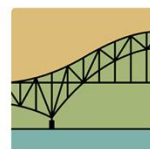


The Chelan-Douglas Region

2025 Transportation Performance Report



Chelan-Douglas
TRANSPORTATION COUNCIL
CDTC

Table of Contents

Introduction	1
CDTC Measures and Targets	3
Safety.....	3
Highway Condition	6
Highway System Reliability	8
Transit Asset Management.....	10
Transit Safety	13

Introduction

The US Department of Transportation (USDOT) defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions that achieve national performance goals.

In short, Transportation Performance Management is systematically applied as an ongoing process that provides CDTC with key information to help understand the consequences of investment decisions, and to develop targets and measures based on current data and objective information.

Congress established seven Federal Performance Goals (23 USC 150(B)) for the federal-aid highway system using the Transportation Performance Management Framework:

1. Achieve significant reduction in traffic fatalities and serious injuries on all public roads.
2. Maintain the highway infrastructure asset system in a state of good repair.
3. Achieve significant reduction in congestion on the National Highway System.
4. Improve the efficiency of the surface transportation system.
5. Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

PERFORMANCE MANAGEMENT FRAMEWORK

USDOT developed a series of rules for national performance measures to be administered by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and reported by individual state departments of transportation, metropolitan planning organizations (MPOs), and transit agencies.

This framework, a hierarchy of state-level and metropolitan-level goals and targets, improves CDTC's ability to plan and program funds for transportation where most needed, increasing transparency and accountability for local use of federal funds.

Washington State Department of Transportation (WSDOT) provides ongoing coordination with MPOs to ensure consistent methods and targets that work toward meeting statewide targets. Under this framework, CDTC has established and is required to report progress toward target attainment for the following performance measures:

Safety	• Number of fatalities on all roads • Fatalities per 100 million vehicle miles traveled (VMT) on all roads • Number of serious injuries on all roads • Serious injuries per 100 million VMT on all roads • Number of non-motorized fatalities and non-motorized serious injuries on all roads
Pavement Condition	• Percent of non-Interstate pavement on the national highway system in good condition • Percent of non-Interstate pavement on the national highway system in poor condition
Bridge Condition	• Percent of NHS bridges classified in good condition (weighted by deck area) • Percent of NHS bridges classified in poor condition (weighted by deck area)
Highway Reliability	• Percent of person-miles traveled on the non-interstate national highway system that are reliable
Transit Asset Management	• Percent of non-revenue service vehicles that meet the useful life benchmark and other criteria • Percent of revenue vehicles, by type, that meet the useful life benchmark and other criteria • Percent of facilities and non-vehicle equipment, by group, rated 3.0 or better on the transit economic requirements model scale
Transit Safety	• Total fatalities and rate of fatalities per 100 thousand vehicle revenue miles (VRM) • Total injuries and rate of injuries per 100 thousand VRM • Total accidents, and rate of accidents per 100 thousand VRM • Mean vehicle revenue miles per system reliability failure • Number of on-the-job injuries

CDTC Measures and Targets

USDOT requires metropolitan planning organizations like CDTC to either establish and adopt our own performance measures and targets, or to adopt the state's performance measures and targets. On November 12, 2020, the CDTC governing board adopted Resolution 6-2020, subsequently amended and replaced on March 14, 2024 by adoption of Resolution 1-2024, which established that CDTC has opted to adopt the measures and targets established by the state. Resolution 1-2024 further provides that CDTC will remain consistent with the statewide measures and targets as they may change over time.

Safety

The Washington State Strategic Highway Safety Plan provides a detailed framework for safety performance goals and targets. CDTC adopted the state's "Target Zero" goal, and our region's share of the annual statewide targets, to reduce traffic fatalities and serious injuries on all public roads to zero by 2030.

To monitor progress toward achieving this goal, safety data is collected, analyzed, and distributed annually by WSDOT. With this data, WSDOT updates safety targets annually by projecting the most recent 5-year rolling average downward to zero by 2030. WSDOT provides region-specific shares of the annual target to CDTC and the other MPOs for planning and programming that point the entire state towards the Target Zero goal. CDTC's portion for achieving the statewide safety performance targets are provided in Figure 1. Safety targets are assessed for all roads in the region.

From 2023 to 2024, the number of fatalities as well as the fatality rate within the MPO dropped by approximately 20%. While this appears to be an improvement, the five-year rolling averages for these two safety measures have not decreased. To achieve the 2026 performance target for total fatalities, the region needs to reduce fatal crashes by approximately 90%. Furthermore, the five-year rolling averages for serious injuries, the serious injury rate, and the combined number of non-motorist fatalities and serious injuries continue to trend in the wrong direction.

Half (14 of 28) of the projects in CDTC's Regional Transportation Improvement Program (RTIP) explicitly improve the safety of the transportation system for drivers, bus riders, pedestrians, and bicyclists, demonstrating a continued commitment by WSDOT, CDTC, and local agencies to pursue funds and program projects addressing safety in the region. These 14 projects represent approximately \$71 million of the \$149 million program, or about 48% of total spending.

Figure 1: Safety Targets

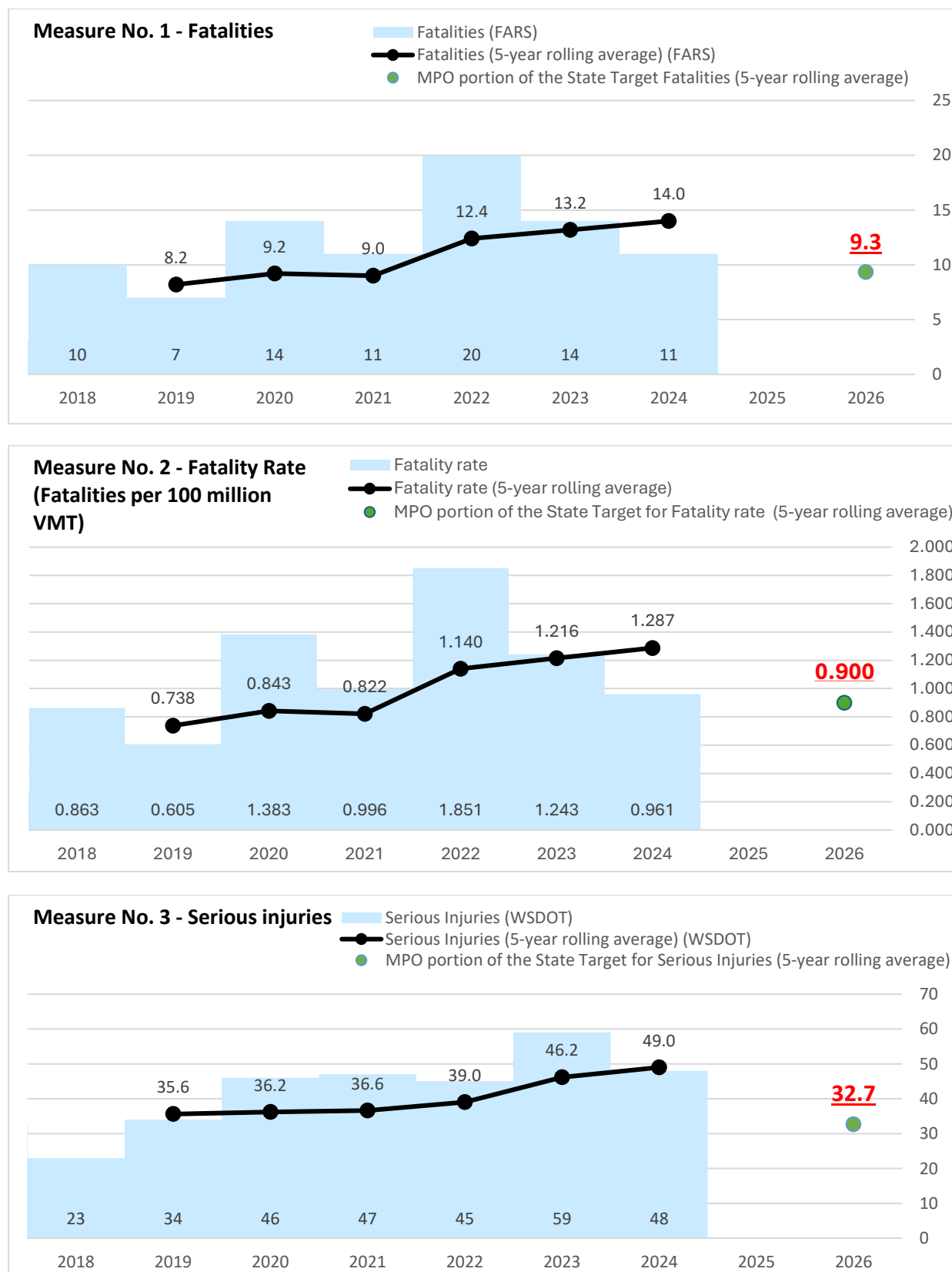
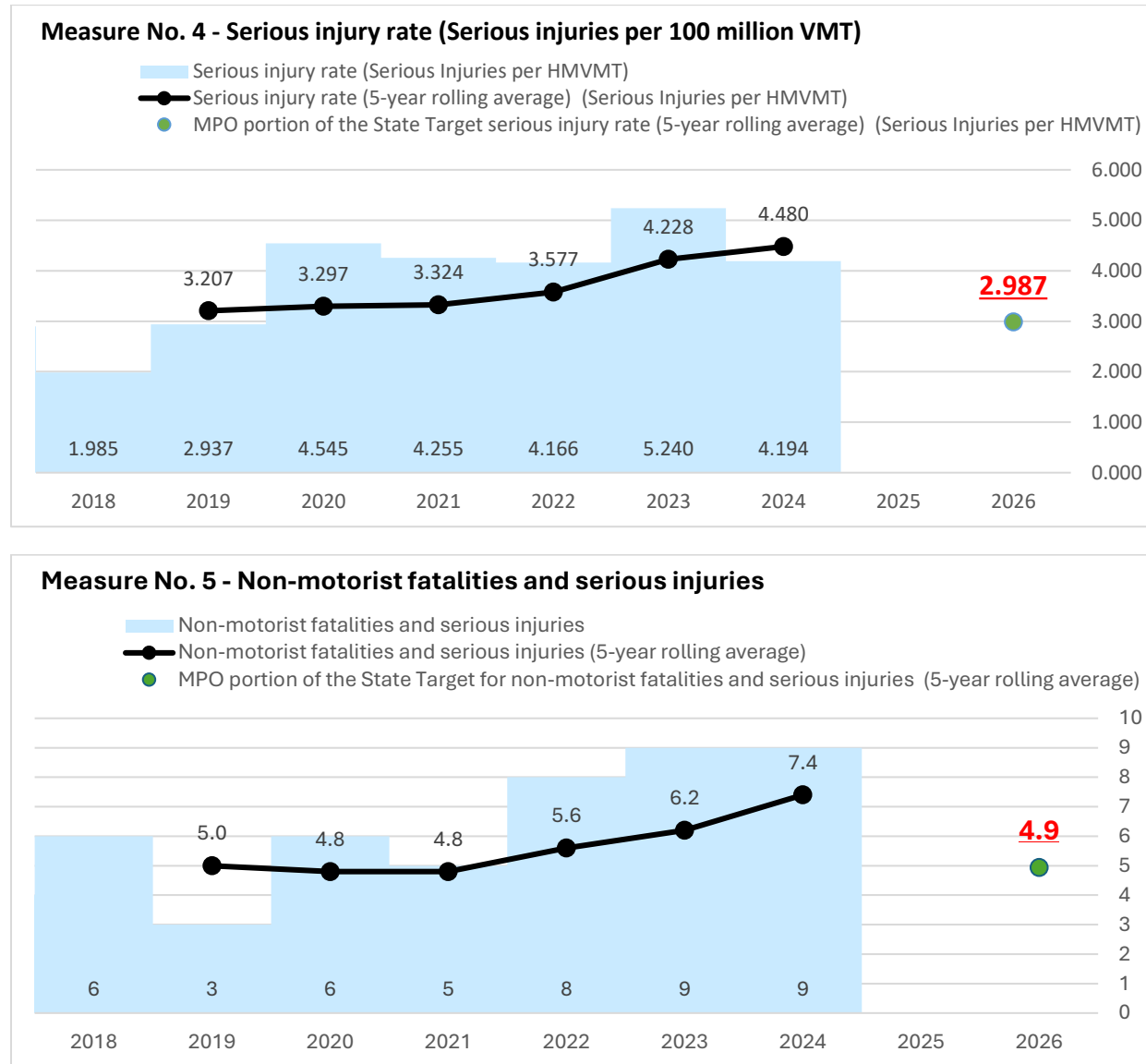


Figure 1: Safety Targets (cont.)

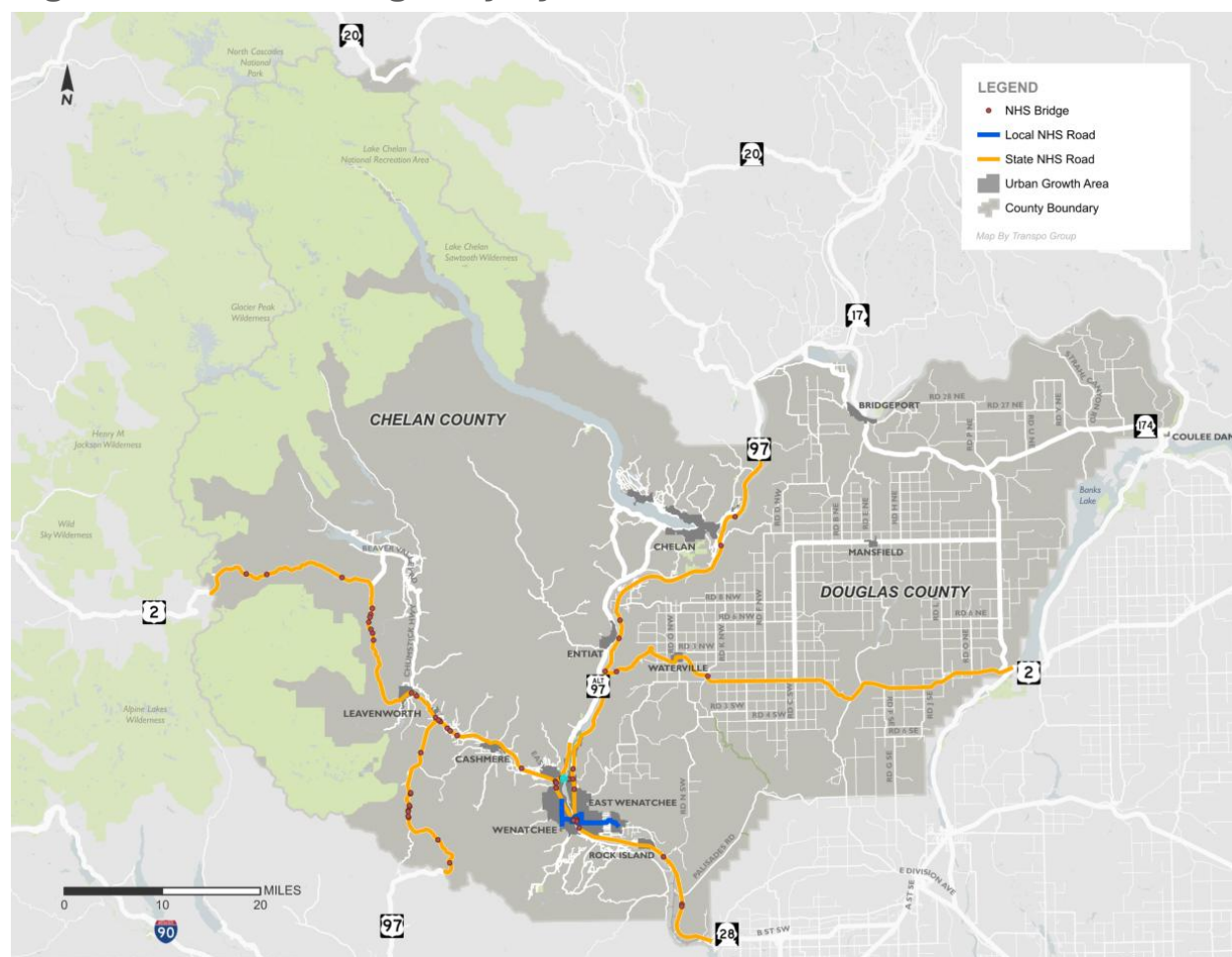


Highway Condition

CDTC reports on the condition of pavement and bridges on state highways and local routes that make up the National Highway System (NHS), as shown in Figure 2.

Pavement and bridge conditions are reported separately. Pavement performance is measured by assessing the percentage of pavement in both good and poor condition, while bridge performance is measured by assessing the percentage of bridge deck square footage in both good and poor condition. CDTC adopted the statewide targets set by WSDOT for NHS pavement and bridge conditions.

Figure 2: National Highway System in CDTC MPA



Pavement Condition

Pavement condition refers to the percentage of pavement rated by WSDOT to be in “good” and “poor” condition on the NHS. Of the 14,755 NHS miles in Washington State, there are roughly 247 miles in Chelan and Douglas counties:

- 237 miles are under the jurisdiction of WSDOT
- 4 miles are under the jurisdiction of the City of Wenatchee

- 4 miles are under the jurisdiction of the City of East Wenatchee
- 2 miles are under the jurisdiction of Douglas County

WSDOT selected statewide targets that are achievable based on current conditions and funding levels. The current pavement condition and target for State-owned NHS routes in the CDTC region are shown in Table 1.

Table 1: Percent of Non-Interstate NHS Pavements Rated in Good and Poor Condition

Facility	2024 Performance	2025 Performance	2025 Target
State NHS Roads in CDTC region in good condition	53.8%	51.9%	45% or more
State NHS Roads in CDTC region in poor condition	8.8%	9.3%	5% or less

In Washington State, WSDOT is the lead agency for planning and programming federal funding for pavement preservation on state and locally-owned NHS routes. Funding from the National Highway Performance Program (NHPP) allocated by WSDOT for pavement preservation on state and locally-owned NHS routes are approved and programmed by CDTC. Approximately \$28.7 million is programmed for pavement overlays in the 2026-2032 Regional Transportation Improvement Program.

Bridge Condition

Bridge performance measures are utilized for monitoring bridge deck conditions on the NHS; these measures apply state-wide and are adopted by CDTC for the Chelan-Douglas region. WSDOT provides bridge condition data for this performance measure (Table 2). There are 65 bridges on the NHS in the CDTC region, none of which are locally owned. Approximately \$10.4 million is programmed for bridge improvement in the 2026-2032 Regional Transportation Improvement Program.

Table 2: Percent NHS Bridges Rated in Good and Poor Condition

Facility	2024 Performance	2025 Performance	2025 Target
NHS Bridges in CDTC region in good condition	34.4%	33.0%	30% or more
NHS Bridges in CDTC region in poor condition	32.1%	33.6%	10% or less

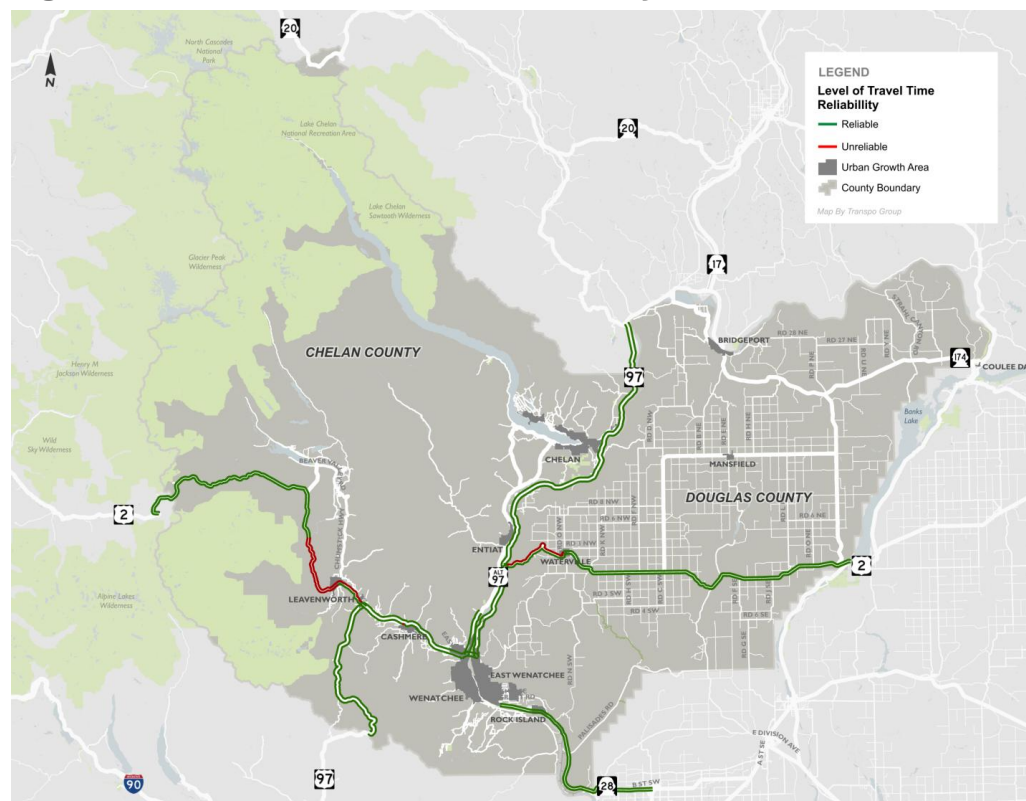
Highway System Reliability

The highway system reliability measure describes how reliable a road segment is by comparing the time it takes to travel a corridor during peak and off-peak traffic flow. The Level of Travel Time Reliability (LOTTR) metric ranks segments as “reliable” or “not reliable” using a ratio of the time it takes 80% of drivers to traverse a segment, and the time it takes 50% of drivers to traverse a segment. The ratio of the 80th percentile to the 50th percentile must fall below 1.5 for a highway segment to be considered reliable.

Figure 3 shows the travel time reliability for the NHS network in the CDTC region. Figure 4 shows the travel time reliability for the NHS network in detail for the greater Wenatchee urban area, which has the highest traffic flows due to the concentration of jobs and housing. Additionally, Table 3 summarizes the percentage of person miles traveled on the NHS that are reliable. Targets for these measures apply to the NHS statewide; there is no CDTC specific target for highway system reliability.

In 2023 94.6% of person-miles traveled in the CDTC region were reliable, as Table 3 shows. The segments rated unreliable are mostly at choke points where traffic from multiple sub-areas converge on single facilities such as the George Seller Bridge and the SR 285 and Miller Street junction. Additionally, certain rural highway segments, such as US 2 through Leavenworth, are rated as unreliable. Although the NHS within the region performed slightly worse than it did in 2022, it did perform better than the state as a whole.

Figure 3: Level of Travel Time Reliability – CDTC MPA



LEGEND

Level of Travel Time Reliability

- Reliable
- Unreliable
- City Limits
- Urban Growth Area

Map By Transpo Group

Facility	2022 Performance	2023 Performance	2025 Target
Percent Person Miles on Statewide NHS roads rated as reliable	87.4%	89.7%	88.4%
Percent Person Miles on NHS roads in CDTC region rated as reliable	91.9%	94.6%	n/a

At the same time, CDTC continually works with local agencies and WSDOT to proactively plan and identify travel time reliability projects on the NHS. In 2017 CDTC awarded nearly \$1.1 million for a project addressing mobility issues at the intersection of 9th St and Valley Mall Parkway. Additionally, there is a \$185 million dollar project designed to relieve congestion on SR 285 from Miller St to the Wenatchee River bridge.

Transit Asset Management

MPOs are required to adopt transit asset management targets as established by transit agencies within their region. LINK Transit is the only transit agency in the CDTC region.

The Transit Asset Management (TAM) performance measures are set for equipment (non-revenue service vehicles), rolling stock, and facilities. Performance measures are linked to the following ratings:

1. Useful Life Benchmark (ULB) is the expected lifecycle of a capital asset for a transit provider's operating environment, or the acceptable period of use in service for a transit provider's operating environment.
2. Transit Economic Requirements Model (TERM) is a tool for estimating transit capital expenditure needs over a 20-year period. The TERM condition rating is separated into five levels ranging from "excellent" to "poor." A higher rating is better.

Buses, cutaways, minivans, and non-revenue service vehicles are assessed using the ULB and other criteria as described below.

Buses

Maintain and invest in bus fleet replacements so that 90% or more of these vehicles remain in a state of good repair as determined by the following criteria:

1. Useful Life Benchmark (ULB): Buses will remain in service for 12 and 20 (buses used solely for limited seasonal service) years.
2. Vehicle Mileage (ULB): Buses will remain in service for 500,000 and 750,000 (buses used solely for limited seasonal service) miles.
3. Meets Financial Needs of SGR: The maintenance cost (parts and labor) for a vehicle over its service life will equal approximately 80% of its purchase price. A vehicle performing within these criteria will meet the financial needs of an SGR.
4. Is the Vehicle Safe: LINK Transit is committed to providing safe and reliable service. Only safe operational vehicles will be used for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain in safe operating condition.

Cutaways

Maintain and invest in cutaway replacements so that 90% or more of these vehicles remain in a state of good repair as determined by the following criteria:

1. Useful Life Benchmark (ULB): Cutaways will remain in service for 7 years.
2. Vehicle Mileage (ULB): Cutaways will remain in service for 150,000 miles.
3. Meets Financial Needs of SGR: Same as for buses.
4. Is the Vehicle Safe: Same as for buses.

Minivans

Maintain and invest in minivan replacements so that 90% or more of these vehicles remain in a state of good repair as determined by the following criteria:

1. Useful Life Benchmark (ULB): Minivans will remain in service for 8 years.
2. Vehicle Mileage (ULB): Minivans will remain in service for 100,000 miles.
3. Meets Financial Needs of SGR: Same as for buses.
4. Is the Vehicle Safe: Same as for buses.

Non-revenue Service Vehicles

Maintain and invest in non-revenue service vehicle fleet replacements so that 90% or more of these vehicles remain in a state of good repair as determined by the following criteria:

1. Useful Life Benchmark (ULB): Non-revenue service vehicles will remain in service for 8 (automobiles), 14 (trucks), and 20 (limited use training buses) years.
2. Vehicle Mileage (ULB): Non-revenue service vehicles will remain in service for 100,000 and 750,000 (limited use training buses) miles.
3. Meets Financial Needs of SGR: The maintenance cost (parts and labor) for a vehicle over its service life will equal approximately 50% of its purchase price. A vehicle performing within these criteria will meet the financial needs of an SGR.
4. Is the Vehicle Safe: LINK Transit is committed to providing safe and reliable service. Only safe operational vehicles will be used for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain in safe operating condition.

Passenger/parking facilities, administrative/maintenance facilities, and non-vehicle equipment are assessed on the TERM condition scale. Current targets for LINK Transit are shown in Tables 4 and 5.

Table 4: Percent of Vehicles that Have Met or Exceed their Useful Life Benchmark and Other Criteria

Asset Class	Measure	2025 Target
Buses	% of fleet in SGR	90%
Cutaways	% of fleet in SGR	90%
Minivans	% of fleet in SGR	90%
Non-revenue Service Vehicles	% of fleet in SGR	90%

Table 5: Percent of Facilities and Non-Vehicle Equipment Rated 3.0 or Better on the TERM Condition Scale

Asset Type	Measure	2025 Target
Administrative	% of facilities rated 3.0 or better	100%
Passenger Facilities	% of facilities rated 3.0 or better	100%
Underground Fuel Storage Tank	% of facilities rated 3.0 or better	90%
Bus Wash System	% of facilities rated 3.0 or better	90%

Transit Safety

In addition to Transit Asset Management Targets, MPOs are required to adopt transit safety targets found in the Public Transportation Agency Safety Plan (PTASP) of the transit agencies within their boundaries, as required by 49 CFR Part 673. Transit providers must establish seven safety performance targets (SPT) for each type of service provided. LINK Transit provides both fixed-route and demand-response service, requiring target setting for both (Table 6). Existing performance is not explicitly reported in the PTASP and is not provided here.

Table 6: LINK Transit Safety Measures

Mode	Fatalities	Fatality Rate ¹	Injuries	Injury Rate ²	Safety Events	Safety Event Rate ³	System Reliability ⁴	On the Job Injury
Fixed-Route	0	0	3	0.10	5	0.17	20,000	7
Demand-Response	0	0	1	0.16	5	0.83	20,000	7
Rideshare	0	0	0	0	0	0	60,000	N/A

1. Fatalities per 100,000 vehicle revenue miles

2. Injuries per 100,000 vehicle revenue miles

3. Safety events per 100,000 vehicle revenue miles

4. Mean number of miles between major mechanical failures

The steps for improving safety for LINK Transit's guests and employees are described in the PTASP, starting with the Safety Policy Statement:

Providing a safe working environment for LINK Transit employees and safe reliable transportation to our guests is our primary objective, which is why the management of safety is LINK Transit's top priority. The LINK Transit team will work towards this objective by: making sure the right resources are available to implement and continually improve the Safety Management System and leveraging front line employees' knowledge through the safety reporting program. Supporting and improving safety in the workplace is an organization-wide commitment starting with the Chief Executive Officer.

Additionally, LINK is committed to:

- Supporting an organizational culture that fosters safe operational practices and encourages safety reporting and communication.
- Allocating the necessary resources to implement the safety management plan and to continually improve our safety performance.
- Focusing on proactive approaches to recognize and mitigate hazards.
- Ensuring that no action will be taken against any employee who discloses safety concerns through the safety reporting program, unless the disclosure indicates beyond any reasonable doubt, an illegal act, gross negligence, or deliberate or willful disregard of regulations and procedures.

- Training all employees adequately on our safety management system to identify, analyze, and mitigate hazards for a safer workplace.
- Effective communication with all levels of the organization to ensure information is flowing up to executive management and down to field employees.
- Ensuring hazards are mitigated to as low as reasonably practical.