



Transit Development Plan 2025-2030 and 2024 Annual Report

Policy Level: Board of Directors
Submitted by: Donald Billen, Manager
Department: Planning

TDP Policy & Program Instituted by Resolution 2000-01
Date of Public Hearing for Current TDP: August 19, 2024
Resolution Pertinent to Current TDP: Res. 2025-15

Transit Development Plan 2025-2030 and 2024 Annual Report

Table of Contents

Section	Title	Pages
I	Description of Service Area, Operations, and Facilities	1 – 8
II	State and Agency Goals, Objectives, and Action Strategies	9 – 11
III	Local Performance Measures and Targets	12 – 17
IV	Plan Consistency	18 – 22
V	Planned Capital Expenses	23 – 24
VI	Planned Operating Changes	25 – 27
VII	Multi-Year Financial Plan	28 – 35
VIII	Section 5307 Program of Projects	36

Appendices

A.	Link Transit System Map	37 – 38
B.	Facilities Description	39 – 40
C.	Owned Facility Inventory	41
D.	Owned Rolling Stock Inventory	42 – 44
E.	Owned Equipment Inventory	45 – 46
F.	Owned Infrastructure Inventory	47
H.	Link Transit Zero-Emission Fleet Transition Plan	48 – 51

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 2024, Link Transit provided service for 12 urban fixed routes, five 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 2025, Link Transit operated 37 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. Commuter routes operate every 30-60 minutes. Rural routes provide three to nine trips per day. 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 vehicles, fuel, maintenance, and roadside assistance. The program launched its initial trips in early 2023 and currently has 18 active groups.

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.

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 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. Additional details and amenities for Columbia Station include the following:

- The building is 15,000 square feet.
- A section of the first floor is leased to 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/RIDE 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/RIDE 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 ADA spaces), 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. 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 further improvements.
 - The bus garage development includes a 41,250-square-foot facility to support a fleet of 56 battery-electric buses. By the end of 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 owned or operated by Link 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 the early 2020's, Link Transit installed electric car chargers at all these locations except the Chelan Park-and-Ride at Lakeside and the Leavenworth Park-and-Ride (note that the Willkommen Park-and-Ride is also located in Leavenworth and does have electric car chargers).

As of July 2025, 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 permits.

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 to address stops that are not currently ADA accessible, assess opportunities for amenities improvements, and develop future guidelines for Link Transit bus stops. The Link Board of Directors will consider the proposed bus stop guidelines in the fall of 2025.

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 transportation services 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 2024, Link Transit provided services to the following public transportation facilities and services:

- Amtrak at Columbia Station in Wenatchee.
- Wenatchee Valley Shuttle with service to/from SeaTac airport at Columbia Station in Wenatchee and the Big Y park-and-ride in Peshastin.
- Northwestern Stage Lines passenger stations in Columbia Station in Wenatchee and Leavenworth.
- Washington State Department of Transportation’s (WSDOT) Apple Line service operating from Columbia Station, contracted through Northwestern Stage Lines.
- Connections in Chelan to the Lady of the Lake ferry on Lake Chelan.
- Connections to Okanogan County in Chelan via TranGo Transit.
- Connections to Grant County in Wenatchee via People for People Route 100.

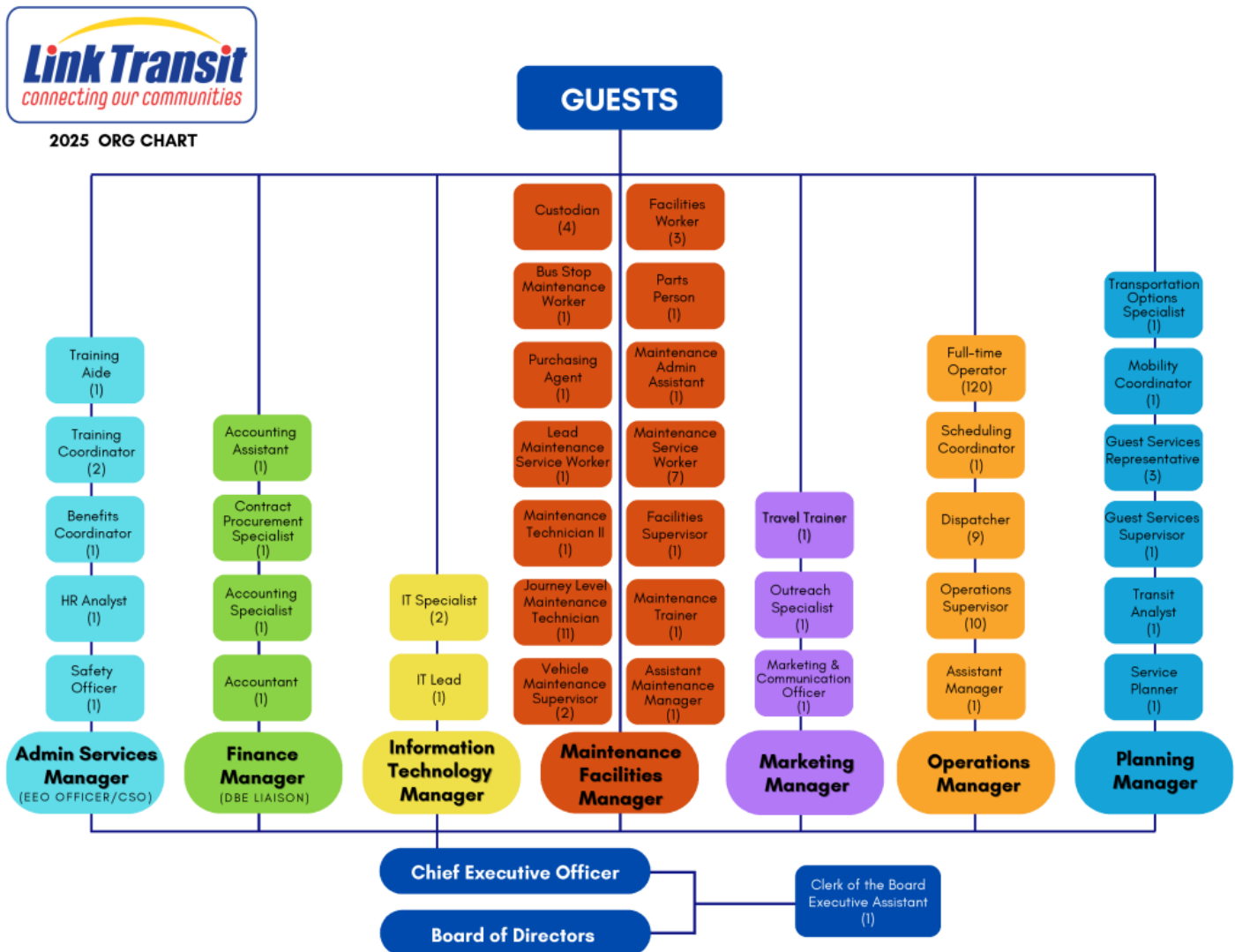
Link Transit also provides service to schools, including Wenatchee Valley College and the North Central Washington Skills Center in Wenatchee, on its regular fixed-route system. Link Transit does not contract with any of the public school districts within its PTBA, but fixed routes serve most school 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 2025 is provided below.



Activities in 2024

Following are the major accomplishments and events from Link Transit's 2024 fiscal year:

Ridership: In 2024, Link Transit had 1,232,546 passenger boardings on fixed-route services. Link Plus (ADA paratransit) tallied 83,087 passenger boardings. DART (Link's Dial-A-Ride Transit) service recorded 22,236 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 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. Link Transit defines Rideshare as a minimum of three people sharing a similar commute in a Link Transit provided vehicle that attempts to fill transportation gaps that exist in the 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 in 2024 was determined by each individual's commute. Rideshare had three different monthly rates:
 - \$40/month if the commute began within Link Transit's PTBA boundary and was completely within Chelan County and/or Douglas County.
 - \$60/month if the commute included Douglas County (outside Link Transit's PTBA boundary), Grant County, or Okanogan County.
 - \$80/month if a commute included any other county.

All riders 18 and younger did not have to pay a monthly fee and could ride for free. Rideshare fares were 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 2024 was \$28,977,909.

Transfers to the Reserve Accounts: The following amounts were transferred to the capital reserve accounts in 2024:

- Vehicle: \$1,700,000
- Facility & Equipment: \$14,000,000
- Contingency: \$750,000

Grants: Listed below are grants administratively awarded to Link Transit through 2024:

WSDOT Consolidated Grant Program and Other Awards

Grant	Year	Amount (\$)	Purpose
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
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	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	2024	\$ 3,741,996	Operating Expenses
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

2024 Highlights:

- Service highlights:
 - Increased total system ridership by 21% over 2023 to 1,232,546.
 - Increased fixed-route revenue hours by 16% over 2023 to 121,794 hours
 - Added new Route 32 providing urban service in Leavenworth
 - Introduced the Leavenworth Festival Schedule during congested summer and holiday weekends to improve on-time performance
 - Expanded the Rideshare program to 19 active groups.
 - Completed community outreach on a redesign of East Wenatchee service to be implemented in the fall of 2025.
- Park-and-ride projects:
 - Funded a portion of the City of Entiat's Park-and-Ride design cost with funds dedicated for a portion of the 2025 construction cost.
- Pedestrian projects:
 - Contributed to bus stop and sidewalk improvements in East Wenatchee as part of the Safe Routes to School program
 - Contributed to pedestrian improvements as part of the Goodwin Road Sidewalk Project in Cashmere.
 - Contributed to Chelan-Douglas Transportation Council's Regional Pathways Planning Project for improved transportation access for county residents.
 - Contributed to Washington State DOT's Empire & Highway 2 Roundabout Feasibility Study in Douglas County.
- Operational infrastructure projects:
 - Substantially completed operator-relief facilities at Glacier Parking Lot in Leavenworth providing improved layover for Leavenworth routes
 - Initiated construction of new bus garage facility with construction to finish in 2025.
 - Entered into negotiations for a long-term lease of Washington State Patrol's property adjacent to the Operations Base with intentions to pave and use as a driver's training space. Initiated planning process for driver training space.
 - Completed renovation of the mezzanine in Operations shop for records-retention storage and operations uniform storage rooms.
 - Renovated the ticket counter in the 1st floor office space of Columbia Station to provide an office for the Coordinated Entry Program administered by Chelan County and Catholic Charities.
 - Initiated planning process for Columbia Station Café ventilation renovations.
- Additional projects of note:
 - SkiLink & Waterville Bus Wraps
 - 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 two 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 a 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 the 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 services 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.

- A 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 based on analysis of ridership demand and route productivity as staffing and financial feasibility allow.

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 ¾-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 Wenatchee and the rural communities of Cashmere, Chelan, Entiat, Leavenworth, Malaga, Orondo, Rock Island and Waterville.

Link Transit participates in regional councils and planning groups to address accessibility challenges. Many individuals with mobility limitations 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 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 maintain 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 in order to support ridership growth, better use of resources, and the overall system as Link continues to expand to deliver voter-supported services. Zero-fare service at peer agencies shows 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 messaging 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 support initiatives that align with Link Transit's goals.

Section III: Local Performance Measures and Targets

Performance Standards and Measures

Link Transit's performance standards were last updated in 2024.

The standards identify five types of routes, each with distinctive service guidelines and performance measures.

Figure 1 Link Transit Service Types






Service Type	Characteristics
Urban 	Local routes that operate along primary arterials and sometimes in areas of less dense development patterns. Routes should be simple and direct to the extent feasible.
Regional Frequent 	Regional routes that operate along primary arterials and sometimes in areas of less dense development patterns. Routes should be simple and direct to the extent feasible.
Rural Coverage 	Coverage routes that serve low-density areas and typically focus on extending service coverage. Productivity is usually low.
Special 	Downtown circulators and peak-hour commuter services are classified as special routes. Guidelines for special routes are typically relaxed due to their unique rider markets.
General Public Dial-a-Ride (DART and Zone Service) 	Dial-a-Ride transportation is available to anyone, regardless of age, disability, or trip origin/destination, and serves all residents of the communities that it operates in.

Figure 2 Link Transit Route Classification

Route	Classification
1 Columbia Station to Walmart	Urban
2 East Wenatchee to Walmart	Urban
3 Central Washington Hospital/Saddle Rock Trailhead	Urban
4 Pybus Market/Walla Walla Point Park	Urban
5 Orondo, Cherry & Western to Walmart	Urban
6 Columbia Station to Boodry Street	Urban
7 Washington/Fifth/Springwater to Walmart	Urban
8 Wenatchee/Olds Station	Urban
9 South Wenatchee	Urban
11 Fred Meyer/4 th St SE/Kentucky/5 th St/9 th St	Urban
12 Fred Meyer/Valley Mall Pkwy/9 th St/11 th St	Urban
18 South Wenatchee/East Wenatchee/Olds Station	Urban
21 Wenatchee/Olds Station/Entiat/Chelan/Manson	Regional Frequent
22 Wenatchee/Olds Station/Cashmere/Leavenworth	Regional Frequent
23 East Wenatchee/Rock Island	Rural Coverage
24 South Wenatchee/Malaga	Rural Coverage
25 East Wenatchee/Orondo/Waterville	Rural Coverage
28 Wenatchee/Olds Station/Easy Street/Cashmere	Rural Coverage

32 Leavenworth Local	Special
40 Ski Link	Special
122 Wenatchee-Leavenworth Express	Special
Chelan DART	DART
Leavenworth DART	DART

The number of passenger boardings per revenue hour (or revenue trip on regional routes) measures how well the service is being used. For urban routes, productivity should be measured by dividing the number of passenger boardings by the number of vehicle revenue hours for each route, while regional routes should be measured based on the number of boardings per trip. For special routes (circulators, shuttles, and commuter express) productivity should be measured as passenger boardings per trip.

An ideal productivity range for each route type is provided below. Routes performing below the ideal range may require corrective action, such as schedule adjustments or route revisions. At the opposite end of the scale, routes performing above the ideal range may indicate the demand for additional service (i.e., frequency or span improvement) or capacity (i.e., higher-capacity vehicle).

Boardings per Revenue Hour	Boardings per One-Way Trip			Boardings per Revenue Hour
Urban	Regional Frequent	Rural Coverage	Special	DART
8-18	11-18	3-8	4-10	3-5

Title VI Service Standards

Link Transit has developed quantitative standards for fixed-route operations to better understand and track the performance of +service to minority, low-income, and Limited-English Proficient (LEP) populations as part of the Title VI update process most recently completed in November 2024. 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. Passenger load refers to the ratio of riders on the bus relative to the number of available seats. Passenger loads vary by route type, time of day and for some routes, direction of travel. High passenger loads impact rider comfort and safety. During peak periods, some riders on high-ridership routes may be expected to stand for a portion of the trip. Overcrowding on buses often indicates the need for improved frequency or increased capacity.

During off-peak periods, most services should be designed to try to provide a seat to all customers. Regional service should always be designed to provide a seat to all customers due to high travel speeds. Appropriate vehicle assignments are critical in managing passenger loads. Recommended maximum vehicle loads by service type and time of day are detailed below.

Target Maximum Vehicle Loads

	Urban	Regional Frequent	Rural Coverage	Special	DART
Weekdays	120%	100%	100%	No maximum	100%
Saturdays	120%	100%	100%	No maximum	100%
Sundays	120%	100%	100%	No maximum	100%

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.

Service frequency is critical to establishing transit service as an attractive and viable travel mode and significantly influences transit ridership. If route frequencies do not match community travel patterns and ridership demands, transit will not be a feasible transportation option. Riders of less frequent transit services face a high wait time penalty when a bus is missed. Riders of less frequent transit services may also feel “stranded” waiting a disruptive amount of time for their return trip. On the other hand, riders of high frequency transit services can rely on the next bus arriving within a reasonable time.

While route frequency has a significant impact on the reliability and utility of that service, frequency has a significant impact on operating costs. Improving a route from a 60-minute frequency to a 30-minute-frequency doubles the route’s operating costs. Because operating high-frequency service is so expensive, transit service frequency can vary throughout the day (i.e. peak and off-peak periods) to reflect existing or potential demand. Service frequencies are also set to ensure there are enough vehicles on the route to accommodate passenger volumes while not exceeding recommended loading standards.

Recommended service frequency guidelines are presented below. As with service spans, recommended service frequencies should be used a guideline.

Target Minimum Service Frequency (minutes)

	Urban	Regional Frequent	Rural Coverage	Special	DART
Weekdays					
All Routes	15-60	30-60	60-120	No maximum	N/A
“Access to Opportunity” Routes	30	N/A	60	N/A	N/A
Saturdays					
All Routes	30-60	60	60-120	No maximum	N/A
“Access to Opportunity” Routes	30	N/A	60	N/A	N/A
Sundays					
All Routes	30-60	60	60-120	No maximum	N/A
“Access to Opportunity” Routes	30	N/A	60	N/A	N/A

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%. The standard for DART service is to pick clients up within 15 minutes of a request for service.

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, Link's 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 3/4-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 are 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 2025:

Rolling Stock:

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

Equipment:

Asset Class	Percent of service vehicles that have met or exceeded their useful life benchmark
Automobiles	0.00%
Trucks and Other Vehicles	30.43%

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 complies with federal and state laws and industry best practices. Performance targets are updated in the fourth quarter after performance data for the current year has been reviewed.

Link Transit's Safety Plan is reviewed and updated when:

1. Current mitigation of safety deficiencies is ineffective
2. There are significant changes to service delivery
3. New processes and procedures are introduced that may impact safety
4. There are changes or re-prioritization of resources available to support SMS
5. There are significant changes to the agency's organizational structure

Safety Performance Targets

Safety performance targets are yearly goals to help ensure Link Transit provides a safe working environment for employees and safe reliable transportation to 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 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 participate in a variety of coordination efforts, including attending regularly scheduled meetings with PTBA jurisdictions, as well as serving 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 5-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 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 priorities 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 transit stops at key downtown locations including Lakeshore Park, Don Morse Park, the post office, and Woodin Avenue
- Use transit to serve outlying parking areas to increase attractiveness of those parking options and relieve pressure on downtown parking
- Ensure the transit 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 with 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).

- 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 delays in 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 and 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 the 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 the 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
Replacement/Preservation Projects				
Rolling Stock/Equipment				
Nine Replacement 30' Electric Buses	Replacement of fixed-route vehicles	2025	\$9,023,350	Lead
Three DC Slow Chargers	DC slow chargers for new bus garage	2025	\$700,675	Lead
Five Replacement 30' Electric Buses ¹	Replacement of fixed-route vehicles	2025	\$5,250,000	Lead
Six Replacement Cutaways	Replacement of paratransit vehicles	2025	\$770,000	Lead
Five Replacement Cutaways	Replacement of DART vehicles	2026	\$1,000,000	Lead
Four Replacement 30' Electric Buses	Replacement of fixed-route vehicles	2026	\$4,200,000	Lead
Seven Replacement Rideshare Vehicles	Replacement of rideshare vehicles	2027	\$350,000	Lead
Nine Replacement Cutaways	Replacement of paratransit vehicles	2028	\$1,500,000	Lead
Nine Replacement Rideshare Vehicles	Replacement of rideshare vehicles	2029	\$477,000	Lead
Three Replacement Cutaways	Replacement of paratransit vehicles	2029	\$750,000	Lead
Facilities				
Columbia Station & Operations Base Repainting	Repainting of major Link Transit operations and administrative facilities	2026	\$1,000,000	Lead
Maintenance Garage Roof and AC Replacement	Replace aging maintenance garage roof and AC	2026	\$1,500,000	Lead
Columbia Station concrete replacement	Replace transit center concrete and repaint crosswalks	2028	\$1,500,000	Lead
Improvement/Expansion Projects				
Operational Infrastructure/Transit Access Projects				
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	2025	\$180,000	Partner
Other Bus Stop, Sidewalk, and Pathway Improvements	Bus stop amenity and access improvements as determined, including improved safety and security features at bus stops	2025-2030	\$3,750,000	Lead
NextBus Real-Time Arrival Information	Installation of real-time information at Columbia Station	2026	\$100,000	Lead
Easy & School Street Roundabout Bus Stops	Bus pull-outs and ADA-compliant bus stops at Easy & School Street	2026	\$125,000	Partner

Planned Capital Expenses	Description	Year	Estimated Cost	Link Transit Role
North Wenatchee Ave & Maiden Lane – Queue Jump ¹	Coordination with City of Wenatchee for installation of transit priority enhancements on N. Wenatchee Ave & Maiden Lane	2027	\$0	Partner
Wenatchee Valley Mall Transit Center	Redesign Wenatchee Valley Mall transit center to reduce travel times associated with existing mall deviations	2028	\$1,000,000	Lead
Park-and-Ride Projects				
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	2025-2026	\$450,000	Partner
Chelan Park-and-Ride Land Acquisition	Coordination with City of Chelan on route design and land acquisition	2026	\$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	2025-2026	\$100,000	Lead
Cashmere Hay Canyon Park-and-Ride	Development of existing Link Transit property in Cashmere	2026	\$1,500,000	Lead
Facilities				
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 overnight chargers	2024-2025	\$17,000,000	Lead
Training Facility	Lease and improve property from the WA State Highway Patrol for bus driver training	2026	\$1,000,000	Lead

¹ 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.

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. The outreach effort 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 a 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 the 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.

Service Expansion Elements

Route	Summary of Improvements (2024-2026)
July 2025 Implementation	
Chelan DART	Extend service to Chelan Falls
October 2025 Implementation	
East Wenatchee Redesign	A comprehensive redesign of service offered in East Wenatchee
2026 Implementation	
North Wenatchee to Old Station	Assess options for improving connectivity between North Wenatchee and Olds Station.
Expanded Span of Service	Add additional evening trips per Vision 2020 on routes with high evening productivity
Rural Zone Service	Zone service that operates one day per week in five locations only from 7am-6pm.
New Recreational Service	Expand beyond SkiLink to include new trailhead and recreation service.
2027-2030 Implementation	
Cashmere Redesign	Assess options for improving connectivity between North Wenatchee and Olds Station and for improving local service within Cashmere.
Expanded Span of Service	Continue to expand span service on routes with high morning and evening productivity

Anticipated Planning Projects

Project	Description	Year
ADA Remediation Bus Stop Plan	Bus stop plan, including accessibility inventory, amenities prioritization, and implementation plan.	2025
Strategic & Financial Plan	Plan to identify future Link Transit priorities and establish a vision for the next 10 years.	2025-2026
Frequent Transit Network Plan	Develop a strategy and timeline for development of regional and urban frequent transit network	2026
Paratransit Assessment	Peer review of the paratransit program	2026
Transit Speed and Reliability Study	Identify locations where congestion is impacting transit operations and develop mitigation alternatives	2026-2027
Park-and-Ride Study	Comprehensive assessment of park-and-ride demand and need	2026-2027
Zero-Emission Transition Plan Implementation Planning	Plan to identify strategies to continue zero-emissions transition work.	2025-2029

Projected Operating Data (2024 – 2030)

FIXED-ROUTE	2024	2025	2026	2027	2028	2029	2030
Vehicle Service Hours	114,330	121,000	133,000	137,000	141,000	145,000	149,000
Revenue Hours	108,981	116,000	128,000	132,000	136,000	140,000	144,000
Vehicle Service Miles	2,196,161	2,304,000	2,533,000	2,609,000	2,687,000	2,768,000	2,851,000
Revenue Miles	2,089,506	2,201,000	2,419,000	2,492,000	2,567,000	2,644,000	2,723,000
Passenger Trips	1,148,629	1,212,000	1,332,000	1,372,000	1,413,000	1,455,000	1,499,000

ROUTE DEVIATED	2024	2025	2026	2027	2028	2029	2030
Vehicle Service Hours	13,672	15,100	15,600	16,100	16,600	17,100	17,600
Revenue Hours	12,794	14,200	14,600	15,000	15,500	16,000	16,500
Vehicle Service Miles	320,587	360,800	371,600	382,700	394,200	406,000	418,200
Revenue Miles	320,587	347,100	357,500	368,200	379,200	390,600	402,300
Passenger Trips	82,231	91,000	93,700	96,500	99,400	102,400	105,500

DEMAND RESPONSE	2024	2025	2026	2027	2028	2029	2030
Vehicle Service Hours	49,993	54,800	57,500	60,400	63,400	66,600	69,900
Revenue Hours	45,232	49,100	51,600	54,200	56,900	59,700	62,700
Vehicle Service Miles	546,876	715,000	750,800	788,300	827,700	869,100	912,600
Revenue Miles	546,876	616,600	647,400	679,800	713,800	749,500	787,000
Passenger Trips	106,635	114,400	120,100	126,100	132,400	139,000	146,000

RIDESHARE	2024	2025	2026	2027	2028	2029	2030
Revenue Hours	6,244	7,600	7,800	8,000	8,200	8,400	8,700
Revenue Miles	324,899	394,900	406,700	418,900	431,500	444,400	457,700
Passenger Trips	19,822	23,500	24,200	24,900	25,600	26,400	27,200

Section VII: Multi-Year Financial Plan

[Revenues and Expenditures 2024 – 2030](#)

See the following pages (30 – 36) for years 2024 through 2030:

- Year 2024 actual – page 30
- Year 2024 budgeted – page 31
- Year 2025 – page 32
- Year 2026 – page 33
- Year 2027 – page 34
- Year 2028 – page 35
- Year 2029 – page 36

2024 ACTUAL	GENERAL FUND	VEHICLE RESERVE	EQUIPMENT FACILITY RESERVE	CONTINGENCY RESERVE	FTA VEHICLE RESERVE	SALES TAX REFUND RESERVE	TOTAL
Beginning Balance	\$ 20,207,516	\$ 2,031,702	\$ 8,048,054	\$ 3,940,000	\$ 49,309	\$ 1,000,000	\$ 35,276,581
Revenues							
Sales Tax	28,977,909						28,977,909
Fares - Rideshare	34,853						34,853
Interest	1,745,582						1,745,582
Lease Revenue	13,700						13,700
Miscellaneous	480,934						480,934
Section 5307 Formula Funding	3,741,996						3,741,996
Section 5311 - Rural Commuter & DART Services	487,456						487,456
Section 5310 - Mobility Management	106,000						106,000
WSDOT Special Needs Grant	1,726,862						1,726,862
WSDOT Transit Support Grant	1,825,544						1,825,544
WSDOT Rural Mobility Grant	68,438						68,438
Contribution to Reserve Accounts		1,700,000	14,000,000	750,000			16,450,000
Total Revenues	39,209,074	1,700,000	14,000,000	750,000	-	-	55,659,074
Operating Expenses							
Fixed Route Preservation & Maint. (b)	13,133,939						13,133,939
Fixed Route Expansion	3,654,416						3,654,416
Route Deviated Preservation & Maint.(b)	1,825,685						1,825,685
Route Deviated Expansion	181,928						181,928
Paratransit Preservation & Maint. (b)	5,337,454						5,337,454
Paratransit Expansion	2,003,578						2,003,578
Rideshare Preservation & Maint. (b)	209,465						209,465
Rideshare Expansion	709,320						709,320
Depreciation	5,144,178						5,144,178
Contribution to Reserve Accounts	16,450,000						16,450,000
Total Expenses	48,649,963	-	-	-	-	-	48,649,963
Add Back Depreciation	5,144,178						5,144,178
Total Available	\$ 15,910,805	\$ 3,731,702	\$ 22,048,054	\$ 4,690,000	\$ 49,309	\$ 1,000,000	\$ 47,429,870
Capital Grant Revenue							
WSDOT Public Transit Rideshare Grant							-
FTA 5339 Bus & Bus Facilities		368,101					368,101
Total Capital Grant Revenue	\$ -	\$ 368,101	\$ -	\$ -	\$ -	\$ -	\$ 368,101
Capital Expenditures							
System Preservation & Maint.							
Electric Vehicle Chargers		20,085					20,085
Inductive Charger - East Wenatchee Park & Ride		442,405					442,405
One (1) Plow Truck		69,998					69,998
Four (4) Fixed Route Cutaways		1,072,034					1,072,034
Four (4) Electric Cutaways		468,507			49,309		517,816
One (1) Staff Vehicle		46,814					46,814
One (1) IT Van		39,203					39,203
Dispatch Workstations			21,635				21,635
Telephone System Upgrade			65,414				65,414
3rd & Rock Island Road Park & Ride/Comfort Station			7,166				7,166
Records Retention Room			14,987				14,987
Café Improvements			7,711				7,711
Columbia Station Roof Replacement			5,331				5,331
Columbia Station First Floor Renovations			24,050				24,050
Easy Street US 2/97 Roundabout Pullouts			232				232
Hwy 2 & Icicle Road RAB - Leavenworth			81,470				81,470
Cashmere Sunset Ave Sidewalks			59,717				59,717
East Wenatchee Bus Stop/Pedestrian Improvements			95,000				95,000
Leavenworth Glacier Lot Layover			150,000				150,000
Bus Stop/Pedestrian Improvements			13,007				13,007
Entiat Park & Ride			1,778				1,778
Easy St & School Street RAB Pullouts			5,666				5,666
Hay Canyon Park & Ride			5,614				5,614
System Expansion							
Three (3) Rideshare Vehicles		126,110					126,110
Bus Parking Garage			7,423,071				7,423,071
Total Capital Expenditures	\$ -	\$ 2,285,156	\$ 7,981,849	\$ -	\$ 49,309	\$ -	\$ 10,316,314
Ending Balance	\$ 15,910,805	\$ 1,814,647	\$ 14,066,205	\$ 4,690,000	\$ (0)	\$ 1,000,000	\$ 37,481,657

2025 BUDGETED	GENERAL FUND	VEHICLE RESERVE	EQUIPMENT FACILITY RESERVE	CONTINGENCY RESERVE	FTA VEHICLE RESERVE	SALES TAX REFUND RESERVE	TOTAL
Beginning Balance	\$ 15,910,805	\$ 1,814,647	\$ 14,066,205	\$ 4,690,000	\$ (0)	\$ 1,000,000	\$ 37,481,657
Revenues							
Sales Tax	29,740,932						29,740,932
Fares - Rideshare	20,000						20,000
Interest	500,000						500,000
Lease Revenue	12,000						12,000
Miscellaneous	107,500						107,500
Section 5307 Formula Funding	3,820,578						3,820,578
Section 5311 - Rural Commuter & DART Services	1,038,103						1,038,103
Section 5310 - Mobility Management	113,000						113,000
WSDOT Special Needs Grant	1,441,453						1,441,453
WSDOT Transit Support Grant	1,785,954						1,785,954
WSDOT Rural Mobility Grant	83,775						83,775
Contribution to Reserve Accounts		5,500,000	1,000,000	400,000			6,900,000
Total Revenues	\$ 38,663,295	\$ 5,500,000	\$ 1,000,000	\$ 400,000	\$ -	\$ -	\$ 45,563,295
Operating Expenses							
Fixed Route Preservation & Maint. (b)	17,833,989						17,833,989
Fixed Route Expansion	283,400						283,400
Route Deviated Preservation & Maint. (b)	2,338,047						2,338,047
Route Deviated Expansion	59,950						59,950
Paratransit Preservation & Maint. (b)	8,475,422						8,475,422
Paratransit Expansion	201,650						201,650
Rideshare Preservation & Maint. (b)	578,155						578,155
Rideshare Expansion	-						-
Depreciation	5,247,062						5,247,062
Contribution to Reserve Accounts	6,900,000						6,900,000
Total Expenses	\$ 41,917,655	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 41,917,655
Add Back Depreciation	5,247,062						5,247,062
Total Available	\$ 17,903,507	\$ 7,314,647	\$ 15,066,205	\$ 5,090,000	\$ (0)	\$ 1,000,000	\$ 46,374,359
Capital Grant Revenue							
WSDOT Green Transportation Grant		5,942,718					5,942,718
WSDOT Green Transportation Grant		850,000					850,000
FTA 5339 Low or No Emission		4,462,500					4,462,500
Total Capital Grant Revenue	\$ -	\$ 11,255,218	\$ -	\$ -	\$ -	\$ -	\$ 11,255,218
Capital Expenditures							
System Preservation & Maint.							
Columbia Station DC Chargers		80,000					80,000
Five (5) 300 kW DC Chargers		1,150,000					1,150,000
Side-by-Side with Snow Plow		31,000					31,000
Tractor with Snow Blower		44,000					44,000
Floor Sweeper/Scrubber		110,000					110,000
Tire Mount and Balance Machine		45,000					45,000
Air Brake Training Board		29,000					29,000
Nine (9) 30' BYD & Three (3) DC Chargers		9,726,024					9,726,024
Four (4) Electric Cutaways		500,000					500,000
Five (5) 30' Electric Buses		5,250,000					5,250,000
East Wenatchee Bus Stop/Pedestrian Improvements			100,000				100,000
CS/Ops Base Repainting			90,791				90,791
Bus Stop/Pedestrian Improvements			400,000				400,000
Dispatch Workstations			71,430				71,430
Café Improvements			250,000				250,000
Columbia Station Security Upgrades			100,000				100,000
System Expansion							
Seven (7) Rideshare Vehicles		315,000					315,000
Electric Bus Parking Garage			9,576,929				9,576,929
WSP Property Training Facility			1,000,000				1,000,000
Operations Facility Expansion Design			100,000				100,000
Hay Canyon Park & Ride Preliminary Design			45,161				45,161
Entiat Park & Ride			450,000				450,000
Chelan Apple Blossom Center Land Acquisition			600,000				600,000
Rock Island Park & Ride			750,000				750,000
Total Capital Expenditures	\$ -	\$ 17,280,024	\$ 10,589,150	\$ -	\$ -	\$ -	\$ 27,869,174
Ending Balance	\$ 17,903,507	\$ 1,289,841	\$ 4,477,055	\$ 5,090,000	\$ (0)	\$ 1,000,000	\$ 29,760,403

2026 PROJECTED	GENERAL FUND	VEHICLE RESERVE	EQUIPMENT FACILITY RESERVE	CONTINGENCY RESERVE	FTA VEHICLE RESERVE	SALES TAX REFUND RESERVE	TOTAL
	\$ 17,903,507	\$ 1,289,841	\$ 4,477,055	\$ 5,090,000	\$ (0)	\$ 1,000,000	\$ 29,760,403
Revenues							
Sales Tax	31,376,683						31,376,683
Fares - Rideshare	85,000						85,000
Interest	500,000						500,000
Lease Revenue/Miscellaneous	119,500						119,500
Section 5307 Formula Funding	3,910,907						3,910,907
Section 5311 - Rural Commuter & DART Services	1,064,103						1,064,103
Section 5310 - Mobility Management	113,000						113,000
WSDOT Special Needs Grant	1,534,966						1,534,966
WSDOT Transit Support Grant	1,815,668						1,815,668
WSDOT Rural Mobility Grant	83,775						83,775
Contribution to Reserve Accounts		3,000,000	3,500,000	450,000			6,950,000
Total Revenues	\$ 40,603,602	\$ 3,000,000	\$ 3,500,000	\$ 450,000	\$ -	\$ -	\$ 47,553,602
Operating Expenses							
Fixed Route Preservation & Maint. (b)	19,095,525						19,095,525
Fixed Route Expansion	750,500						750,500
Route Deviated Preservation & Maint. (b)	2,529,887						2,529,887
Route Deviated Expansion	28,500						28,500
Paratransit Preservation & Maint. (b)	9,154,311						9,154,311
Paratransit Expansion	171,000						171,000
Rideshare Preservation & Maint. (b)	609,954						609,954
Rideshare Expansion	18,299						18,299
Depreciation	5,247,062						5,247,062
Contribution to Reserve Accounts	6,950,000						6,950,000
Total Expenses	\$ 44,555,037	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,555,037
Add Back Depreciation	5,247,062						5,247,062
Total Available	\$ 19,199,134	\$ 4,289,841	\$ 7,977,055	\$ 5,540,000	\$ (0)	\$ 1,000,000	\$ 38,006,030
Capital Grant Revenue							
WSDOT Green Transportation Grant		4,568,750					4,568,750
Total Capital Grant Revenue	\$ -	\$ 4,568,750	\$ -	\$ -	\$ -	\$ -	\$ 4,568,750
Capital Expenditures							
System Preservation & Maint.							
Five (5) DART Cutaways		1,000,000					1,000,000
Four (4) 30' Electric Buses		4,200,000					4,200,000
Columbia Station & Ops Base Repainting			1,000,000				1,000,000
Maintenance Garage Roof & A/C Replacement			1,500,000				1,500,000
Bus Stop/Pedestrian Improvements			750,000				750,000
System Expansion							
Monitor Park & Ride			100,000				100,000
Easy & School Street RAB Bus Stops			125,000				125,000
Chelan Apple Blossom Center Land Acquisition			600,000				600,000
Hay Canyon Park & Ride			1,500,000				1,500,000
Total Capital Expenditures	\$ -	\$ 5,200,000	\$ 5,575,000	\$ -	\$ -	\$ -	\$ 10,775,000
Ending Balance	\$ 19,199,134	\$ 3,658,591	\$ 2,402,055	\$ 5,540,000	\$ (0)	\$ 1,000,000	\$ 31,799,780

2027 PROJECTED	GENERAL FUND	VEHICLE RESERVE	EQUIPMENT FACILITY RESERVE	CONTINGENCY RESERVE	FTA VEHICLE RESERVE	SALES TAX REFUND RESERVE	TOTAL
Beginning Balance	\$ 19,199,134	\$ 3,658,591	\$ 2,402,055	\$ 5,540,000	\$ (0)	\$ 1,000,000	\$ 31,799,780
Revenues							
Sales Tax	33,102,401						33,102,401
Fares - Rideshare	85,000						85,000
Interest	510,000						510,000
Lease Revenue/Miscellaneous	119,500						119,500
Section 5307 Formula Funding	4,008,680						4,008,680
Section 5311 - Rural Commuter & DART Services	1,064,103						1,064,103
Section 5310 - Mobility Management	113,000						113,000
WSDOT Special Needs Grant	1,534,966						1,534,966
WSDOT Transit Support Grant	1,815,668						1,815,668
WSDOT Rural Mobility Grant	71,250						71,250
Contribution to Reserve Accounts		3,000,000	3,500,000	450,000			6,950,000
Total Revenues	\$ 42,424,568	\$ 3,000,000	\$ 3,500,000	\$ 450,000	\$ -	\$ -	\$ 49,374,568
Operating Expenses							
Fixed Route Preservation & Maint. (b)	20,919,258						20,919,258
Fixed Route Expansion	269,325						269,325
Route Deviated Preservation & Maint. (b)	2,699,099						2,699,099
Route Deviated Expansion	34,913						34,913
Paratransit Preservation & Maint. (b)	9,838,203						9,838,203
Paratransit Expansion	194,513						194,513
Rideshare Preservation & Maint. (b)	662,806						662,806
Rideshare Expansion	19,884						19,884
Depreciation	5,247,062						5,247,062
Contribution to Reserve Account	6,950,000						6,950,000
Total Expenses	\$ 46,835,061	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,835,061
Add Back Depreciation	5,247,062						5,247,062
Total Available	\$ 20,035,702	\$ 6,658,591	\$ 5,902,055	\$ 5,990,000	\$ (0)	\$ 1,000,000	\$ 39,586,347
Capital Grant Revenue							
Total Capital Grant Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Expenditures							
System Preservation & Maint.							
Seven (7) Rideshare Vehicles		350,000					350,000
Bus Stop/Pedestrian Improvements			750,000				750,000
System Expansion							
Total Capital Expenditures	\$ -	\$ 350,000	\$ 750,000	\$ -	\$ -	\$ -	\$ 1,100,000
Ending Balance	\$ 20,035,702	\$ 6,308,591	\$ 5,152,055	\$ 5,990,000	\$ (0)	\$ 1,000,000	\$ 38,486,347

2028 PROJECTED	GENERAL FUND	VEHICLE RESERVE	EQUIPMENT FACILITY RESERVE	CONTINGENCY RESERVE	FTA VEHICLE RESERVE	SALES TAX REFUND RESERVE	TOTAL
Beginning Balance	\$ 20,035,702	\$ 6,308,591	\$ 5,152,055	\$ 5,990,000	\$ (0)	\$ 1,000,000	\$ 38,486,347
Revenues							
Sales Tax	34,923,033						34,923,033
Fares - Rideshare	85,000						85,000
Interest	520,200						520,200
Lease Revenue/Miscellaneous	119,500						119,500
Section 5307 Formula Funding	4,008,680						4,008,680
Section 5311 - Rural Commuter & DART Services	1,064,103						1,064,103
Section 5310 - Mobility Management	113,000						113,000
WSDOT Special Needs Grant	1,534,966						1,534,966
WSDOT Transit Support Grant	1,815,668						1,815,668
WSDOT Rural Mobility Grant	71,250						71,250
Contribution to Reserve Accounts		3,000,000	1,000,000	450,000			4,450,000
Total Revenues	\$ 44,255,400	\$ 3,000,000	\$ 1,000,000	\$ 450,000	\$ -	\$ -	\$ 48,705,400
Operating Expenses							
Fixed Route Preservation & Maint. (b)	22,332,778						22,332,778
Fixed Route Expansion	277,556						277,556
Route Deviated Preservation & Maint. (b)	2,884,382						2,884,382
Route Deviated Expansion	36,658						36,658
Paratransit Preservation & Maint. (b)	10,584,515						10,584,515
Paratransit Expansion	209,476						209,476
Rideshare Preservation & Maint. (b)	705,888						705,888
Rideshare Expansion	21,177						21,177
Depreciation	5,247,062						5,247,062
Contribution to Reserve Accounts	4,450,000						4,450,000
Total Expenses	\$ 46,749,492	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,749,492
Add Back Depreciation	5,247,062						5,247,062
Total Available	\$ 22,788,671	\$ 9,308,591	\$ 6,152,055	\$ 6,440,000	\$ (0)	\$ 1,000,000	\$ 45,689,317
Capital Grant Revenue							
Total Capital Grant Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Expenditures							
System Preservation & Maint.							
Nine (9) Paratransit Cutaways		1,000,000					1,000,000
Columbia Station Concrete Replacement			1,500,000				1,500,000
Bus Stop/Pedestrian Improvements			750,000				750,000
System Expansion							
Wenatchee Valley Mall Transit Center			1,000,000				1,000,000
Total Capital Expenditures	\$ -	\$ 1,000,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ 4,250,000
Ending Balance	\$ 22,788,671	\$ 8,308,591	\$ 2,902,055	\$ 6,440,000	\$ (0)	\$ 1,000,000	\$ 41,439,317

2029 PROJECTED	GENERAL FUND	VEHICLE RESERVE	EQUIPMENT FACILITY RESERVE	CONTINGENCY RESERVE	FTA VEHICLE RESERVE	SALES TAX REFUND RESERVE	TOTAL
Beginning Balance	\$ 22,788,671	\$ 8,308,591	\$ 2,902,055	\$ 6,440,000	\$ (0)	\$ 1,000,000	\$ 41,439,317
Revenues							
Sales Tax	36,843,800						36,843,800
Fares - Rideshare	85,000						85,000
Interest	530,604						530,604
Lease Revenue/Miscellaneous	119,500						119,500
Section 5307 Formula Funding	4,008,680						4,008,680
Section 5311 - Rural Commuter & DART Services	1,064,103						1,064,103
Section 5310 - Mobility Management	113,000						113,000
WSDOT Special Needs Grant	1,534,966						1,534,966
WSDOT Transit Support Grant	1,815,668						1,815,668
WSDOT Rural Mobility Grant	71,250						71,250
Contribution to Reserve Accounts		3,000,000	1,000,000	450,000			4,450,000
Total Revenues	\$ 46,186,570	\$ 3,000,000	\$ 1,000,000	\$ 450,000	\$ -	\$ -	\$ 50,636,570
Operating Expenses							
Fixed Route Preservation & Maint.	23,831,349						23,831,349
Fixed Route Expansion	285,935						285,935
Route Deviated Preservation & Maint.	3,081,697						3,081,697
Route Deviated Expansion	32,993						32,993
Paratransit Preservation & Maint.	11,387,660						11,387,660
Paratransit Expansion	230,948						230,948
Rideshare Preservation & Maint. (b)	751,771						751,771
Rideshare Expansion	22,553						22,553
Depreciation	5,247,062						5,247,062
Contribution to Reserve Accounts	4,450,000						4,450,000
Total Expenses	\$ 49,321,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,321,968
Add Back Depreciation	5,247,062						5,247,062
Total Available	\$ 24,900,335	\$ 11,308,591	\$ 3,902,055	\$ 6,890,000	\$ (0)	\$ 1,000,000	\$ 48,000,981
Capital Grant Revenue							
Total Capital Grant Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Expenditures							
System Preservation & Maint.							
Nine (9) Rideshare Vehicles		477,000					477,000
Three (3) Paratransit Cutaways		750,000					750,000
Bus Stop/Pedestrian Improvements			750,000				750,000
System Expansion							
Total Capital Expenditures	\$ -	\$ 1,227,000	\$ 750,000	\$ -	\$ -	\$ -	\$ 1,977,000
Ending Balance	\$ 24,900,335	\$ 10,081,591	\$ 3,152,055	\$ 6,890,000	\$ (0)	\$ 1,000,000	\$ 46,023,981

2030 PROJECTED	GENERAL FUND	VEHICLE RESERVE	EQUIPMENT FACILITY RESERVE	CONTINGENCY RESERVE	FTA VEHICLE RESERVE	SALES TAX REFUND RESERVE	TOTAL
Beginning Balance	\$ 24,900,335	\$ 10,081,591	\$ 3,152,055	\$ 6,890,000	\$ (0)	\$ 1,000,000	\$ 46,023,981
Revenues							
Sales Tax	38,870,209						38,870,209
Fares - Rideshare	85,000						85,000
Interest	541,216						541,216
Lease Revenue/Miscellaneous	119,500						119,500
Section 5307 Formula Funding	4,008,680						4,008,680
Section 5311 - Rural Commuter & DART Services	1,064,103						1,064,103
Section 5310 - Mobility Management	113,000						113,000
WSDOT Special Needs Grant	1,534,966						1,534,966
WSDOT Transit Support Grant	1,815,668						1,815,668
WSDOT Rural Mobility Grant	71,250						71,250
Contribution to Reserve Accounts		3,000,000	1,000,000	450,000			4,450,000
Total Revenues	\$ 48,223,591	\$ 3,000,000	\$ 1,000,000	\$ 450,000	\$ -	\$ -	\$ 52,673,591
Operating Expenses							
Fixed Route Preservation & Maint. (b)	25,419,941						25,419,941
Fixed Route Expansion	294,456						294,456
Route Deviated Preservation & Maint. (b)	3,285,998						3,285,998
Route Deviated Expansion	34,642						34,642
Paratransit Preservation & Maint. (b)	12,257,631						12,257,631
Paratransit Expansion	242,493						242,493
Rideshare Preservation & Maint. (b)	793,119						793,119
Rideshare Expansion	23,794						23,794
Depreciation	5,247,062						5,247,062
Contribution to Reserve Accounts	4,450,000						4,450,000
Total Expenses	\$ 52,049,135	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,049,135
Add Back Depreciation	5,247,062						5,247,062
Total Available	\$ 26,321,853	\$ 13,081,591	\$ 4,152,055	\$ 7,340,000	\$ (0)	\$ 1,000,000	\$ 51,895,498
Capital Grant Revenue							
Total Capital Grant Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Expenditures							
System Preservation & Maint.							
Bus Stop/Pedestrian Improvements			750,000				750,000
System Expansion							
Total Capital Expenditures	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ 750,000
Ending Balance	\$ 26,321,853	\$ 13,081,591	\$ 3,402,055	\$ 7,340,000	\$ (0)	\$ 1,000,000	\$ 51,145,498

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 2026 and represents the “2026 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 2026 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).

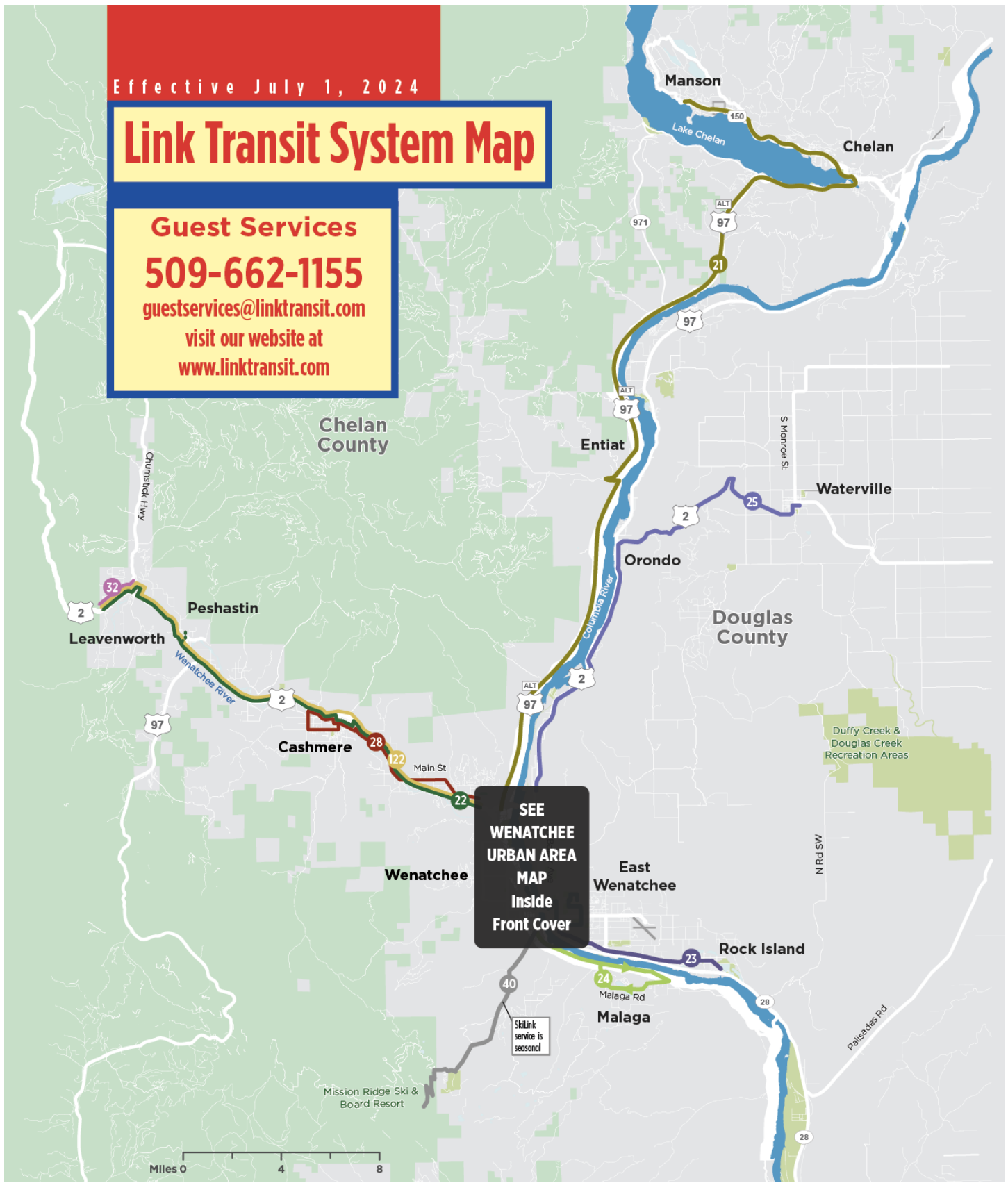
Section 5307 Program of Projects for Federal Fiscal Year 2026

Project	Federal	Local	Total
Operating Expenses	\$3,910,907	\$3,910,907	\$7,821,814

Operating Expenses

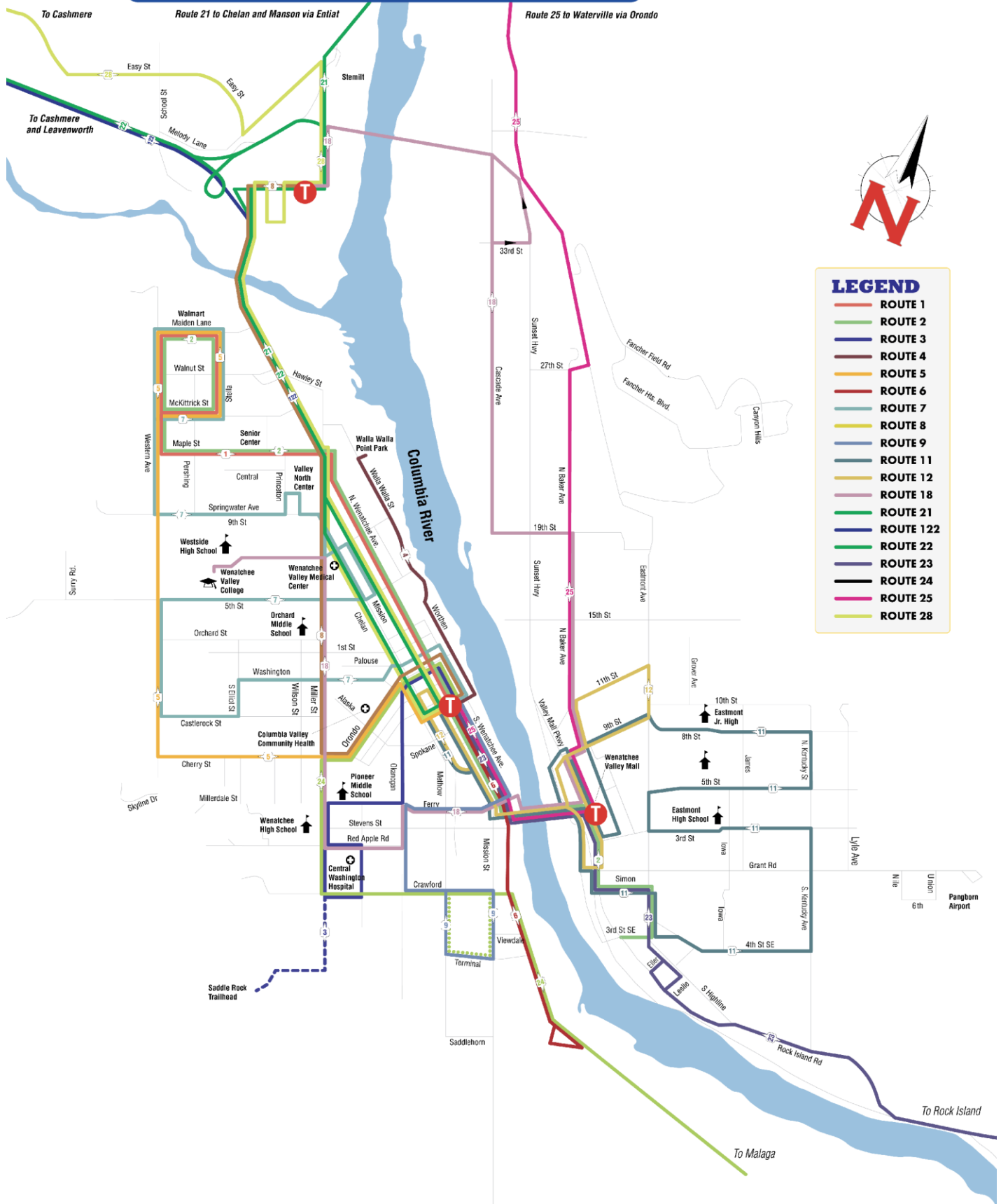
The FTA defines Operating Expenses in Circular 9030.1E as *“those costs necessary to operate, maintain, and manage a public transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year.”*

Appendix A: Link Transit System Map



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-and-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.
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.
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 	Served by Route 2.

Title	Description	Comments
	<ul style="list-style-type: none"> Private restroom for employees 	
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 2024

Facility inventory form

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

Agency/org: Link Transit Inventory year: 2024

No.	Facility code	Facility name	Condition (points)	Age (year)	Remaining useful life	Replacement cost (\$)	Comments
1	11	Maintenance Building	3.8	24	26	\$5,750,000	
2	10	Administration Building	3.8	24	26	\$2,900,000	
3	20	Covered Bus Storage	4.0	24	26	\$5,800,000	
4	21	Bus Wash Building	4.3	24	26	\$1,000,000	
5	21	Fuel Island	3.3	24	26	\$500,000	
6	6	Columbia Station	3.8	27	23	\$6,750,000	
7	9	Amtrak Park & Ride	4.0	27	3	\$250,000	
8	9	Olds Station Park & Ride	3.3	16	14	\$850,000	
9	9	Big Y Park & Ride	4.0	15	15	\$125,000	
10	9	Wilkommen Park & Ride	5.0	6	44	\$1,500,000	
11	9	3rd St & Rock Island Rd Park & Ride	5.0	1	29	\$850,000	Reconstructed December 2023
12							
13							
14							
15							
16							

Appendix D: Owned Rolling Stock Inventory



Updated: December 2024

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/ID#		Link Transit		Inventory year:		2024													
No.	Year	Make/model	Vehicle code	Vehicle identification number (VIN)	Agency/ organization 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	Glenn Low floor 30'	3	15G02219125 0091032	311	730,005	Y	Y	20	730,000	Y	Y	\$700,000	2025	D	Y	28+2	D	No
2	2005	Glenn Low floor 30'	3	15G02219146 0091033	312	730,001	Y	Y	20	730,000	Y	Y	\$700,000	2025	D	Y	28+2	D	No
3	2019	Glenn Low floor 40' BRT+	1	15G02271443 9319194	338	381,866	Y	Y	12	730,000	Y	Y	\$1,200,000	2033	E	Y	39+2	D	No
4	2019	Glenn Low floor 40' BRT+	1	15G02271603 9319196	339	405,113	Y	Y	12	730,000	Y	Y	\$1,200,000	2033	E	Y	39+2	D	No
5	2019	Glenn Low floor 40' BRT+	1	15G02271603 9319196	340	402,011	Y	Y	12	730,000	Y	Y	\$1,200,000	2033	E	Y	39+2	D	No
6	2019	Glenn Low floor 40' BRT+	1	15G02271003 9319197	341	380,018	Y	Y	12	730,000	Y	Y	\$1,200,000	2033	E	Y	39+2	D	No
7	2019	Glenn Low floor 40' BRT+	1	15G02271103 9319198	342	349,027	Y	Y	12	730,000	Y	Y	\$1,200,000	2033	E	Y	39+2	D	No
8	2019	Glenn Low floor 40' BRT+	1	15G02271303 9319199	343	393,027	Y	Y	12	730,000	Y	Y	\$1,200,000	2033	E	Y	39+2	D	No
9	2019	Glenn Low floor 40' BRT+	1	15G02271603 9320000	344	365,914	Y	Y	12	730,000	Y	Y	\$1,200,000	2033	E	Y	39+2	D	No
10	2019	Glenn Low floor 40' BRT+	1	15G02271603 9320001	345	360,532	Y	Y	12	730,000	Y	Y	\$1,200,000	2033	E	Y	39+2	D	No
11	2019	Glenn Low floor 40' BRT+	1	15G02271003 9320002	346	377,664	Y	Y	12	730,000	Y	Y	\$1,200,000	2033	E	Y	39+2	D	No
12	2019	Glenn Low floor 40' BRT+	1	15G02271103 9320003	347	381,459	Y	Y	12	730,000	Y	Y	\$1,200,000	2033	E	Y	39+2	D	No
13	2019	Glenn Low floor 40' BRT+	1	15G02271303 9320004	348	365,531	Y	Y	12	730,000	Y	Y	\$1,200,000	2033	E	Y	39+2	D	No
14	2019	Glenn Low floor 40' BRT+	1	15G02271603 9320005	349	397,422	Y	Y	12	730,000	Y	Y	\$1,200,000	2033	E	Y	39+2	D	No
15	2019	Seain Entren	14	2CTW0260300000001	431	80,898	Y	Y	8	100,000	Y	Y	\$105,000	2028	E	Y	3+1	G	No
16	2019	Seain Entren	14	2CTW026030000000304	432	84,103	Y	Y	8	100,000	Y	Y	\$105,000	2028	E	Y	3+1	G	No
17	2019	Seain Entren	14	2CTW026030000000403	433	88,386	Y	Y	8	100,000	Y	Y	\$105,000	2028	E	Y	3+1	G	No
18	2019	Seain Entren	14	2CTW026030000000337	434	89,823	Y	Y	8	100,000	Y	Y	\$105,000	2028	E	Y	3+1	G	No
19	2019	Seain Entren	14	2CTW026030000000260	435	68,776	Y	Y	8	100,000	Y	Y	\$105,000	2028	E	Y	3+1	G	No
20	2019	Seain Entren	14	2CTW026030000000299	436	85,891	Y	Y	8	100,000	Y	Y	\$105,000	2028	E	Y	3+1	G	No
21	2022	Dodge Promiser	11	3C8LRVPMNE1219163	470	45,376	Y	Y	7	150,000	Y	Y	\$105,000	2028	E	Y	4+2	G	No
22	2022	Dodge Promiser	11	3C8LRVPMNE1219165	471	24,620	Y	Y	7	150,000	Y	Y	\$105,000	2028	E	Y	4+2	G	No
23	2022	Dodge Promiser	11	3C8LRVPMNE1219168	472	45,843	Y	Y	7	150,000	Y	Y	\$105,000	2028	E	Y	4+2	G	No
24	2022	Dodge Promiser	11	3C8LRVPMNE1219162	473	42,248	Y	Y	7	150,000	Y	Y	\$105,000	2028	E	Y	4+2	G	No
25	2022	Dodge Promiser	11	3C8LRVPMNE1219172	474	40,662	Y	Y	7	150,000	Y	Y	\$105,000	2028	E	Y	4+2	G	No
26	2022	Dodge Promiser	11	3C8LRVPMNE1219167	475	24,400	Y	Y	7	150,000	Y	Y	\$105,000	2028	E	Y	4+2	G	No
27	2022	Dodge Promiser	11	3C8LRVPMNE1317100	476	37,276	Y	Y	7	150,000	Y	Y	\$105,000	2028	E	Y	4+2	G	No
28	2022	Dodge Promiser	11	3C8LRVPMNE1219170	477	27,777	Y	Y	7	150,000	Y	Y	\$105,000	2028	E	Y	4+2	G	No
29	2022	Dodge Promiser	11	3C8LRVPMNE1219171	478	37,383	Y	Y	7	150,000	Y	Y	\$105,000	2028	E	Y	4+2	G	No
30	2022	Dodge Promiser	11	3C8LRVPMNE1316103	479	36,741	Y	Y	7	150,000	Y	Y	\$105,000	2028	E	Y	4+2	G	No
31	2019	Champion LP Transport	11	1HDFE6F50M0C110406	510	93,940	Y	Y	7	150,000	Y	Y	\$100,000	2026	D	Y	14+2	G	No
32	2019	Champion LP Transport	11	1HDFE6F50M0C110100	511	177,033	Y	Y	7	150,000	Y	Y	\$100,000	2026	D	Y	14+2	G	No
33	2019	Champion LP Transport	11	1HDFE6F50M0C110101	512	97,944	Y	Y	7	150,000	Y	Y	\$100,000	2026	D	Y	14+2	G	No
34	2019	Champion LP Transport	11	1HDFE6F50M0C110103	513	150,851	Y	Y	7	150,000	Y	Y	\$1,100,000	2025	E	Y	14+2	G	No
35	2019	Champion LP Transport	11	1HDFE6F50M0C110102	514	153,029	Y	Y	7	150,000	Y	Y	\$1,100,000	2025	E	Y	14+2	G	No
36	2019	Champion LP Transport	11	1HDFE6F50M0C111103	515	182,205	Y	Y	7	150,000	Y	Y	\$1,100,000	2025	E	Y	14+2	G	No
37	2019	Champion LP Transport	11	1HDFE6F50M0C111102	516	173,705	Y	Y	7	150,000	Y	Y	\$1,100,000	2025	E	Y	14+2	G	No
38	2019	Champion LP Transport	11	1HDFE6F50M0C110126	517	139,803	Y	Y	7	150,000	Y	Y	\$1,100,000	2025	E	Y	14+2	G	No
39	2019	Champion LP Transport	11	1HDFE6F50M0C110128	518	147,566	Y	Y	7	150,000	Y	Y	\$1,100,000	2025	E	Y	14+2	G	No

40	2019	Champion LF Transport	11	1DTEF#SHDC318127	519	138,078		Y	Y	7	190,000		Y	Y	E	2025	\$1,900,000		E	Y	14+2	G	No
41	2019	Champion LF Transport	11	1DTEF#SHDC318128	520	143,994		Y	Y	7	190,000		Y	Y	E	2025	\$1,900,000		E	Y	14+2	G	Yes
42	2019	Champion LF Transport	11	1DTEF#SHDC318129	521	145,328		Y	Y	7	190,000		Y	Y	E	2025	\$1,900,000		E	Y	14+2	G	Yes
43	2019	Champion LF Transport	11	1DTEF#SHDC318140	522	130,372		Y	Y	7	190,000		Y	Y	E	2025	\$1,900,000		E	Y	14+2	G	Yes
44	2019	Champion LF Transport	11	1DTEF#SHDC318170	523	138,379		Y	Y	7	190,000		Y	Y	E	2025	\$1,900,000		E	Y	14+2	G	Yes
45	2019	Champion LF Transport	11	1DTEF#SHDC318171	524	156,909		Y	Y	7	190,000		Y	Y	E	2026	\$1,900,000		E	Y	14+2	G	Yes
46	2022	Fort Escape	13	9FMCU01919109915	610	21,932		Y	Y	5	190,000		Y	Y	G	2027	\$90,000		G	N	5	G	No
47	2022	Fort Escape	13	1FMCU00219109915	611	21,932		Y	Y	5	190,000		Y	Y	G	2027	\$90,000		G	N	5	G	No
48	2022	Honda Odyssey	13	9FNRLH1781805158	612	42,267		Y	Y	5	190,000		Y	Y	G	2027	\$90,000		G	N	7	G	No
49	2021	Honda Odyssey	13	9FNRLH17818033490	613	38,348		Y	Y	5	190,000		Y	Y	G	2027	\$90,000		G	N	7	G	No
50	2021	Honda Odyssey	13	9FNRLH17818034797	614	43,927		Y	Y	5	190,000		Y	Y	G	2027	\$90,000		G	N	7	G	No
51	2021	Honda Odyssey	13	9FNRLH17818044072	615	25,099		Y	Y	5	190,000		Y	Y	G	2027	\$90,000		G	N	7	G	No
52	2022	Honda Odyssey	13	9FNRLH17818024127	616	23,305		Y	Y	5	190,000		Y	Y	G	2027	\$90,000		G	N	7	G	No
53	2022	Honda Odyssey	13	9FNRLH17818033080	617	10,499		Y	Y	5	190,000		Y	Y	G	2029	\$90,000		G	N	7	G	No
54	2022	Honda Odyssey	13	9FNRLH1781803478	618	47,800		Y	Y	5	190,000		Y	Y	G	2029	\$90,000		G	N	7	G	No
55	2022	Honda Odyssey	13	9FNRLH1781803478	619	31,198		Y	Y	5	190,000		Y	Y	G	2029	\$90,000		G	N	7	G	No
56	2022	Honda Odyssey	13	9FNRLH17818037622	620	38,578		Y	Y	5	190,000		Y	Y	G	2029	\$90,000		G	N	7	G	No
57	2022	Honda Odyssey	13	9FNRLH1781803552	621	21,472		Y	Y	5	190,000		Y	Y	G	2029	\$90,000		G	N	7	G	No
58	2022	Honda Odyssey	13	9FNRLH17818035754	622	33,732		Y	Y	5	190,000		Y	Y	G	2029	\$90,000		G	N	7	G	No
59	2022	Honda Odyssey	13	9FNRLH17818033800	623	48,136		Y	Y	5	190,000		Y	Y	G	2029	\$90,000		G	N	7	G	No
60	2022	Honda Odyssey	13	9FNRLH17818037234	624	22,848		Y	Y	5	190,000		Y	Y	G	2029	\$90,000		G	N	7	G	No
61	2022	Fort Escape	13	9FMCU01919109915	625	28,271		Y	Y	5	190,000		Y	Y	G	2029	\$90,000		G	N	7	G	No
62	2022	Honda Odyssey	13	9FNRLH17818035073	626	18,111		Y	Y	5	190,000		Y	Y	G	2030	\$90,000		G	N	7	G	Yes
63	2022	Honda Odyssey	13	9FNRLH17818036133	628	14,398		Y	Y	5	190,000		Y	Y	G	2030	\$90,000		G	N	7	G	Yes
64	2022	Honda Odyssey	13	9FNRLH17818022949	629	11,585		Y	Y	5	190,000		Y	Y	G	2030	\$90,000		G	N	7	G	Yes
65	2022	Honda Odyssey	13	9FNRLH17818022080	630	4,352		Y	Y	5	190,000		Y	Y	G	2030	\$90,000		G	N	7	G	Yes
66	2024	Honda Odyssey	13	9FNRLH17818022728	631	2,894		Y	Y	5	190,000		Y	Y	G	2030	\$90,000		G	N	7	G	Yes
67	2024	Honda Odyssey	13	9FNRLH1781804752	632	9,404		Y	Y	5	190,000		Y	Y	G	2030	\$90,000		G	N	7	G	Yes
68	2024	Honda Odyssey	13	9FNRLH17818037211	633	37		Y	Y	5	190,000		Y	Y	G	2030	\$90,000		G	N	7	G	Yes
69	2018	Startrans Candidate II	11	1DSES1842KA91538	713	154,044		Y	Y	7	190,000		Y	Y	E	2025	\$105,000		E	Y	8+2	G	No
70	2018	Startrans Candidate II	11	1DSES1842KA91539	714	176,927		Y	Y	7	190,000		Y	Y	E	2025	\$105,000		E	Y	8+2	G	No
71	2019	Startrans Candidate II	11	9FDES1842KA91539	715	121,769		Y	Y	7	190,000		Y	Y	E	2025	\$105,000		E	Y	8+2	G	No
72	2019	Startrans Candidate II	11	1DSES1842KA91539	716	130,960		Y	Y	7	190,000		Y	Y	E	2025	\$105,000		E	Y	8+2	G	No
73	2022	Forest River Van	11	1FTBW0203KPA0014	717	10,475		Y	Y	7	190,000		Y	Y	E	2028	\$105,000		E	Y	3+2	E	No
74	2022	Forest River Van	11	1FTBW0203KPA0014	718	16,546		Y	Y	7	190,000		Y	Y	E	2028	\$105,000		E	Y	3+2	E	No
75	2022	Forest River Van	11	1FTBW0203KPA0014	719	15,798		Y	Y	7	190,000		Y	Y	E	2028	\$105,000		E	Y	3+2	E	No
76	2022	Forest River Van	11	1FTBW0203KPA0014	720	4,954		Y	Y	7	190,000		Y	Y	E	2028	\$105,000		E	Y	3+2	E	No
77	2022	Forest River Van	11	1FTBW0203KPA0014	721	4,927		Y	Y	7	190,000		Y	Y	E	2028	\$105,000		E	Y	3+2	E	No
78	2022	Forest River Van	11	1FTBW0203KPA0014	722	4,901		Y	Y	7	190,000		Y	Y	E	2028	\$105,000		E	Y	3+2	E	No
79	2022	Forest River Van	11	1FTBW0203KPA0014	723	5,053		Y	Y	7	190,000		Y	Y	E	2028	\$105,000		E	Y	3+2	E	No
80	2020	BYD Low Floor 35	2	469KAL A612038003	813	184,754		Y	Y	12	500,000		Y	Y	E	2032	\$1,300,000		E	Y	3+2	E	No
81	2020	BYD Low Floor 35	2	469KAL A612038002	814	190,980		Y	Y	12	500,000		Y	Y	E	2032	\$1,300,000		E	Y	3+2	E	No
82	2020	BYD Low Floor 35	2	469KAL A612038001	815	182,365		Y	Y	12	500,000		Y	Y	E	2032	\$1,300,000		E	Y	3+2	E	No
83	2020	BYD Low Floor 35	2	469KAL A612038007	816	184,268		Y	Y	12	500,000		Y	Y	E	2032	\$1,300,000		E	Y	3+2	E	No
84	2020	BYD Low Floor 35	2	469KAL A612038009	817	186,832		Y	Y	12	500,000		Y	Y	E	2032	\$1,300,000		E	Y	3+2	E	No
85	2020	BYD Low Floor 35	2	469KAL A612038006	818	166,375		Y	Y	12	500,000		Y	Y	E	2032	\$1,300,000		E	Y	3+2	E	No
86	2020	BYD Low Floor 35	2	469KAL A612038005	819	186,465		Y	Y	12	500,000		Y	Y	E	2032	\$1,300,000		E	Y	3+2	E	No
87	2020	BYD Low Floor 35	2	469KAL A612038011	820	175,039		Y	Y	12	500,000		Y	Y	E	2032	\$1,300,000		E	Y	3+2	E	No
88	2020	BYD Low Floor 35	2	469KAL A612038004	821	175,046		Y	Y	12	500,000		Y	Y	E	2032	\$1,300,000		E	Y	3+2	E	No
89	2020	BYD Low Floor 35	2	469KAL A612038008	822	183,409		Y	Y	12	500,000		Y	Y	E	2032	\$1,300,000		E	Y	3+2	E	No
90	2020	BYD Low Floor 35	2	469KAL A612038006	823	67,689		Y	Y	12	500,000		Y	Y	E	2035	\$1,300,000		E	Y	3+2	E	Yes
91	2020	BYD Low Floor 35	2	469KAL A612038006	824	71,867		Y	Y	12	500,000		Y	Y	E	2035	\$1,300,000		E	Y	3+2	E	Yes
92	2020	BYD Low Floor 35	2	469KAL A612038007	825	65,521		Y	Y	12	500,000		Y	Y	E	2035	\$1,300,000		E	Y	3+2	E	Yes
93	2019	BYD Low Floor 30	3	469KAL A612038002	860	104,652		Y	Y	12	500,000		Y	Y	E	2032	\$1,900,000		E	Y	22+2	E	No
94	2019	BYD Low Floor 30	3	469KAL A612038001	861	93,526		Y	Y	12	500,000		Y	Y	E	2032	\$1,900,000		E	Y	22+2	E	No
95	2022	BYD Low Floor 30	3	469KAL A612038009	862	65,427		Y	Y	12	500,000		Y	Y	E	2035	\$1,900,000		E	Y	22+2	E	No

96	2023	BYD Low Floor 30'	3	489KDLA61P203010	863	63.673	Y	Y	12	500,000	Y	Y	\$1,900,000	2035	E	Y	22+2	E	No
97	2023	BYD Low Floor 30'	3	489KDLA6P203011	864	58.426	Y	Y	12	500,000	Y	Y	\$1,900,000	2035	E	Y	22+2	E	No
98	2023	BYD Low Floor 30'	3	489KDLA6P203012	865	66.979	Y	Y	12	500,000	Y	Y	\$1,900,000	2035	E	Y	22+2	E	No
99	2023	BYD Low Floor 30'	3	489KDLA6P203013	866	65.140	Y	Y	12	500,000	Y	Y	\$1,900,000	2035	E	Y	22+2	E	No
100	2023	BYD Low Floor 30'	3	489KDLA6P203014	867	40.834	Y	Y	12	500,000	Y	Y	\$1,900,000	2035	E	Y	22+2	E	No
101	2023	BYD Low Floor 30'	3	489KDLA6P203015	868	65.188	Y	Y	12	500,000	Y	Y	\$1,900,000	2035	E	Y	22+2	E	No
102	2023	BYD Low Floor 30'	3	489KDLA6P203016	869	57.043	Y	Y	12	500,000	Y	Y	\$1,900,000	2035	E	Y	22+2	E	No
103	2019	Champion LF Transport	11	1DFEF#SHKOQ6175	9001	201.261	Y	Y	7	150,000	Y	Y	\$1,900,000	2025	E	Y	16+2	G	No
104	2019	Champion LF Transport	11	1DFEF#SHKOQ6185	9002	201.663	Y	Y	7	150,000	Y	Y	\$1,900,000	2025	E	Y	16+2	G	No
105	2019	Champion LF Transport	11	1DFEF#SHKOQ6190	9003	99.761	Y	Y	7	150,000	Y	Y	\$1,900,000	2025	E	Y	16+2	G	No
106	2019	Champion LF Transport	11	1DFEF#SHKOQ6226	9004	98.335	Y	Y	7	150,000	Y	Y	\$1,900,000	2027	E	Y	16+2	G	No
107	2019	Champion LF Transport	11	1DFEF#SHKOQ6211	9005	97.277	Y	Y	7	150,000	Y	Y	\$1,900,000	2027	E	Y	16+2	G	No
108	2019	Champion LF Transport	11	1DFEF#SHKOQ7079	9006	92.261	Y	Y	7	150,000	Y	Y	\$1,900,000	2027	E	Y	16+2	G	No
109	2019	Champion LF Transport	11	1DFEF#SHKOQ6227	9007	205.905	Y	Y	7	150,000	Y	Y	\$1,900,000	2027	E	Y	16+2	G	No
110	2024	Ford Starcraft	12	9FDUF6372R0Q2818	1701	1206	Y	Y	7	200,000	Y	Y	\$300,000	2031	D	Y	26+2	D	No
111	2024	Ford Starcraft	12	9FDUF6374R0Q2839	1702	715	Y	Y	7	200,000	Y	Y	\$300,000	2031	D	Y	26+2	D	No
112	2024	Ford Starcraft	12	9FDUF6370R0Q2840	1703	924	Y	Y	7	200,000	Y	Y	\$300,000	2031	D	Y	26+2	D	No
113	2024	Ford Starcraft	12	9FDUF6372R0Q2841	1704	200	Y	Y	7	200,000	Y	Y	\$300,000	2031	D	Y	26+2	D	No



Updated: December 2024

Equipment inventory form

Support vehicles and equipment with a acquisition value of \$50,000 or more.
WSDOT grant-funded equipment with an acquisition value of \$5,000 or more.
Refer to instructions tab for equipment code.

Agency/org: Link Transit Inventory year: 2024

No.	Eqmpt. Code	Equipment description	Condition (points)	Age (years)	Remaining useful life (years)	Replacement cost (\$)	WSDOT funded Yes/No	Comments
1	9	Stertil-Kori Vehicle Lift - 18300109	3.8	14	1	\$100,000	No	
2	9	Stertil-Kori Vehicle Lift - 18300120	4.0	9	6	\$100,000	No	
3	9	Stertil-Kori Vehicle Lift - 18300121	4.0	9	6	\$100,000	No	
4	9	Westmatic Bus Wash System	3.8	9	6	\$310,000	No	
5	9	Underground Fuel Storage Tank	2.5	24	1	\$100,000	No	
6	16	Momentum Dynamics Inductive Fast Charger - 18180004	5.0	6	6	\$600,000	No	
7	16	Momentum Dynamics Inductive Fast Charger - 18180008	5.0	4	8	\$600,000	Yes	
8	16	Momentum Dynamics Inductive Fast Charger - 18180009	5.0	4	8	\$600,000	Yes	
9	16	Momentum Dynamics Inductive Fast Charger - 18180010	5.0	4	8	\$600,000	Yes	
10	16	Momentum Dynamics Inductive Fast Charger - 18180013	5.0	1	11	\$600,000	No	
11	16	Cummins Diesel Generator - 18300137	4.5	4	3	\$125,000	Yes	
12	5	Ford 1 Ton Pickup - #8	3.4	32	0	\$50,000	No	
13	5	Chevrolet Colorado - #19	3.0	15	0	\$35,000	No	
14	5	Chevrolet 1 Ton Pickup - #21	3.2	15	0	\$50,000	No	
15	5	Ford Escape - #22	2.8	12	0	\$30,000	No	
16	5	Chevrolet Equinox - #23	3.4	10	0	\$25,000	No	
17	5	Chevrolet Equinox - #24	3.6	9	0	\$25,000	No	

Equipment inventory form

Inventory year: 2024

18	5	Chevrolet Equinox - #25		3.6	8	0	\$25,000	No	
19	5	Chevrolet 1 Ton Pickup - #26		3.6	8	6	\$50,000	No	
20	5	Ford Fusion - #27		4.0	6	2	\$28,000	No	
21	5	Nissan Leaf - #28		5.0	2	6	\$40,000	No	
22	5	Nissan Leaf - #29		5.0	2	6	\$40,000	No	
23	5	Ford F250 Pickup - #30		5.0	1	13	\$55,000	No	
24	5	Ford F450 Pickup - #31		5.0	1	13	\$75,000	No	
25	5	Ford F350 Pickup - #32		5.0	1	13	\$65,000	No	
26	5	Honda Odyssey - #33		5.0	1	13	\$50,000	No	
27	5	Ford F350 Pickup - #34		5.0	1	13	\$65,000	No	
28	5	Ford Transit Connect - #35		5.0	2	12	\$50,000	No	
29	5	Gillig Low Floor 30' - #309		2.8	19	1	\$500,000	No	
30	5	Gillig Low Floor 30' - #310		2.8	19	1	\$500,000	No	
31	5	Braun Entervan - #423		2.0	12	2	\$55,000	No	
32	5	Braun Entervan - #428		3.2	6	8	\$55,000	No	
33	5	Braun Entervan - #429		3.2	6	8	\$55,000	No	
34	5	Braun Entervan - #430		3.2	6	8	\$55,000	No	
35	5	Ford Transit - #1205		5.0	2	12	\$60,000	No	
36									
37									
38									
39									
40									
41									
42									
43									
44									
45									
46									
47									
48									
49									
50									
51									
52									

Appendix F: Owned Infrastructure Inventory



Updated: December 2024

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: 2024

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

Appendix G: 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 are currently in solicitation to acquire a battery-electric bus that appears to be able to deliver the duty cycle necessary. However, Link Transit staff are 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 are not aware of any zero-emission technology vehicle that has the capability of safely meeting Mission Ridge access needs at this time. Link Transit staff will continue to evaluate options as zero-emission technologies continue 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 more than 1,100,000 service miles and has proven to be the most economical vehicles in the 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 the 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).

Project	Current Status	Next Steps
27' gasoline powered low-floor cutaway bus	Link Transit has 18 2019 low-floor gasoline-powered Champion Ford cutaways assigned to lower-ridership 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).	While Link has determined that the 30' BYD K7M is a cost- and service- effective replacement for the low-floor cutaway for nearly all of the routes, there is a need to more fully evaluate whether a 30' BYD K7M can be an effective replacement for operational conditions to more challenging rural destinations like 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 Link's service. Due to supply chain issues, Link's propane-powered replacement order for two buses was canceled by Ford and Link was quoted delivery times of 2025-2026 for five remaining buses. To maintain normal replacements, Link purchased 10 2022 modified Dodge Ram Vans to replace the 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. Link anticipates 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 Link's service area. Based on the planned tests of the Ford E-Transit vans and the E-Jest vehicles, Link Transit will continue to operate 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 the new Rideshare program. Link is authorized to purchase an additional 15 vehicles as demand is established.	Due to the long distances of Link's rideshare program and the unavailability of charging infrastructure at many of the business locations, Link anticipates keeping this fleet gasoline-powered for the near future. Link is evaluating the possibility of integrating battery-electric vehicles into some portion of the Rideshare fleet.

Facilities and Infrastructure

Project	Current Status	Next Steps
Charging Infrastructure	Link installed charging infrastructure can support up to 22 BYD/RIDE 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/RIDE vehicle chargers.	Link also expects to electrify within the next few years 20 paratransit vehicles, 30 Rideshare vehicles and the probable non-revenue vehicles (approximately 10 additional light-duty vehicles). To achieve this outcome, Link 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 the electrified fleet would necessitate an increase in generator capacity or an investment in large scale battery storage to provide resiliency.
Columbia Station	At Link's Downtown transit terminal and Intermodal facility (Columbia Station), Link Transit has installed three Momentum Dynamics 300-kW, wireless vehicle opportunity chargers. In addition to these chargers, Link Transit has two 85-kW BYD/RIDE-wired chargers installed inside secured stainless-steel boxes on Link's lower "Intercity Bus Platform". These chargers are available to provide a back-up to the wireless chargers or if there is 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 there is an upgrade to the downtown switchyard, the PUD does not have additional capacity. Link is currently evaluating reallocating the existing power to support installation of one additional wireless charger.
Willkommen Park-and-Ride (Leavenworth)	At the "Willkommen Village" Park-and-Ride lot in Leavenworth, Link has installed a 300-kW InductEV wireless charger to support the operations of a battery-electric shuttle through Leavenworth and to test the viability of using 35' BYD/RIDE 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 Link's service runs and these runs will require Link to continue to use 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 a 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 Route 2 service.
Wenatchee North-South Corridor	Link is evaluating locations to 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 the 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.

Project	Current Status	Next Steps
Chelan/Manson	Link is currently evaluating the potential of developing a park-and-ride facility with a bus layover and wireless high-power charger in the Chelan/Manson area.	Current opportunities are focused on a joint development with the Manson Bay 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 electric car at park-and-ride lots in the Link Transit service area.	Depending on the number of non-revenue electric vehicles acquired, Link will increase the number of staff chargers as appropriate. Link intends to install car chargers in the park-and-ride lots that have not yet been equipped. These lots are in the City of Rock Island, City of Chelan and the City of East Wenatchee.