthly rate would be applied as a credit towards the cost to administer Link Transit's TRIP-Link program and the leasehold tax of \$64.20 would be paid to Link Transit directly as this tax is forwarded to the department of revenue.

Board Action:

Joyce Huber moved to approve the TranCare lease as presented.

Tiffany Gering seconded the motion.

VOTE: All in favor with 9 voting board members present for this vote.

***Motion Carried
Passed Unanimously***

5.4 Authorization to purchase (8) Eight 30'ft BYD vehicles

In Ed Archer's absence, Richard DeRock reported that Link Transit was not awarded the Bus and Bus Facilities grant for the eight (8) 30-foot BYD K7M-ER vehicles. However, Link Transit currently had the opportunity to acquire these vehicles from The State of Washington Department of Enterprise Services contract with a scheduled delivery in January of 2023, which is an expedited delivery date. DeRock noted that should local funds not be used to purchase these vehicles and Link Transit wait to apply for competitive grants, it could delay further expansion of the new service Link is in the process of implementing.

Board Action:

Bob Bugert moved to Authorize the purchase of eight (8) 30-foot BYD K7M-ER buses off of the State of Washington Department of Enterprise Services contract for a total price not to exceed \$6,362,162 (\$795,271 each) plus applicable tax (battery electric buses are sales tax exempt, but pay some registration fees).

Tiffany Gering seconded.

VOTE: All in favor with 9 voting board members present for this vote.

***Motion Carried
Passed Unanimously***

5.5 Award of RFP 2022-01 for Video Production Services

Marketing and Communications Coordinator Eric West indicated that Link Transit staff had issued RFP 2022-01, requesting proposals for Video productions services. Three respondents submitted requests and after reviewing proposals, staff determined that Howell at the Moon Productions provided the best combination of quality and value for Link Transit.

Board Action:

Kyle Steinburg moved to Award a (2) year contract with up to three (3) one (1) year options in the annual amount of \$25,000 for video production services to Howell at the Moon Productions.

Anne Hessburg seconded the motion.

VOTE: All in favor with 9 voting board members present for this vote.

Motion Carried

Kyle Steinburg, Tiffany Gering, Mark Kulaas were excused at 5pm.

6. STAFF REPORTS

6.1 Human Resources Monthly Report

Lynn Bourton Administrative Services Manager reported on the monthly hiring and recruitment efforts.

Positions hired within the last month:

- (2) Two Operations Supervisors
- (1) One Contract Procurement Specialist
- (1) One Transportation Options Specialist / VanPool Coordinator

Positions still open:

- Travel Trainer

Coach Operators:

- Three new trainees will begin on the 21st of March.
- Currently have 75 Coach Operators, not including the new trainee class
- An estimated total of 81 Coach Operators should be eligible and available to drive on April 1, 2022.

6.2 Monthly Financial Report

The Board were provided an overview of Agency's financial activity through February 2022.

2021 Sales Tax:

◆ February 2022 sales tax (earned in December 2021)	\$	2,223,809
◆ Over budgeted amount for the month by 49.2%	\$	732,881
◆ YTD sales tax collection	\$	21,715,036
◆ YTD budget amount	\$	16,494,857
◆ Over YTD budgeted amount by 31.6%	\$	5,220,179

◆ Last year's YTD sales tax amount	\$	17,788,249
◆ Over last year's YTD sales tax amount by 22.1%	\$	3,926,787

2022 Operating Budget-to-Actual:

◆ Budget year elapsed = 17%	\$	3,617,930
◆ Operating budget spent = 14%	\$	<u>3,009,051</u>
◆ <Over> Under Budgeted Amount	\$	608,879

2022 Capital:

◆ No capital expenditures in February 2022	\$	-
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2021 Grants:

◆ 2021 Consolidated Grants	\$	283,178
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Cash Accounts:

◆ Cash w/Treasurer – 2022 over 2021	\$	4,464,304
◆ Investments – 2022 over 2021	\$	8,420,609
◆ Contingencies Reserve – 2022 over 2021	\$	366,667
◆ Vehicle Reserves – 2022 over 2021	\$	179,872
◆ FTA Vehicle Reserves – 2022 over 2021	\$	14,900
◆ Facility/Equipment Reserves – 2022 over 2021	\$	1,193,630
◆ Sales Tax Refund Reserve – 2022 over 2021	\$	166,667

6.3 Wenatchee Confluence Parkway

Richard DeRock reported that the project had been fully funded by the “Move Ahead Washington” State transportation plan and was issued to the City of Wenatchee, leaving Link Transit to consider other transit investments and projects.

6.4 System Performance Report

This report provides an overview of how the System performed during the past month, which is reflective of how Agency is meeting the annual performance goals that were developed through the annual budgeting process and formally adopted by Board.

February 2022 Fixed Route Ridership Stats:

- Monday – Friday an average of 2764 boardings per day
- Saturday – an average of 1,480 boardings per each Saturday
- Sunday – an average of 840 boardings per Sunday

Paratransit:

February 2022 Paratransit Ridership Stats:

- Monday – Friday an average of 232 boardings
- Saturday - an average of 98 boardings
- Sunday – an average of 57 boardings

Cost per Hour:

- \$144.72 cost per hour in February 2022

Complaints:

- 4 complaints were reported in February 2022

Class 1 or higher preventable Collision & Incidents:

- 3 incidents of collisions occurred in February 2022

6.5 General Manager's Report

Richard DeRock shared the following information:

National Ridership Report - Indicated that ridership is down 55% nationwide in comparison to pre-covid data.

National mask Mandate for Transportation - The Center of Disease Control and Transportation Security Administration extended the mask wearing policy for Public Transportation until April 18th, 2022.

Carbon trading credits - The Washington State funding bill activated the carbon trading system, and Link Transit staff needs to develop a process on how to apply for those credits and have resources reimbursed to the organization for utilizing zero-emission vehicles.

The return of Earmarks - Earmarks are funds provided by the Congress for specific projects or programs and Congress includes earmarks in both appropriation and authorization bills. Washington State legislators Maria Cantwell, Patty Murray, and Kim Schrier are soliciting earmarks for the next funding cycle of grant opportunities with deadlines as early as May 7th, 2022.

7. EXECUTIVE SESSION

7.1 Annual Evaluation of Link Transit's General Manager

Chair Tidd stated that an Executive Session was programmed on the Agenda to discuss the final step of the process in the evaluation of Link Transit's General Manager. Chair Tidd approximated the session to take 10 minutes.

Board Action:

Bob Bugert moved to convene into an executive session for 10 minutes until 5:30pm to discuss the annual evaluation of Link Transit's General Manager. Anne Hessburg seconded the motion.

VOTE: All in favor with 6 voting members present for this vote.

Motion Carried

**Executive Session began at 5:20 p.m. and ended at 5:30 p.m.
The meeting was reconvened into open public session at 5:30pm**

8. MEETING ADJOURNMENT

All business listed on the Agenda had been addressed and with no further business to conduct, Chair Tidd adjourned the meeting at 5:33 p.m.

Minutes Submitted by



Anna Laura Leon, Clerk of the Board

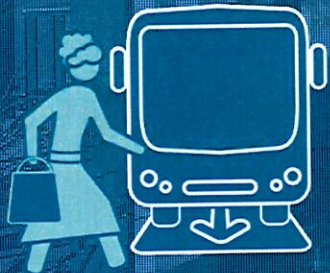
Link Transit

connecting our communities

Board of Directors
Service Redesign:
Phase One Service Plan
Public Hearing

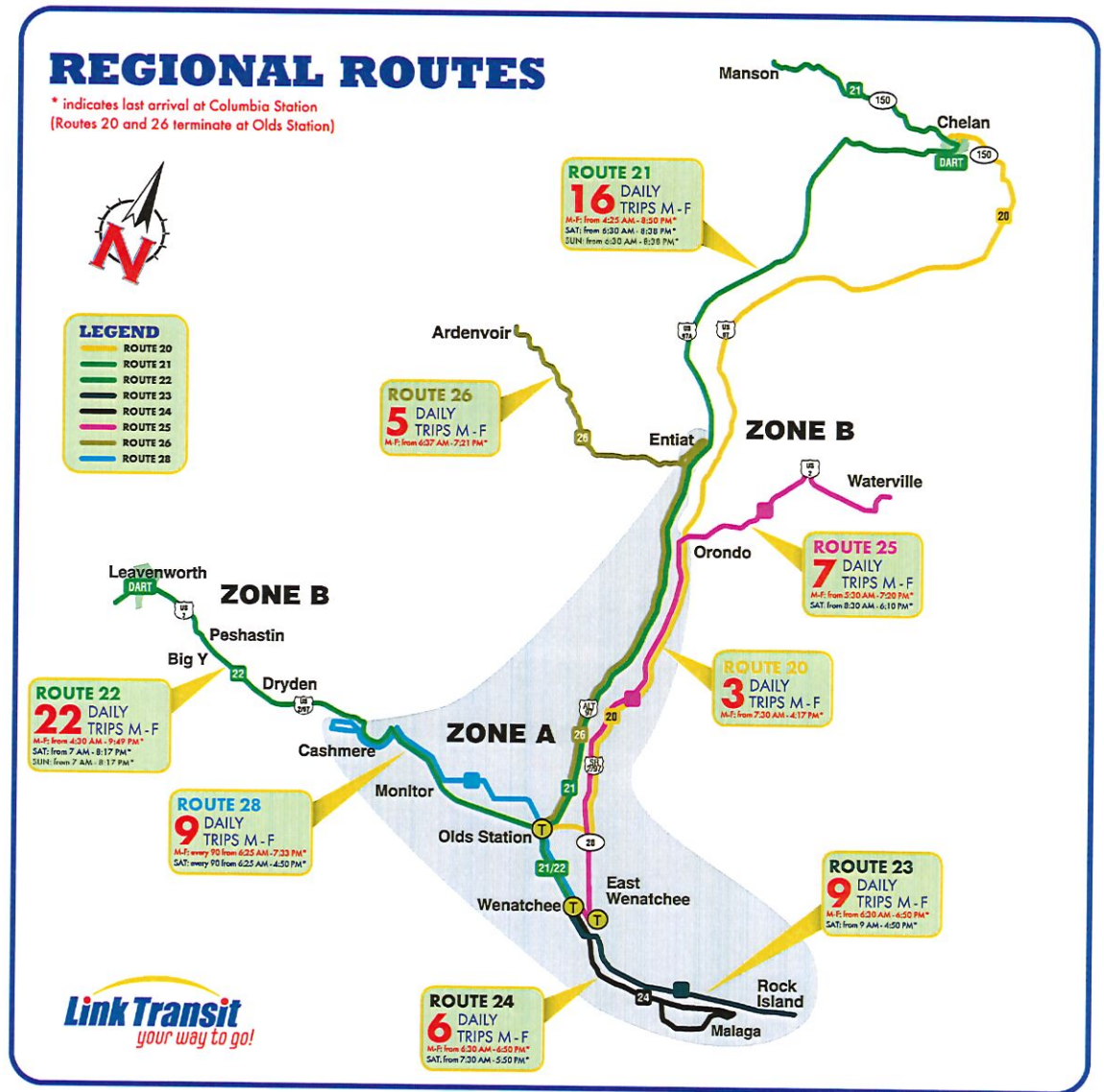
PRESENTED BY
CRISTINA BARONE

MARCH 15, 2022



Link Transit is YOUR public transportation system:

- Serving 3,500 square miles
- 17 communities
- Seven days a week



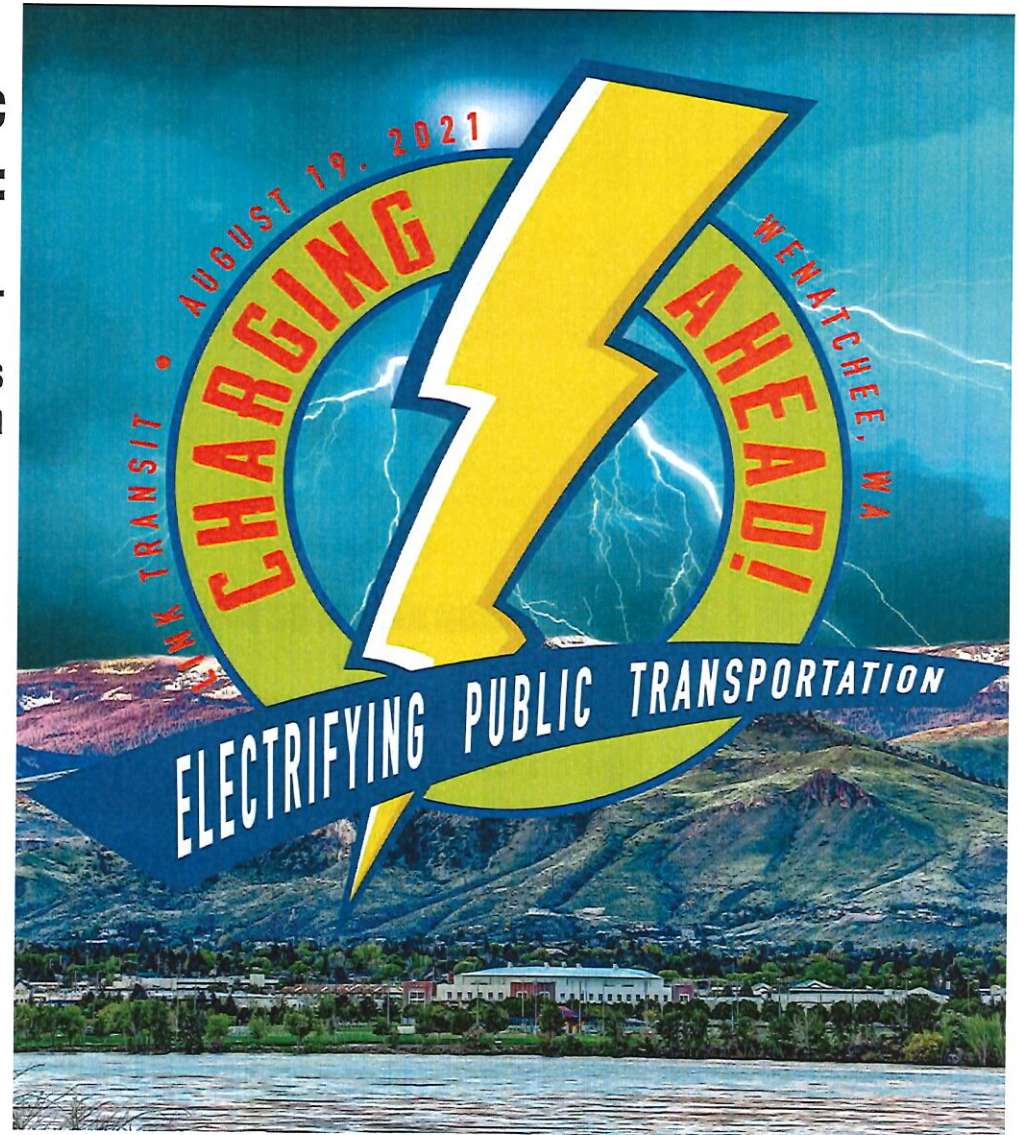


Link Transit is YOUR public transportation system:

- **1 million rides per year**
- **In operation for 30 years**
- **Celebrated 30 million rides this year**

Link Transit is YOUR public transportation system:

- One of the largest battery-electric fleets in the U.S.
- Wirelessly charges a full-size bus with a 300-kilowatt charging system



All services are completely fare free

Funding Sources:

.5 percent sales tax, increasing to .6 percent in 2024

Federal Grants

State Grants



Link Transit
your way to go!

FREE RIDES

FARE-FREE SERVICE SEVEN DAYS A WEEK

ALWAYS
SAFE AND CLEAN

Including a door-to-door paratransit service





Guest experience is our highest value...since day 1

Current Lake Chelan Services

MOVING LINK FORWARD

- Strategies to improve transit in Chelan and Douglas Counties
 - Increase ridership
 - Improve transit access
 - Provide fast and direct connections
- Build on Vision 2020
- Recommend changes to where, when, and how often Link Transit buses operate



The Wenatchee urban area is expected to add **25,000 more people by 2045**

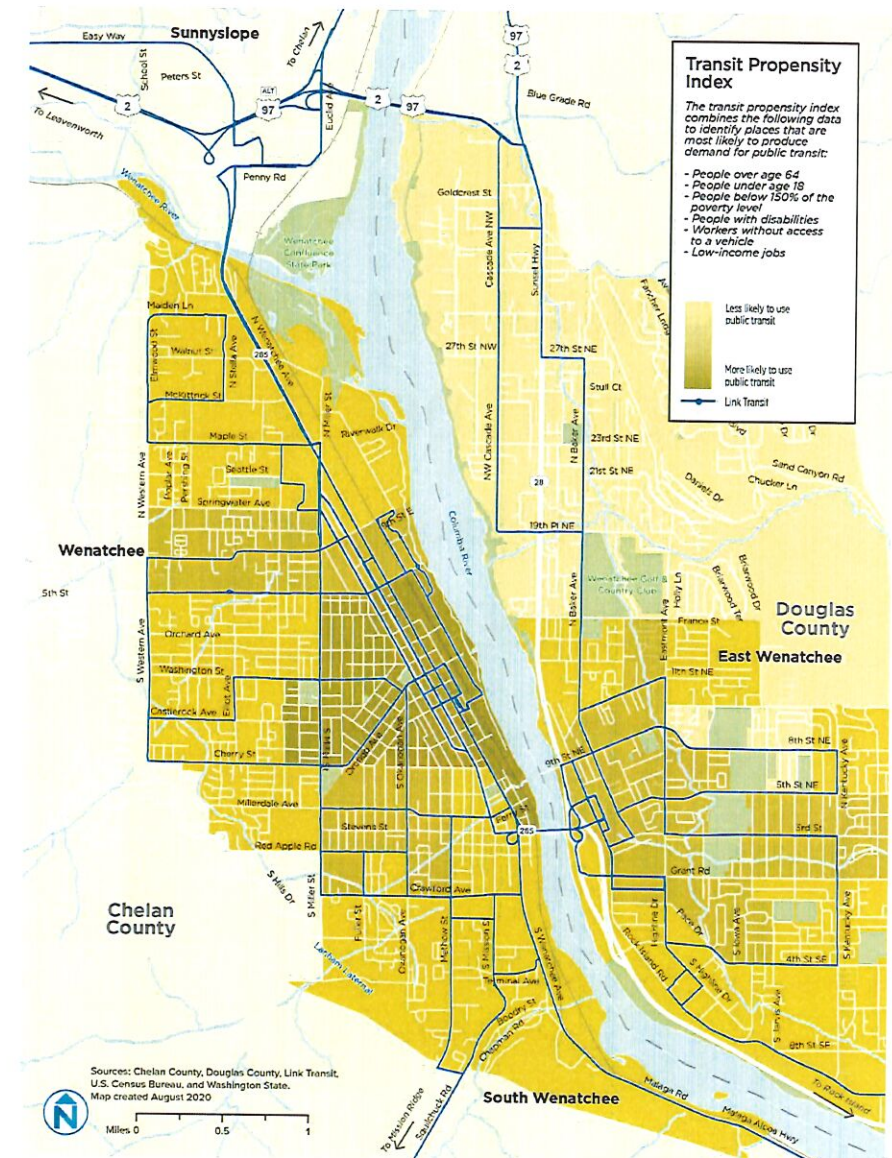
WHAT DOES THE MARKET SAY?

Current Demand

- Population characteristics
- Employment density
- Land-use characteristics

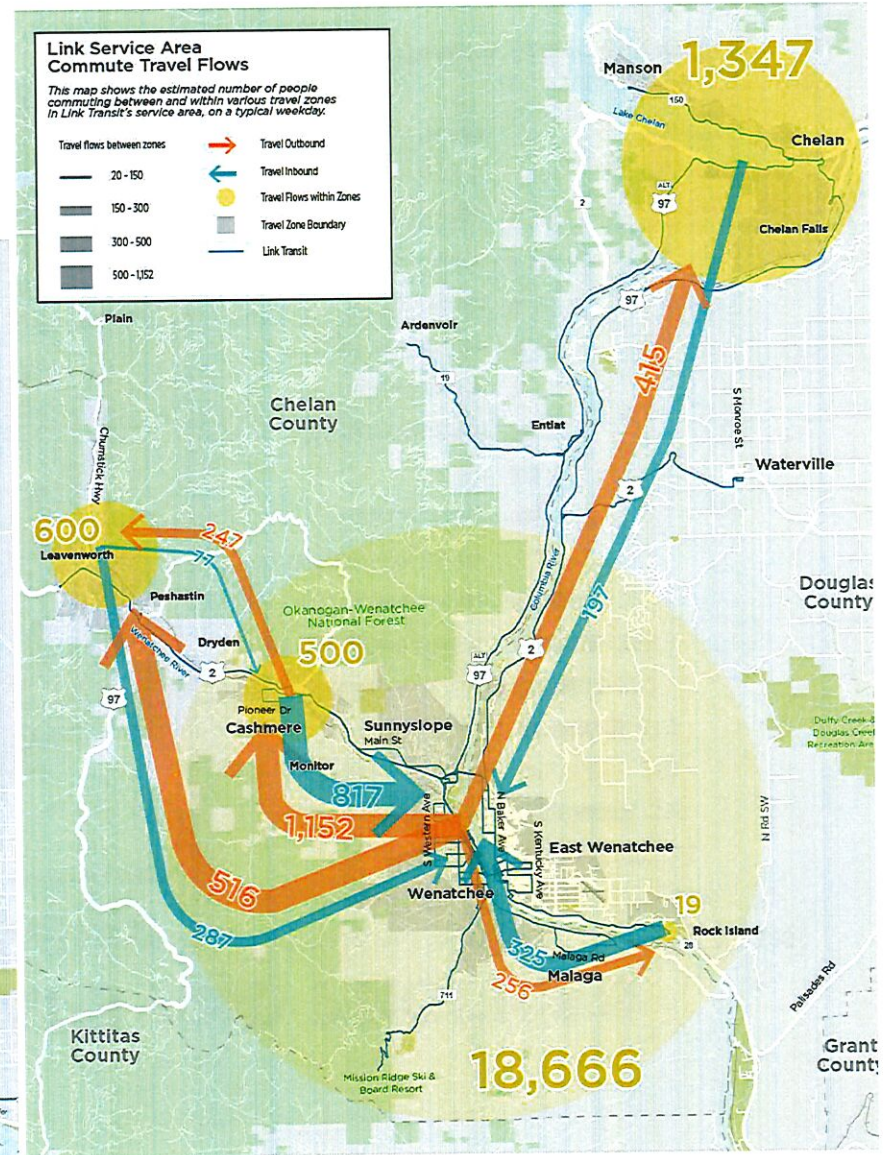
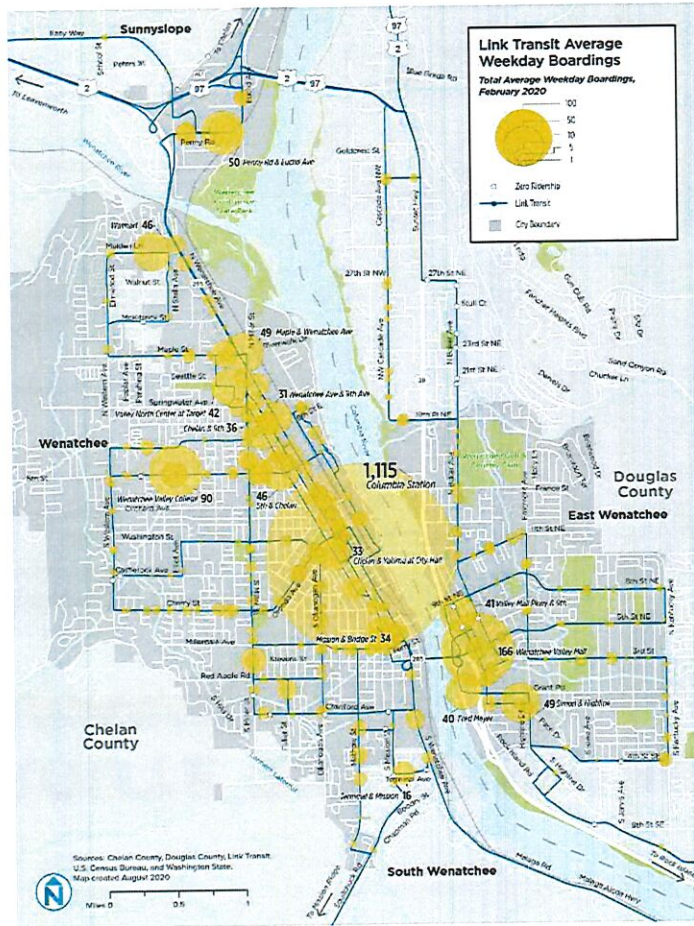
Future Demand

- Planned development
- Population and employment projections



WHAT DO THE NUMBERS SAY?

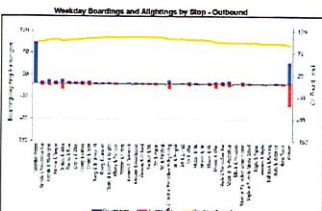
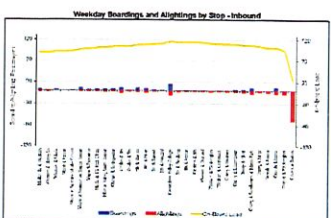
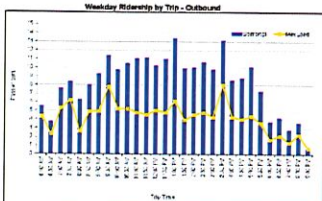
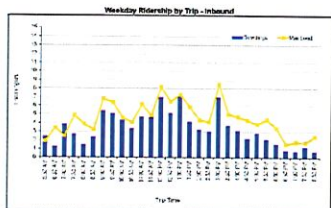
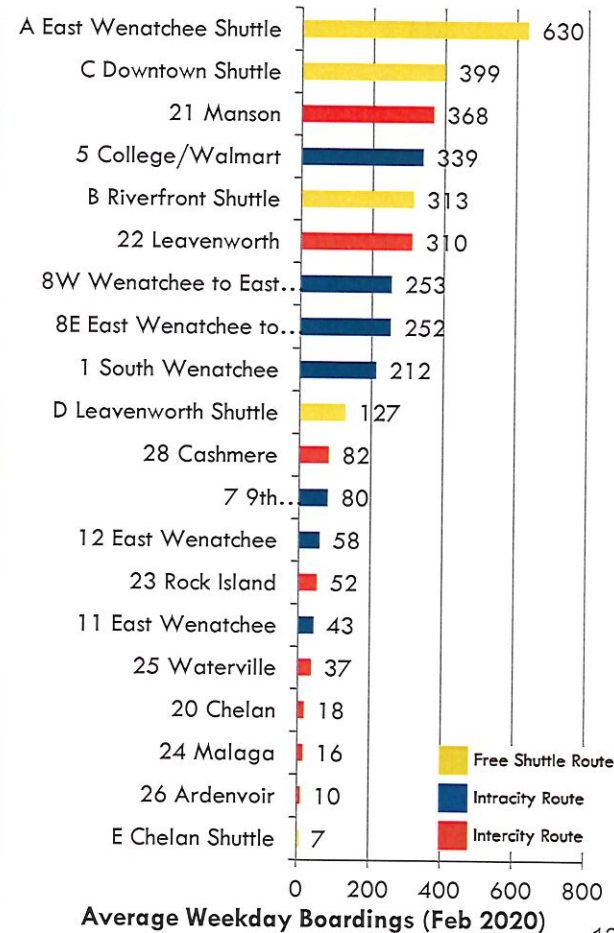
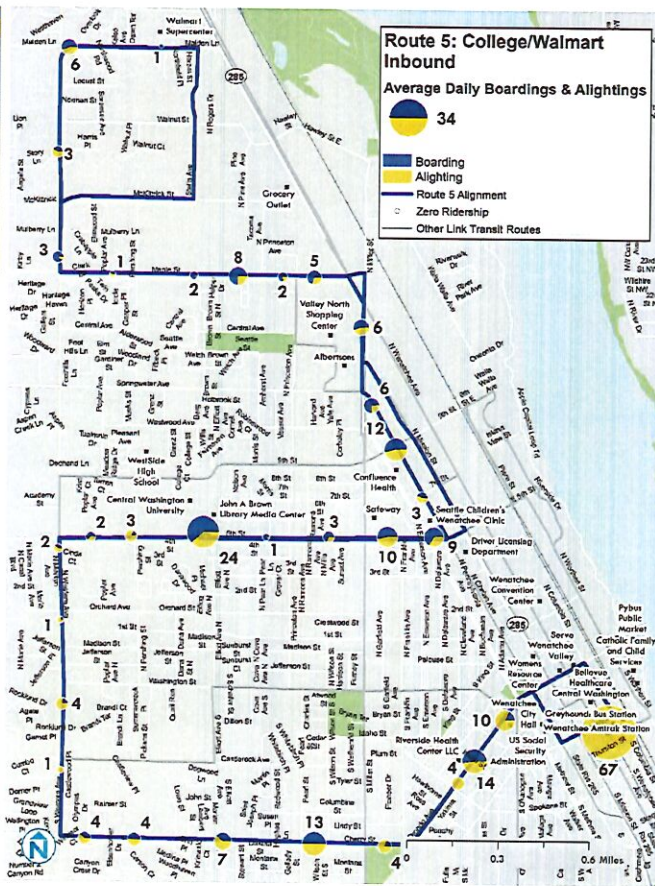
- Ridership
- Productivity
- On-time performance
- Commute travel patterns



ROUTE-BY-ROUTE RIDERSHIP MAPS AND PROFILES

Route 5 College/Walmart Weekday				
Route Profile by Summary				
Activity	Service Hours	Priority	Boardings per Service Hour	
Boardings	Alightings	Service Hours	Boardings	Alightings
Board	150	1.5	100	100
Alight	150	1.5	100	100
Board	150	1.5	100	100
Alight	150	1.5	100	100

Route 5 College/Walmart Weekday				
Route Operating Summary				
On-Time Performance	On-Board Load			
% On-Time	% Early	% Late	Max # Passengers On Board	
100%	0%	0%	10	10
100%	0%	0%	10	10



Average Weekday Boardings (Feb 2020)

WHAT DO THE PEOPLE SAY?

- Bus operators
- Riders and non-riders
- Key stakeholders
- Link Transit Board



HELP MOVE LINK FORWARD!

30
YEARS
LINK TRANSIT
Serving Chelan & Douglas Counties

TAKE OUR SURVEY!

Link Transit wants your feedback on proposed changes to public transportation in Chelan and Douglas counties. These proposals suggest changing where bus routes go, the times of day and days of the week they operate, and how often they arrive. Other ideas include changing Link to a zero-fare system. Learn more by visiting our online open house at

www.MovingLinkForward.com
or scan the QR code to take the survey.

Scan this QR Code with your phone to take the survey!

www.linktransit.com
509.662.1155

LIVE 17

ZERO-FARE SERVICE

Benefits include:

- Ridership increases
- Better reliability
- Easier administration
- Overcoming the 'unknown' of how to pay
- Supporting equity and affordability goals
- Increasing community recognition and pride

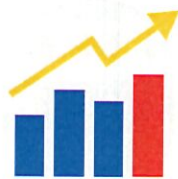
Cristina Baron...

duda como la pandemia disminuye es algo que.
El enlace será querer y priorizará. Puede hacer que el sistema sea más

zoom

MOVING LINK FORWARD GOALS

1 Increase ridership and productivity while balancing geographic coverage



5 Encourage affordability of the transit system for guests



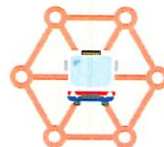
2 Provide lifeline service for those who need it most



6 Explore service alternatives for locations difficult to serve with fixed-route transit



3 Offer high-quality service to connect the region's communities



7 Evaluate and responsibly deliver what was promised to voters in Vision 2020

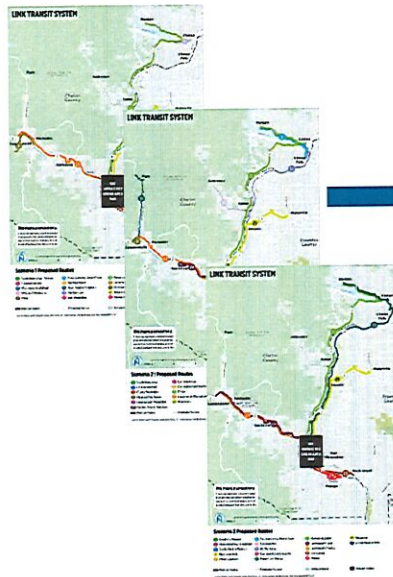


4 Provide fast and direct service to make transit competitive with driving



MOVING LINK FORWARD RECOMMENDED PLAN

- Based on survey data, Board feedback, staff/operator input, existing conditions analysis, and best practices
- Combined **most-supported ideas** from public feedback
- Approved in June 2021



MOVING LINK FORWARD PHASE ONE SERVICE PLAN

- Phase One is an interim plan that provides essential **service backbone** for continued expansion
 - Represents **~7% increase** in service
- Moving Link Forward service design represents an overall higher level of investment
- To achieve Phase One, some tradeoffs necessary in the short-term due to staffing shortages



CHANGES ARE COMING
AND WE NEED YOUR INPUT
LEARN MORE AT
www.linktransit.com/movingforward

WIN A NINTENDO SWITCH

MOVING LINK FORWARD PHASE ONE SERVICE PLAN

- Important for Link to continue delivering on our promise to voters
- Additional improvements planned for future phases
- Refined service plan reflects input from nearly 800 online survey responses and other engagement
 - Gathered in January/February 2022



CHANGES ARE COMING
AND WE NEED YOUR INPUT
LEARN MORE AT
www.linktransit.com/movingforward

WIN A NINTENDO SWITCH

The graphic features a blue and white bus and a blue car on a road. A yellow starburst contains the text "WIN A NINTENDO SWITCH".

OUTREACH EFFORTS

- Online “open house” with all route and schedule information available
- Outreach to coach operators
- 700 fliers printed and distributed to Chelan school district families
- Presentation to Retired Public Employees
- Shared Link’s original post on 7 local social media groups – Friends of Leavenworth, Preserving the Quality of Life in Leavenworth, Peshastin Community Bulletin Board, etc.
- Presented for Senior Services Network
- Presented for non-profit interagency network
- Full page ad in two issues of Senior Center newsletter
- Two KOZI second cup of coffee interviews
- Print, digital, and online advertising
- Presented to City of Wenatchee Parks and Rec. board
- DD provider presentation
- Distributed posters to CVCH
- Presented to Mobility Council
- Hung door hangers on Boodry Street, Chelan Falls and Leavenworth neighborhoods
- In-person outreach at Plaza Super Jet, Chelan Safeway, Leavenworth Safeway, Wenatchee Valley Mall, Waterville Market, Pybus Artisan’s Fair, Entiat Market, Garden Terrace and Manson Bay Market
- Presentation at Confluence Rotary

PHASE ONE SERVICE PLAN HIGHLIGHTS



- **Buses arriving more often** connecting to jobs, services, and major destinations



- **Faster and more direct service** that maintains existing coverage while prioritizing safety



- **Express service** connecting Leavenworth and Wenatchee



- **Improved access to destinations**, including Chelan Walmart, Central Washington Hospital, and Wenatchee Valley College



- **Service to new areas**, including South Wenatchee, Saddle Rock trailhead, Chelan Falls, Icicle Road, and Leavenworth Ski Hill

WENATCHEE URBAN AREA SERVICE

- **Direct service**
 - East Wenatchee to CWH and WVC
 - East Wenatchee to Fred Meyer/Columbia Station
- **15-minute service**
 - Wenatchee Ave to Walmart
 - Orondo Street
- **New service**
 - Boodry Street area
 - Saddle Rock trailhead



CHELAN AREA SERVICE

- **Consistent service all day from Wenatchee**
 - Service proposed every 60 minutes in the short-term
 - More trips to be added in future phases
- **New circulator**
 - New connection to Chelan Falls
 - Serves Walmart on every trip



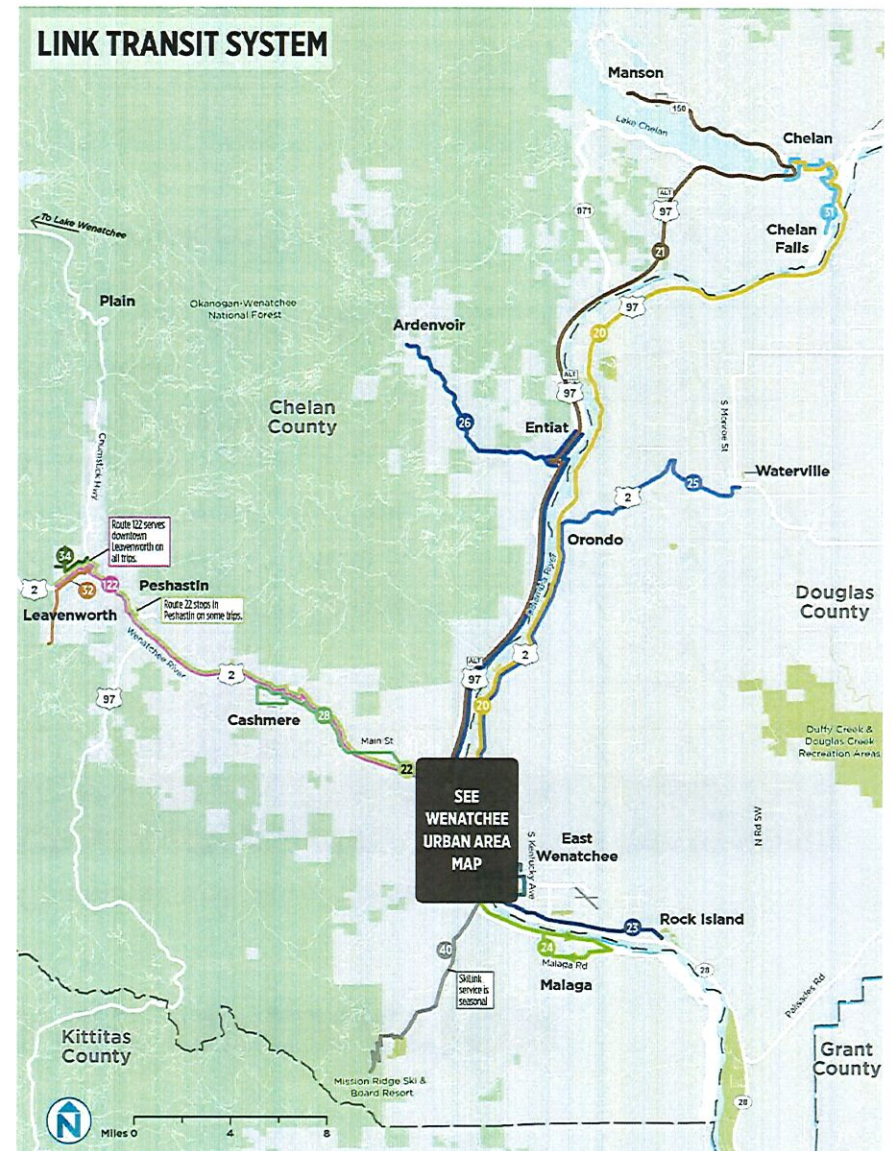
LEAVENWORTH AREA SERVICE

- **New express service to Wenatchee**
 - Direct hospital connection at shift times
- **Streamlined Route 22**
 - Serves downtown Leavenworth on all trips
 - Hybrid scheduled/on-call service in Peshastin
 - Schedule adjustments to improve reliability
 - Service proposed every ~60 minutes in the short-term
 - 30-minute service during AM peak demand
 - More trips to be added in future phases
- **Reimagined local circulators**
 - Serves new destinations including Icycle Road and Leavenworth Ski Hill
 - Service on Friday, Saturday, and Sunday



RURAL AREA SERVICE

- Rural services are retained with some minor adjustments
- Areas served include:
 - Rock Island
 - Malaga/South Wenatchee
 - Waterville/Wenatchee
 - Ardenvoir
 - Sunnyslope/Cashmere



PHASE ONE SERVICE PLAN DAYS OF OPERATION

Urban Routes

Route	Week-day	Week-night	Sat	Sun
1 South Wenatchee to Walmart	✓	✓	✓	✓
2 East Wenatchee to Walmart	✓	✓	✓	✓
3 CWH/Saddle Rock	✓	✓	✓	✓
4 Wenatchee Valley College	✓	✓	✓	✓
5 Cherry/Western to Walmart	✓		✓	✓
7 Washington/Western to Valley North	✓			
8 Miller/Olds Station	✓	✓	✓	✓
9 South Wenatchee	✓	✓	✓	✓
11 East Wenatchee	✓	✓	✓	✓
12 East Wenatchee/Fred Meyer	✓	✓	✓	✓
18 East Wenatchee to WVC	✓	✓	✓	✓

Commuter and Rural Routes

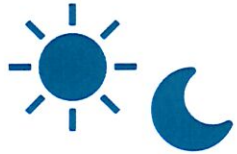
Route	Week-day	Week-night	Sat	Sun
21 Chelan/Manson	✓	✓	✓	✓
31 Chelan Shuttle	✓			
22 Leavenworth	✓	✓	✓	✓
122 Leavenworth Express	✓	✓		
32 Leavenworth Icicle Rd	Fri Only		✓	✓
34 Leavenworth Ski Hill	Fri Only		✓	✓
20 Chelan	✓			
23 Rock Island		✓	✓	
24 Malaga		✓	✓	
25 Waterville/Wenatchee		✓	✓	
26 Ardenvoir		✓		
28 Sunnyslope/Cashmere		✓	✓	

Weeknight = operates after 7:00pm

PLANNED IMPROVEMENTS IN FUTURE PHASES



- **Buses arriving more often** throughout the region



- **Longer hours of service**, including:
 - Restoring evening service where applicable
 - Earlier morning service in urban area
 - Later evening service to Chelan and Leavenworth



- **Saturday/Sunday service** on all routes



- **Service to more new areas**, including Walla Walla Point Park/Town Toyota Center, Grant Road, Pangborn Airport, Plain, and Lake Wenatchee

MOVING LINK FORWARD EXPECTED OUTCOMES

- Improved access to jobs, services, and major destinations
- Faster service to more locations
- Attracting new riders to the system
- Ability to quickly scale up service as staffing resources allow
- Positioning Link for future success

DIRECT Xpress

Why Change?

We began a comprehensive analysis of Xpress operations nearly two years ago. After assessing existing service for opportunities, we incorporated input from more than 9,000 comments from our riders, as well as transit experts, local government leaders, and area employers.

The result? Changes to every route in the system that will help make Xpress more valuable for our region's commuters.

Goals

Improve

- MORE RELIABLE**
Improve the system and ensure Xpress is a commute service passengers can rely on. Improved routing will avoid congested intersections, tight turns, and excess traffic lights, helping Xpress buses move more reliably through the city and providing for better on-time performance.
- MORE FLEXIBLE**
Add more options to meet the diverse needs of more commuters in the region. Extended service hours in most corridors will enable more flexibility for workers. Additional frequency during peak hours will cut wait times between buses, sometimes by more than half.
- MORE INTUITIVE**
Xpress can be confusing, especially for first-time riders. Making Xpress easier to understand by simplifying routes and implementing more intuitive bus stop locations to help make Xpress easier to navigate. Improved signage, maps, and schedules, as well as a reorganized website and a new bus tracking app will help passengers get the information they need to better utilize the service.
- MORE SERVICE**
Xpress is investing in the future and exploring long-term expansion plans and improvements. In 2016, Xpress plans to increase service to more destinations, more frequently, with extended service hours. Over the next decade, Xpress plans to add new routes, park-and-rides, and destinations, as well as all-day Xpress service to Hartsfield-Jackson International Airport. Additional trips and park-and-ride facilities will leverage the future expansion of Georgia Express Lanes across the region.

Service

Direct Xpress

NEXT STEPS

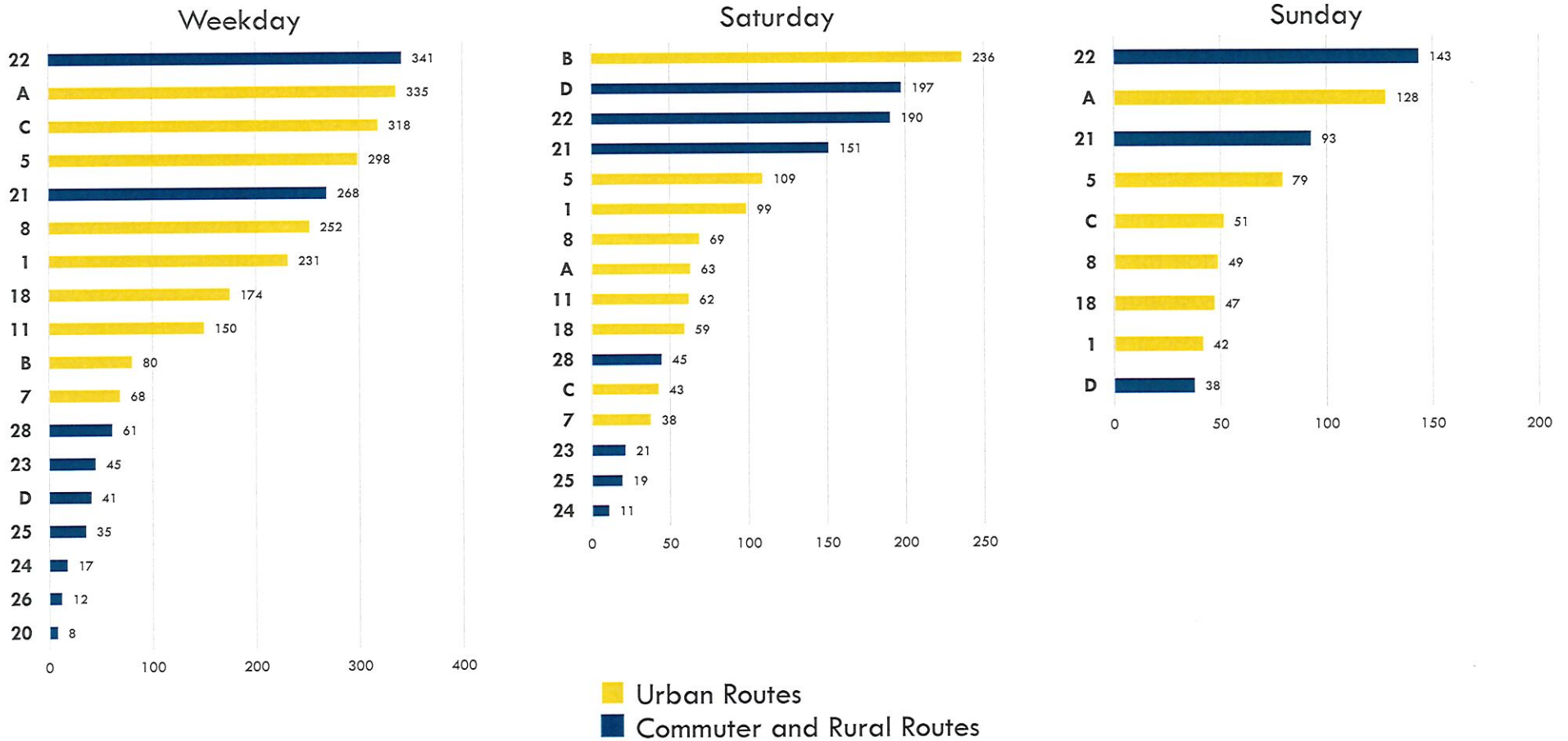
- Board approval
- Finalize implementation plan
- Implement changes in July 2022
- Develop plans for next phase of service improvements
- Continue adding service as staffing allows





Link Transit
connecting our communities

AVERAGE DAILY RIDERSHIP (FEBRUARY 2022)



PHASE ONE SERVICE PLAN FREQUENCY

Urban Routes

Route	Week-day	Week-night	Sat	Sun
1 South Wenatchee to Walmart	30	60	60	60
2 East Wenatchee to Walmart	30	60	60	60
3 CWH/Saddle Rock	30	60	60	60
4 Wenatchee Valley College	30	60	60	60
5 Cherry/Western to Walmart	30		60	60
7 Washington/Western to Valley North	45			
8 Miller/Olds Station	30	60	60	60
9 South Wenatchee	30	30	60	60
11 East Wenatchee	30-60	60	60	60
12 East Wenatchee/Fred Meyer	30	30	30	30
18 East Wenatchee to WVC	30	60	60	60

Commuter and Rural Routes

Route	Week-day	Week-night	Sat	Sun
21 Chelan/Manson	60	60	90	90
31 Chelan Shuttle	40			
22 Leavenworth	30-60	60	60	60
122 Leavenworth Express	6 round-trips			
32 Leavenworth Icicle Rd	60	60	60	60
34 Leavenworth Ski Hill	60	60	60	60
20 Chelan	3 round-trips			
23 Rock Island	9 round-trips		4	
24 Malaga	5 round-trips			round-trips
25 Waterville/Wenatchee	6 round-trips			
26 Ardenvoir	4.5 round-trips			
28 Sunnyslope/Cashmere	90	90	90	

Weeknight = operates after 7:00pm

Laura Leon

From: Kristin Umbarger <kristinumk@yahoo.com>
Sent: Tuesday, March 15, 2022 12:16 PM
To: boardclerk
Subject: Re: Change is coming! Public hearing slated for 3 pm Tuesday, March 15

Hello,

I'd like to attend your meeting, but I'll be working this afternoon and can't attend.

My concern is regarding the Peshastin stop/s, specifically on the new route 122.

Route 122 Draft Schedule

A new route that complements Route 22 by providing express service between downtown Leavenworth and downtown Wenatchee, with stops at Big Y Park-and-Ride and highway stops along US 2.

This says "with stops at Big Y and highway stops along US 2." Does that mean this express bus (122) will stop at the Peshastin Bridge taco-truck bus stop if I'm standing there waiting?

Will this route (122) have any stops in Cashmere?

How about on the return? Where would I board this bus in Cashmere? Where will 122 drop off Peshastin riders, since there is no official bus stop on the Westbound side of Hwy 2 at the Peshastin bridge?

I ride from the Peshastin library (7:35 am) to Cashmere by Aplets and Cotlets nearly every day. (and back again at 3:35 from Cashmere) I truly hope I can still ride the bus to and from my job M-F once these changes take place.

Thanks for any info you can send me, and thank you for passing on my comments/questions/concerns during your meeting today.

Sincerely,

Kristin Umbarger-Keene
Peshastin resident and loyal LINK Rte 22 rider

Attachment B

On Monday, March 14, 2022, 03:47:38 PM PDT, E

n> wrote:

[View this email in your browser](#)

Laura Leon

From: Darra Link <darralink@yahoo.com>
Sent: Monday, March 14, 2022 3:58 PM
To: boardclerk
Subject: Public hearing

I as well as my friends and hiking colleagues would like to state that we do not approve adding a route to Icicle Road. There is always a problem with tourism and overcrowding at the trails and campgrounds, adding a route will only make things worse, its doesn't solve the issue that area already has. More tourists effect leave no trace, especially in the alpine lakes wilderness were that's already an issue. Please take our thoughts in your consideration.

Thank you

[Sent from Yahoo Mail on Android](#)

Laura Leon

From: Chris Phillippi <chrisphillippi@gmail.com>
Sent: Monday, March 14, 2022 5:05 PM
To: boardclerk
Subject: Proposed Service Changes

It looks like a lot of thought and planning has gone into this process, and the proposed changes look like they meet a lot of needs. Two unmet needs I see are no service on Springwater Avenue and lack of evening hours on Routes 4, 5, 7, especially on weekends. Getting another route on Springwater is a large request, but perhaps route 4 could run later in general, or at least until 7pm on weekends too so residents of the central neighborhoods would have similar access as the ones in the northern neighborhoods (Route 1) and Southern neighborhoods (Route 3) with later service.

Laura Leon

From: Dean O'Daffer <mdodaffer@yahoo.com>
Sent: Tuesday, March 15, 2022 11:19 AM
To: boardclerk
Subject: New routes

Just a minor item, route 5 and the B route both leave the Columbia station at the same time, so essentially you have two buses together going up 5th street to the College. Why not change the B route to leave at the 15 and 45 times , so that the buses run every 15 minutes to the College?

Dean O'Daffer
Wenatchee

Laura Leon

From: Betty Renner <pacificquest2001@aol.com>
Sent: Tuesday, March 15, 2022 9:56 AM
To: boardclerk
Subject: Route 7 changes

Hello, I wanted to voice my concerns--again--about the proposed route and time changes for route 7. I honestly cannot see anything beneficial to these changes. The route is just really starting to increase ridership, mostly, I believe, because a lot of individuals have not been aware of it. Springwater Avenue area except for down by Walgreens is totally underserved if you make these changes. With all of the new development on Springwater, especially above Western, there is definitely going to be increasing need for service. If route 7 is changed again, my nearest bus stops will be by Walgreens, or at Princeton/Central intersection, both of which are quite challenging in winter weather. As for the new time schedules proposed, I have to admit that I just looked at it and scratched my head?? Sometimes the busses are scheduled for every 45 mins. and other times, every 75 minutes?? Plus there is an awful lot of overlap with other routes, which seems unnecessary. To be perfectly honest, instead of taking away service on Springwater, to me, it seems much more productive to have route 7 running both directions on Springwater--just a total reverse of the way it is now, except for maybe some tweaking the route a bit in the area around Elliott/Washington?? Thank you--Betty Renner