Ben Franklin Transit

2024-2030

TRANSIT DEVELOPMENT PLAN

BEN FRANKLIN TRANSIT

TABLE OF CONTENTS

MAPS

FIGURES

TABLES

Plan adoption

The Ben Franklin Transit (BFT) Board of Directors adopted the 2024-2030 Transit Development Plan (TDP) on August 8, 2024.

Public participation process

Public comment period: July 8 to August 8, 2024.

Comment submission

Email: planning@bft.org or by phone 509.735.5100. **Mail or in person**: Ben Franklin Transit, Service Planning & Development, 7109 W. Okanogan Place, Kennewick, 99336.

Public hearing: BFT held a public hearing on the TDP on August 8, 2024, at 6:00 p.m. in the BFT Maintenance and Operations Center (MOA) Board Room, 1000 Columbia Park Trail, City of Richland, WA 99352. A formal public hearing was conducted to discuss the highlights of the BFT's TDP as part of a regular Board of Directors meeting. The purpose of the public hearing was to obtain public testimony or comments before significant changes that impact the community were enacted. The process met all the Legal/Open-Government Public Meetings Act (RCW 35.58.2795, Chapter 42.30 RCW) requirements including print media to solicit public comment for the 30-day period specified in the approved Public Participation Plan.

Notice posted to the website: BFT posted a notice of the hearing on the Transit Development Plan to its website at www.bft.org on July 8, 2024.

Notice published in the local paper: The Tri-City Herald published a notice of the hearing for the Transit Development Plan on July 8, 2024.

Requests for paper or digital copies: Starting July 8, 2024, BFT allowed the public to download a draft copy of the digital Transit Development Plan (TDP). The public could also request a paper copy of the draft TDP by emailing planning@bft.org or calling 509.735.5100.

Available to the public for review: BFT allowed the public to view a copy of the draft TDP in the following locations:

➢ BFT MOA: 1000 Columbia Park Trail, City of Richland, WA 99352
➢ Three Rivers Transit Center: 7109 W. Okanogan Place, Kennewick, WA 99336

Plan distribution

On August 19, BFT distributed the adopted Transportation Development Plan to:

➢ WSDOT Public Transportation Division online grants management system compliance module
➢ The Transportation Improvement Board via:
  o Vaughn Nelson, Finance Manager at vaughnn@tib.wa.gov.
  o Chris Workman, Deputy Director at mailto:chrisw@tib.wa.gov.
➢ All cities, counties, and regional transportation planning organizations included in the Public Transit Benefit Area that BFT operates within which includes:

o City of Benton City	o City of Pasco
o Benton County	o City of Prosser
o Benton Franklin Council of Governments	o City of Richland
	o City of West Richland
o City of Kennewick	o Franklin County

ELEMENT 2: DESCRIPTION OF SERVICE AREA, OPERATIONS, & FACILITIES

HISTORY

BFT is a public transportation provider serving Benton and Franklin Counties. Formed on May 11, 1981, after a successful sales tax vote, BFT has expanded its services over the years, including Dial-A-Ride, Vanpool, and annexation of Benton City and Prosser in 1997, and Finley in 2005. Notable service expansions in 2019 and 2021 included the extended service span to 10 PM on weekdays and Saturdays and the launch of METRO routes with 15-minute intervals and the introduction of Sunday services.

Financially, BFT relies heavily on sales tax revenue, reflecting broader economic conditions. The agency operates under a single enterprise fund using accrual accounting, recording revenues and expenses when they are earned and incurred, respectively. Other sources of funding include FTA formula grants and various Federal and Washington State grants. Changes in sales tax rates have significantly impacted services, including a notable reduction in 2001 and an approval in 2002 that stabilized funding.

SERVICE AREA

BFT operates within a 625 square mile area spanning Benton and Franklin counties, encompassing the cities of Kennewick, Pasco, Richland, West Richland, Benton City, Prosser as well as specific unincorporated areas. The region known as Tri-Cities falls within the Public Transit Benefit Area (PTBA) and expands as cities annex additional territory.

Map 1: BFT Public Transit Benefit Area (PTBA)
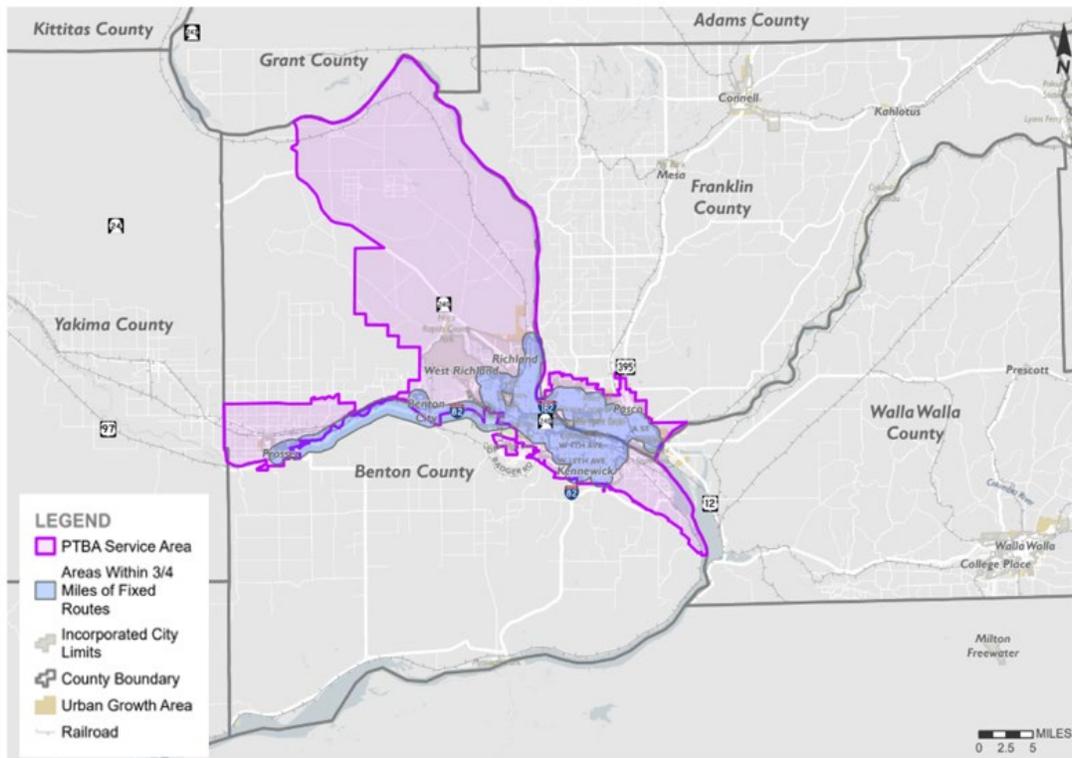
The Board of Directors consists of appointees from Richland, Kennewick, Pasco, West Richland, Prosser, Benton City, Benton County, and Franklin County; plus a non-voting Union member appointed to the Board.

The Tri-Cities region of Washington, encompassing Kennewick, Pasco, Richland, and West Richland is anticipated to experience substantial population growth in the coming decades. Currently home to over 249,000 residents, the Tri-Cities area is projected to see its population rise to approximately 342,000[1] by 2040. This growth is driven by the region's strong economy, diverse job opportunities, affordable cost of living, and high quality of life. The area's robust sectors in agriculture, technology, healthcare, and energy contribute to its attractiveness for new residents. In response to this anticipated growth, local governments are making strategic investments in infrastructure, housing, transportation, and public services to ensure sustainable development and preserve the region's quality of life and appeal.

Pasco anticipates the most significant population growth in the coming years. The current population, based on official estimates from the Office of Financial Management (April 1 Official Population Estimates), is around 81,000 and is expected to increase by 50% to reach approximately 122,000 by 2040 (Volume II, Supporting Analysis, Comprehensive Plan, 2018 to 2038). Estimates suggest that Kennewick's population, currently around 86,000 (April 1 Official Population Estimates), could grow significantly, potentially reaching 116,000 (+34%) (City of Kennewick: Comprehensive Plan 2021-2041) by 2040. Richland has a population of approximately 63,000 residents (April 1
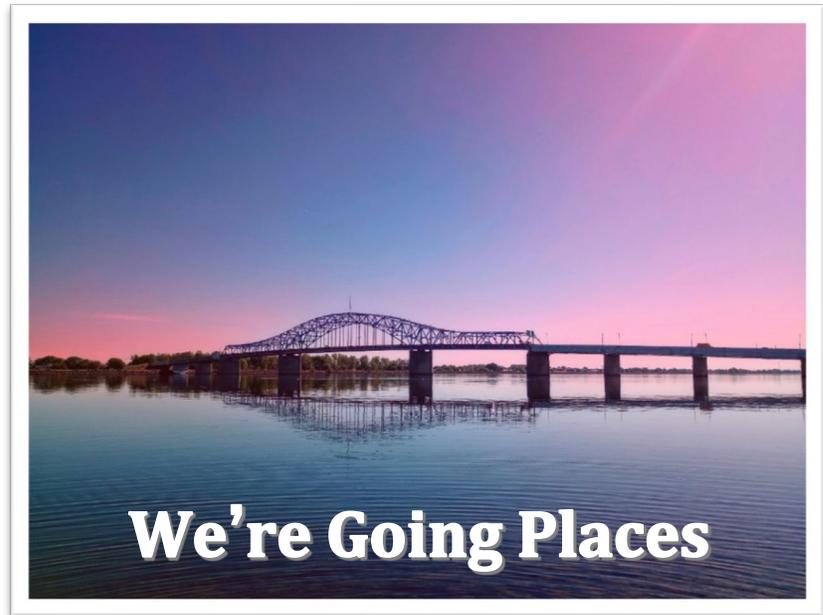
Figure 1: Blue Bridge

Official Population Estimates), but projections indicate this number could rise to around 81,366 (+28%) by 2040 (City of Richland Comprehensive Plan - Supporting Analysis (2017)).

The Tri-Cities region has a predominantly suburban residential landscape with an emphasis on single-family homes. Urban planning in the area is trending towards well -planned neighborhoods that offer a blend of housing options to accommodate different income levels and family sizes. There is a growing trend towards mixed-use developments that combine residential, commercial, and recreational spaces. This approach aims to create vibrant community hubs that reduce the need for long commutes, support local businesses, and enhance the overall quality of life. Urban planners in the Tri-Cities are increasingly incorporating these developments to create more self-sustaining suburban areas. As the Tri-Cities rapidly increases in population and implements mixed-use development, it will create dense, accessible, and pedestrian-friendly environments that generate consistent and balanced demand for transit services, ultimately fostering a vibrant urban transportation system.

---

[1] Compiled from Kennewick, Pasco, and Richland's population forecasts in their comprehensive plans. See specific citations in the following paragraph. Regionally, the population is expected to reach approximately 356,000 (+37%) by 2040, based on comprehensive plans of West Richland, Benton City, and Prosser.

Benton City, influenced by the expanding urban areas of West Kennewick, Horn Rapids, and West Richland, benefits from extending transit services from adjacent cities. In contrast, Prosser requires a multi-layered rural transit service model with its larger population and surrounding rural area. BFT serves both Benton City and Prosser with Route 170, which currently operates at a 120-minute frequency. The route is slated to increase to a 60-minute peak service starting in August 2024 to provide more frequent trips between the cities and the new Queensgate Transit Center. Shopping and leisure activities near the Duportail/Queensgate area in Richland were identified as a primary request from the community engagement survey outlined in BFT's Prosser Short Range Transit Improvement Plan 2023-2028. New routing in Prosser will capture central business cores connecting customers to two grocery stores, the library, parks, the civic center, museum, employment opportunities, and the Boys and Girls Club.

Figure 2: Three Rivers Transit Center

BFT continues to provide weekday general demand service to both Benton City and Prosser through Dial-A-Ride, which averages 3,400 passenger trips per month. This number has held steady over 2023 following a 10% increase from 2022. A 4% decrease occurred between Q1 2023 and Q1 2024 indicating usage remains somewhat consistent.

OPERATIONS & SERVICE PROVIDED

BFT offers fixed route, Dial-A-Ride (DAR) complementary ADA paratransit, BFT CONNECT microtransit first/last mile service, and Vanpool/Rideshare. In 2021, BFT implemented the following adjustments to service:

- ➢ Two (2) new high-frequency routes
    - o METRO Routes 1 and 3 provided 15-minute service from 6 AM through 10 PM between major transit centers and along high-demand corridors from Monday to Friday and Saturday from 7 AM to 10 PM.
- ➢ BFT also implemented Sunday 30-minute service on six (6) fixed routes, from 8 AM to 6:30 PM.
- ➢ Dial-A-Ride also operates during these hours. CONNECT starts and finishes 15 minutes before and after fixed route service to ensure the service can be used as a connection to the broader fixed route network.

After two years of evaluating METRO Route 1 and 3 productivity, late-night frequencies were reduced from 15 minutes to 30 minutes between 8 PM to 10 PM. BFT will continue to analyze productivity of fixed route service and adjust services to provide the most accessible and efficient service as possible. BFT also plans to establish a METRO Route 2 in the near future, which will provide 15-minute service during peak hours between Richland and Pasco. 15-minute service is currently provided through a combination of Routes 225 and 268, but travel times between Knight St. Transit Center and 22nd Ave. Transit Center are still not as expedited as they should be.

Queensgate Transit Center, tentatively slated for August 2024 implementation, will provide improved frequencies to Benton City and Prosser. Throughout 2024, BFT will work on developing a long-range plan that aligns with local development initiatives across Benton and Franklin counties, ensuring consistency with growth projections and planning documents. The following graphs depict the monthly total of unlinked passenger trips (UPT) by mode, with each section providing detailed breakdowns. In 2023, total system UPT exceeded 2019 pre-pandemic ridership by 2%, amounting to an additional 51,687 passenger trips. As UPT continues to climb, the first six months of 2024 experienced an 13% increase over Q1 & Q2 2019, adding 200,218 more passenger trips. This surge indicates that growth is now driven by factors beyond post-pandemic recovery, reflecting an increase in discretionary ridership.

Figure 3: Monthly UPT For All Modes
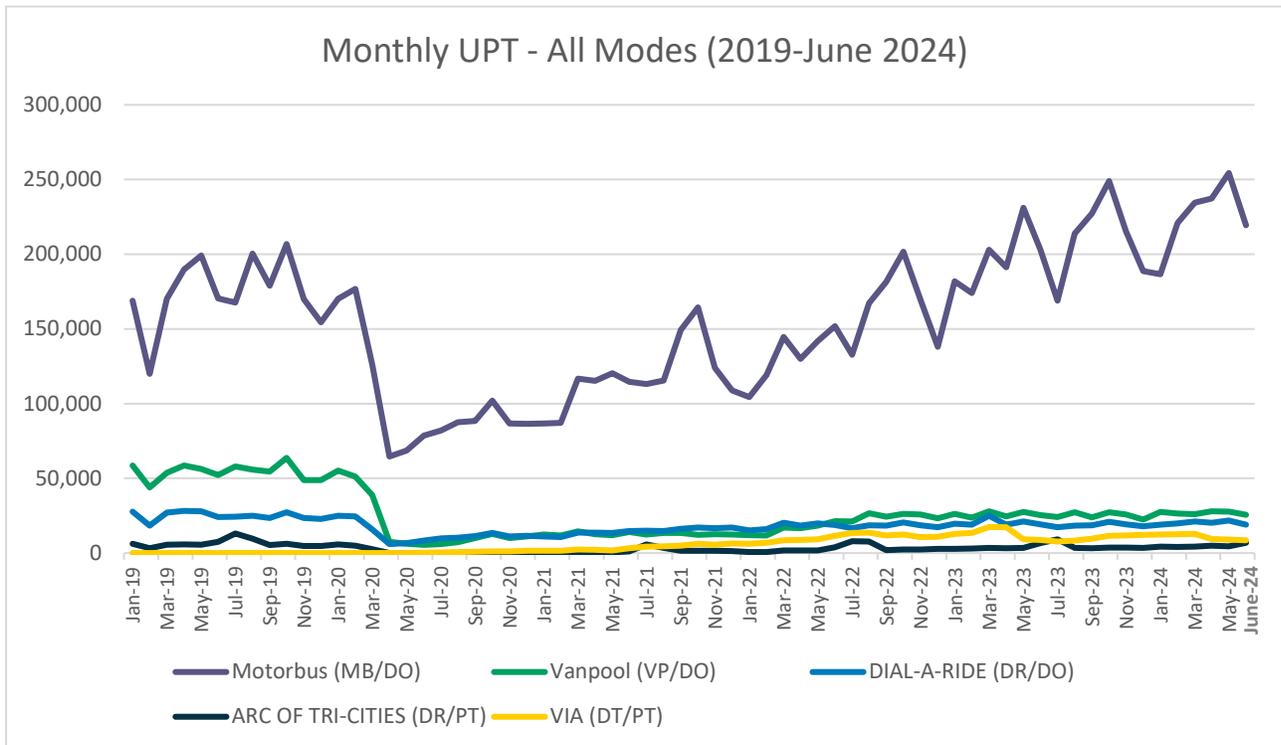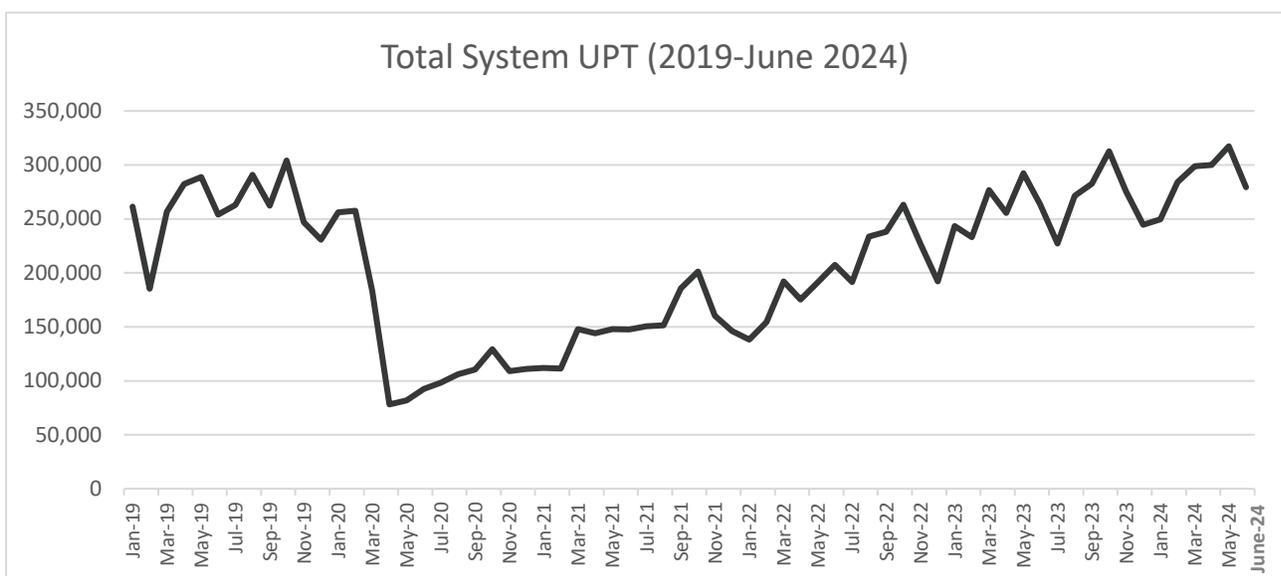
Monthly UPT - All Modes (2019-June 2024)

Legend: Motorbus (MB/DO), Vanpool (VP/DO), DIAL-A-RIDE (DR/DO), ARC OF TRI-CITIES (DR/PT), VIA (DT/PT)

Figure 4: Total System UPT

Total System UPT (2019-June 2024)

Figure 5: Monthly Fixed Route UPT

Monthly UPT - Fixed Route (2019-June 2024)

Figure 6: Monthly UPT - Excluding Fixed Route

Monthly UPT - All Modes Excluding Fixed Route (2019-June 2024)

Vanpool (VP/DO)   DIAL-A-RIDE (DR/DO)   ARC OF TRI-CITIES (DR/PT)   VIA (DT/PT)
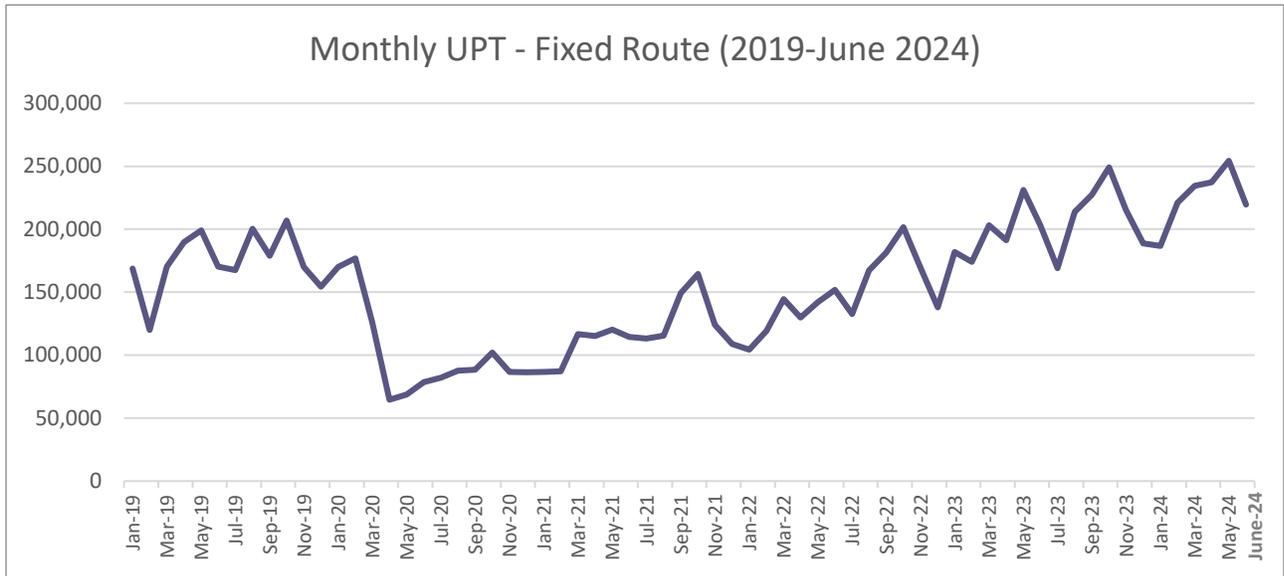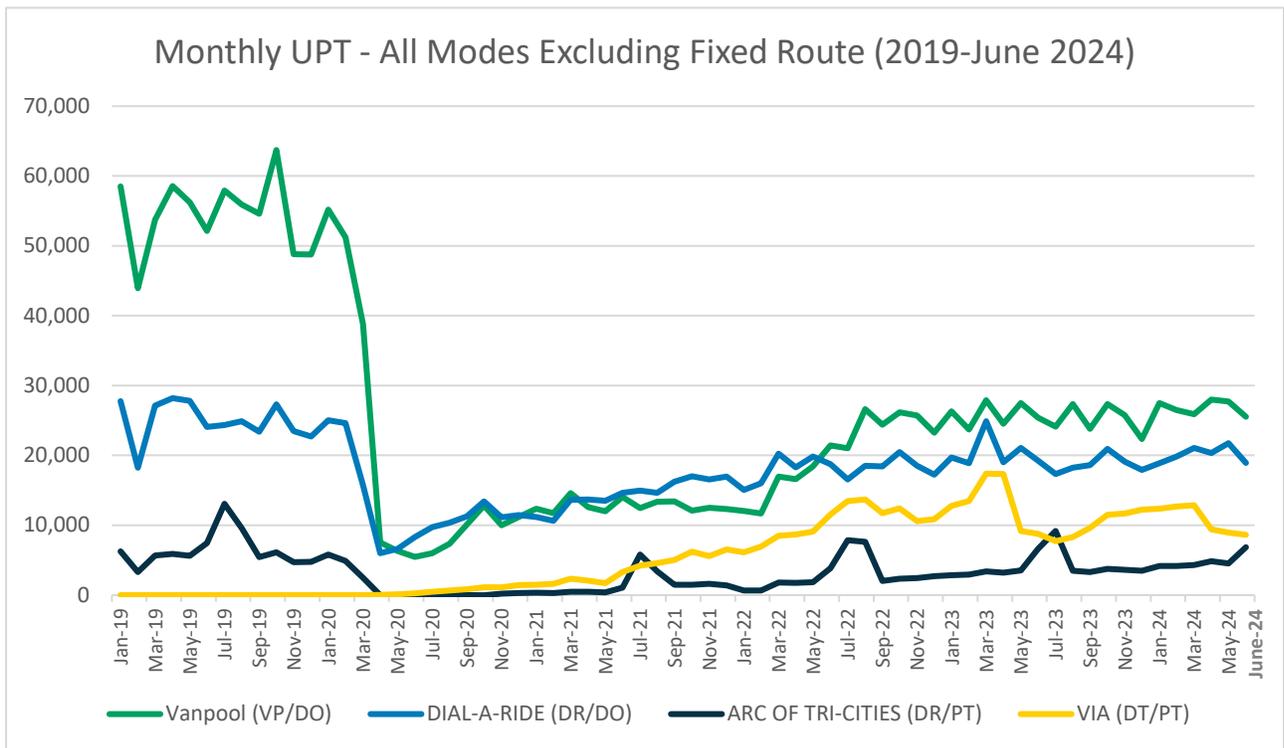
TRAINING

Over the next five years, BFT's training department will undergo a significant transformation to enhance transit services.

- ➤ Beginning in 2024, the focus will be on developing comprehensive driver trainer and ride/drive programs to equip all drivers with essential skills for safe and efficient transit operations.
- ➤ In 2025, there will be an intensified emphasis on defensive driving techniques to bolster safety measures across the transit system.
- ➤ Starting in 2026, the training efforts will expand to encompass organization-wide training and talent development initiatives aimed at refining staff skills.

Through continuous training, BFT aims to elevate communication, safety, and customer service standards, ensuring ongoing excellence and reliability in service delivery to the communities served.

LANGUAGE ASSISTANCE

Over the past few years, BFT has made significant strides in enhancing language assistance to better serve the diverse community. Key improvements include:

- ➤ **Bilingual Staff Hiring:** BFT has increased the number of front-facing bilingual staff and ensured that outreach personnel and media content are evaluated by native Spanish-speaking staff. This provides more accessible and effective communication for riders with Limited English Proficiency.
- ➤ **Multilingual Materials:** Transit information, including schedules, maps, service updates, and public meeting notices are readily available in multiple languages to ensure all riders have access to vital information.
- ➤ **Community Outreach:** Staff are building connections and collaborating with other community agencies and school districts to conduct targeted outreach to customers with Limited English Proficiency.
  - o Translation services are also available for any public meetings or outreach sessions conducted.
- ➤ **Customer Service Enhancements:** BFT strives to provide assistance in various languages and offers access to language line services for staff who are not fluent in the requested language, ensuring customers can receive help in their preferred language.
  - o Staff are trained to assist customers with language disabilities, including those who use sign language or require alternative communication methods.
- ➤ **Improving ADA Announcements:** Efforts have been made to improve sound quality, update language, and include Spanish announcements in ADA-compliant communications.

FUTURE PLANS:

BFT is dedicated to enhancing services for all customers, including those with Limited English Proficiency. To ensure an inclusive and accessible transit system that positively impacts the community's future BFT is planning to:

- ➤ **Expand Bilingual Staff:** Continue to recruit and train more bilingual staff to expand community outreach and enhance communication. Ensure that essential documents are accessible in the primary language and actively prepare to accommodate the next two most spoken languages. Utilize resources like language line services, partnerships with jurisdictions, and community organizations, engage in community outreach sessions, and collaborate with Human Resources to ensure staff reflect the linguistic diversity of the community.

- ➢ **Enhance Technological Innovations:** Explore the use of translation apps and real-time language assistance tools to provide immediate support to drivers and riders in multiple languages.
- ➢ **Strengthen Community Partnerships:** Strengthen partnerships with local organizations to better understand and address the language needs of riders.
- ➢ **Educational Initiatives:** Conceptualize and develop educational campaigns about available transit services.
  - o Develop a digital campaign featuring a curated bilingual video library. Customers can view these videos at their convenience or during transit learning sessions to review available services and effective ways to access them.
- ➢ **Revitalize Train the Trainer Program**
  - o **Internal Campaign:** Staff are dedicated to enhancing the existing "Train the Trainer" model to effectively train designated staff and others. This effort includes developing an updated comprehensive training program focused on enhancing language assistance skills to better support non-English-speaking riders, fostering a more inclusive and supportive environment.
  - o **External Campaign:** The external campaign will be conceptualized by collaborating with schools to establish an apprenticeship program. Through this initiative, students will advocate for transit and educate their peers about riding, thereby developing their leadership skills and fostering community ownership. Workshops will be conducted by internal staff to train designated external individuals who can then lead these educational efforts across schools effectively.
- ➢ **Gain Feedback and Improvement:** Implement new feedback mechanisms, including a secret rider program, to gather input from all riders especially non-English-speaking riders. This ensures continuous service improvement based on their needs and experiences. Additionally, staff will strengthen the campaign to raise awareness about submitting Title VI concerns as well as promoting equity across all transit services provided.

FIXED ROUTE

Fixed Route exceeded pre-pandemic levels by 17% in 2023, equating to an additional 351,143 passengers compared to 2019 totals. Ridership continues to grow with the first six month of 2024 seeing an increase of 14% over the first half of 2023, equating to an additional 168,866 passengers.

Figure 7: Month UPT - Fixed Route

Monthly UPT - Fixed Route (2019-June 2024)
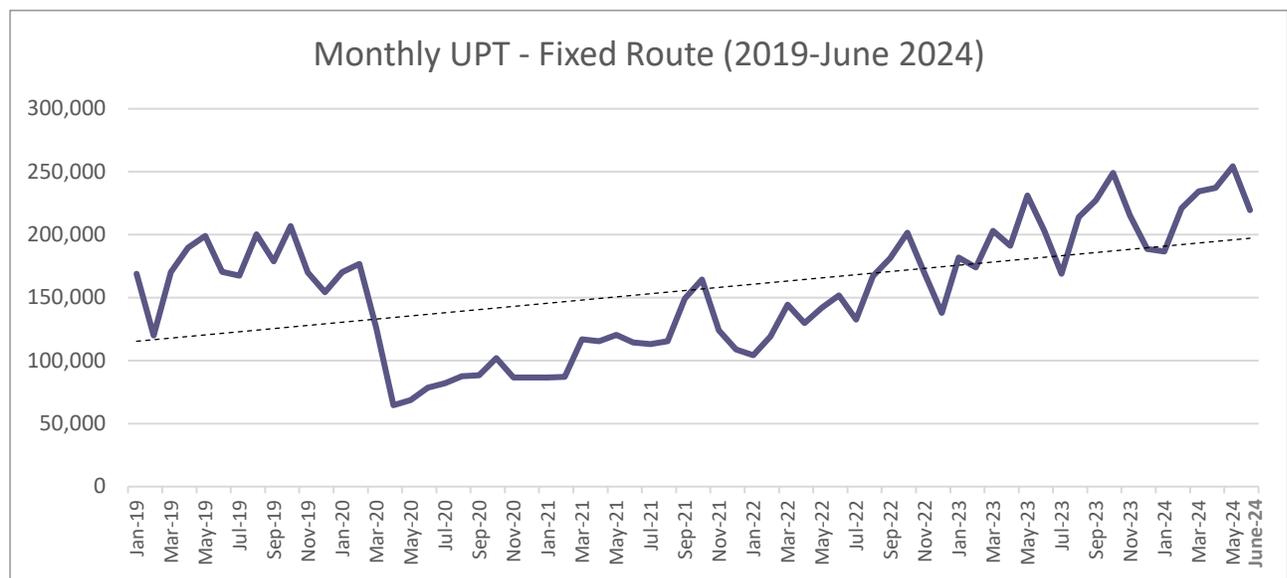
Map 2: BFT Fixed Route System Weekdays through Saturdays
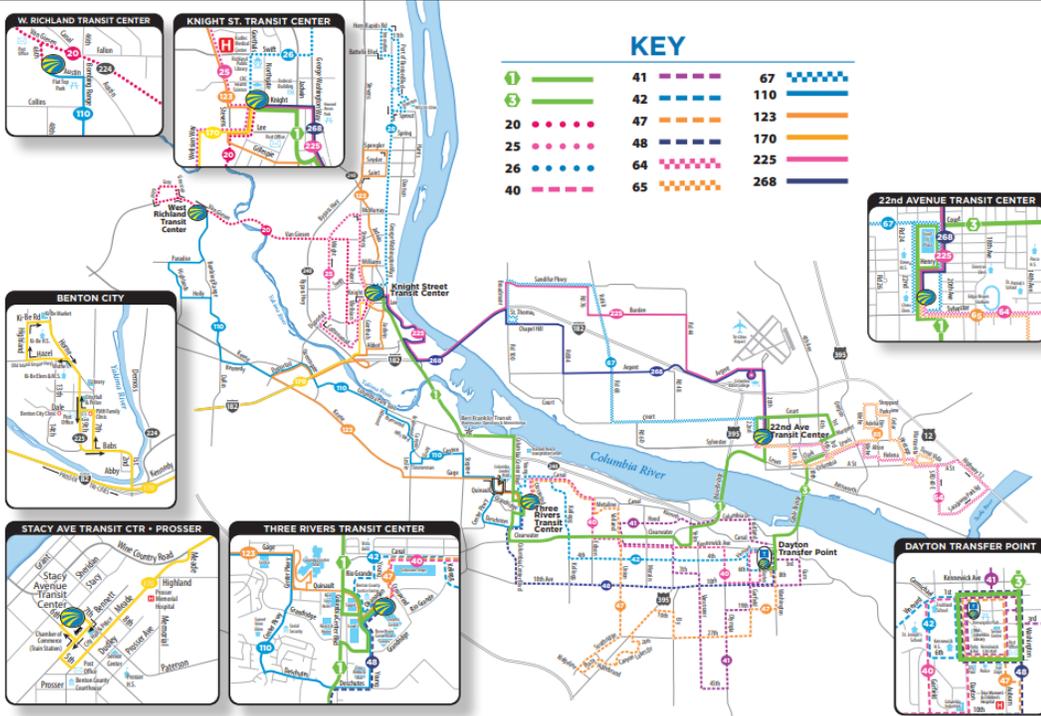
BFT's system map (Map 2) shows the fixed route network comprised of 18 routes. Service hours are Monday through Friday from 6 AM to 10 PM and Saturday from 7 AM to 10 PM.

Map 3: BFT Fixed Route System On Sundays
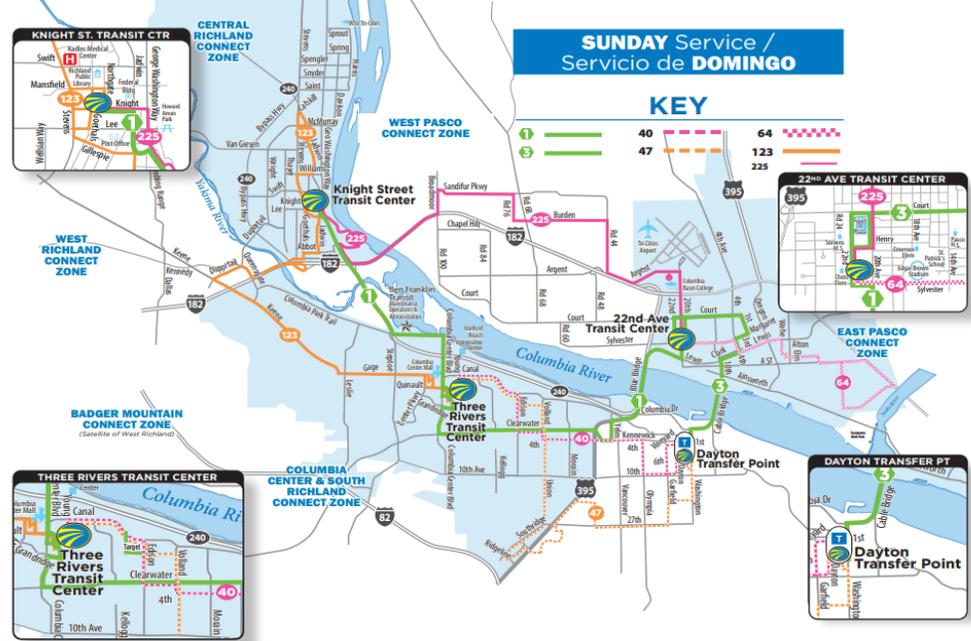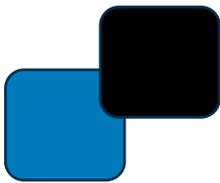
Sunday service is from 8 PM to 6 PM. Seven routes operate on Sunday (Map 3)

Dial-A-Ride (DAR) is BFT's ADA complementary paratransit service that operates during the same service hours as fixed route. It is available to any qualified rider within the PTBA. In Prosser and Benton City, DAR offers general demand rides to the public Monday through Friday and trips must be booked 24 hours in advance.

Total DAR ridership in 2023 was 234,982, which is 78% of its pre-pandemic levels. The First half of 2024 shows a 2% (-1,989) decrease in rides compared to the year prior. While these numbers may indicate a plateau, increased population growth with additional senior housing complexes under construction in the area will most likely contribute to an upward trend in ridership over the coming years. BFCOG's 2022 Human Service Transportation Plan (HSTP) anticipates the region's 65 and over population will grow from 13% to 89% in the next 20 years. On average, general demand rides account for 17% of total DAR ridership, which has remained consistent since 2019.

Figure 8: DAR Monthly UPT (Pre-COVID)
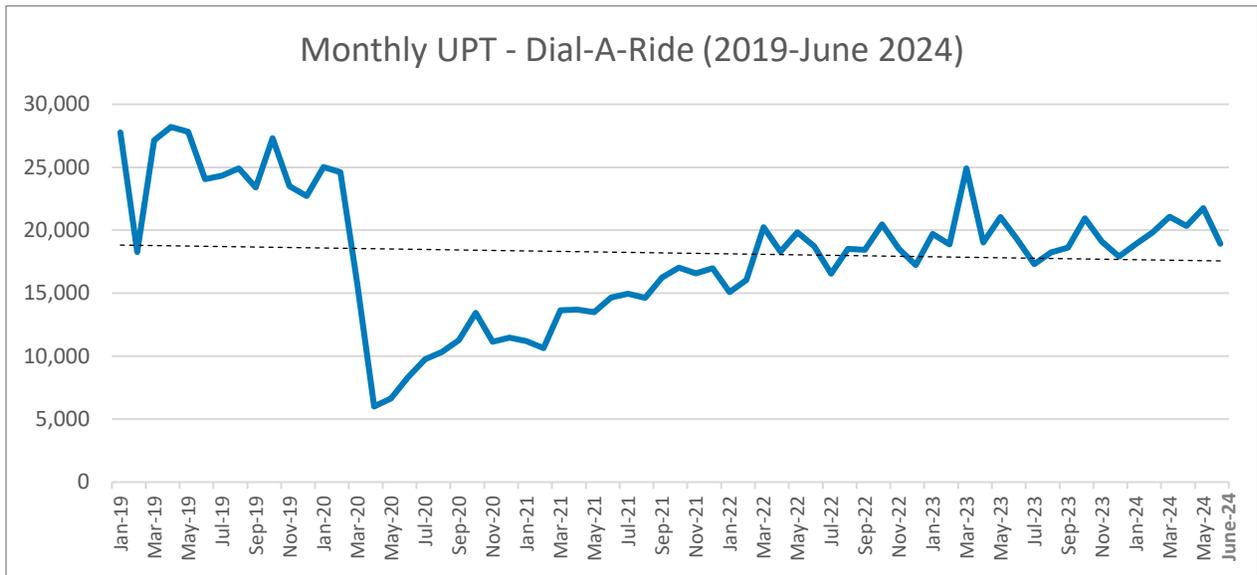
BFT will continue to provide reliable and accessible paratransit service throughout Benton and Franklin County within the PTBA. As BFT looks ahead to 2025, the primary focus remains on maintaining the high standards of service riders depend on. While there are no significant changes planned for the upcoming year, BFT recognizes the importance of addressing staffing challenges to uphold the quality of operations.

One of the key objectives for 2025 is to improve Dial-A-Ride (DAR) staffing levels. BFT understands that the dedication and expertise of staff directly impact the experience of riders. To achieve this goal, BFT will be implementing strategic measures to attract and retain qualified personnel, ensuring that there are a sufficient number of trained professionals to meet the demands of the paratransit service.

In instances where staffing shortages may temporarily affect the agency's ability to deliver seamless service, staff are exploring options to mitigate any disruptions. The Operations team is empowered to assess the situation; and, if necessary, collaborate with a third-party provider for assistance. This approach will be utilized only when deemed essential to maintain service reliability and meet the needs of riders.

Figure 9: DAR Monthly UPT (Since COVID)
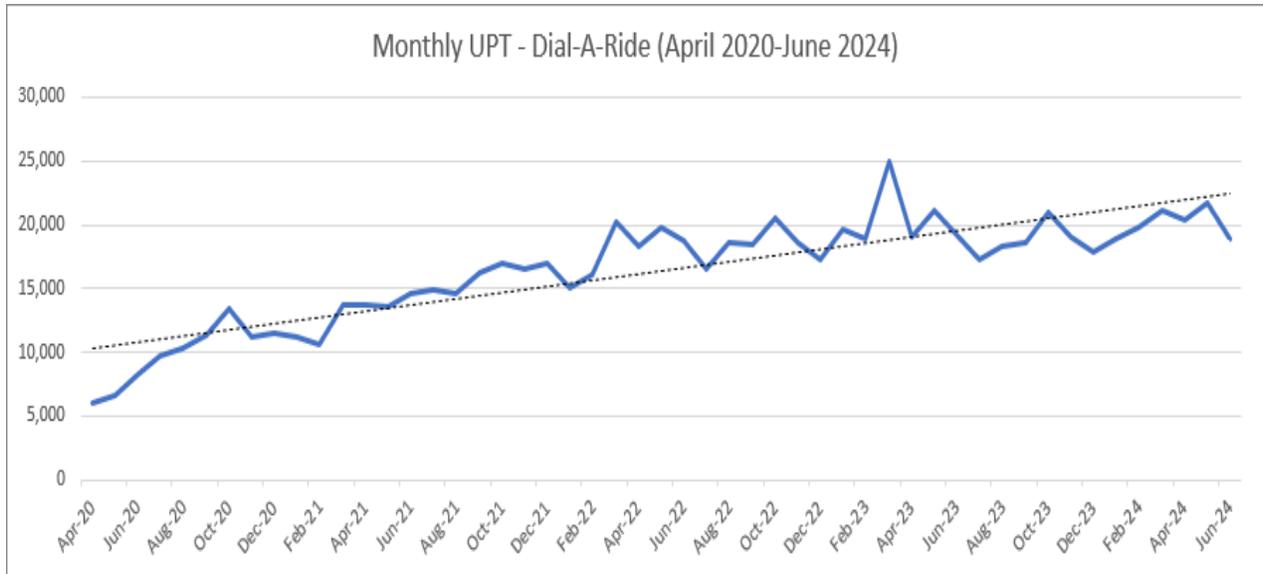
VANPOOL/RIDESHARE

Vanpool/Rideshare offers 6, 12, and 15 passenger vans and allows commuters the flexibility to initiate new minivan groups for commuters to start a new minivan group with just 3 people. Vanpool is the only service that operates outside of the PTBA but rides must originate or conclude within the PTBA. Services include routes to Pendleton, Boardman, Walla Walla, Connell, Patterson, and the Hanford Site.

In 2024, BFT's Vanpool service underwent significant enhancements aimed at ensuring the continued comfort, safety, and efficiency of passengers' commutes. New vehicles were introduced to replace aging ones and to replenish the fleet after the sale of some vehicles during the challenges posed by the COVID-19 pandemic. These updates not only modernized the fleet but also reaffirmed BFT's commitment to providing reliable transportation solutions. Total Vanpool ridership in 2023 was 306,138, or 47% of pre-pandemic ridership. The first half of 2024 saw a 4% (+5,749) increase in ridership compared to the same period in 2023.

Figure 10: Vanpool/Rideshare Monthly UPT
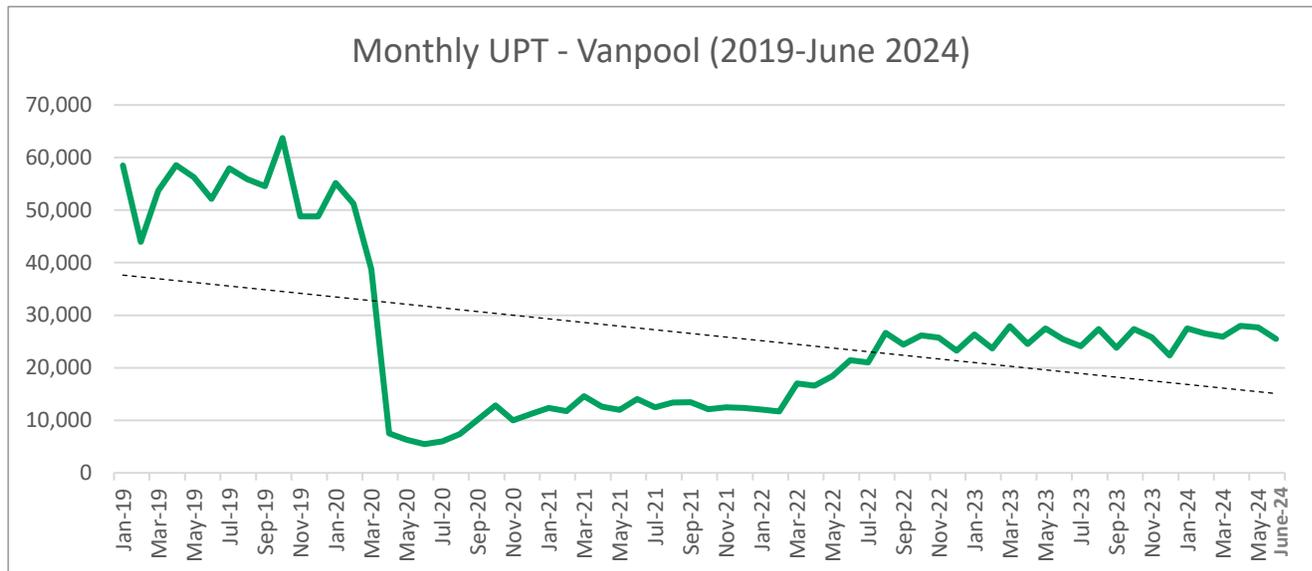
In anticipation of 2025, BFT is dedicated to further expanding the reach and impact of the Vanpool program. The primary focus will be on fostering the growth of Vanpool groups, nurturing a sense of community among commuters while alleviating traffic congestion and reducing environmental impact. By encouraging more individuals to join Vanpool groups, BFT aims to enhance transportation options and promote sustainable commuting practices.

In addition to growing Vanpool groups and refining fare structures, BFT will also embark on an initiative to create educational videos. These videos will serve as valuable resources, providing guidance and simplifying the process for new Vanpool groups and participants. By offering comprehensive educational materials, staff aims to empower passengers with the knowledge and tools they need to make informed decisions and maximize the benefits of Vanpooling.

Vanpool/Rideshare will be focusing on several key initiatives that will include:

Updating Services	Telematics Integration	Vehicle Upgrades	Fare Structure	Reduced Fare Programs
Evaluating the scope and coverage based on demand, population density, and existing infrastructure as well as **explore smaller 3 person groups**	Implementing technology for real-time tracking, driver monitoring, predictive maintenance, and data analytics to enhance efficiency and reliability.	Modernize the fleet by upgrading to newer, more fuel-efficient vehicles with enhanced amenities and accessibility features, considering vehicle capacity, comfort, environmental impact, and lifecycle costs.	Review and assess the current fare structure to better meet riders' needs while maintaining financial sustainability, exploring options like distance-based and flat rate fares.	Develop programs to offer reduced fares for lower-income individuals and other vulnerable populations, considering eligibility criteria and application processes to ensure equitable access to transportation services.
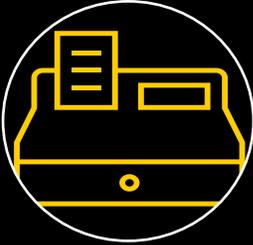
CONNECT is BFT's contracted microtransit that offers first/last mile service beginning 15 minutes before and after regularly scheduled service. Map 4 displays how the service is divided into six zones that are designed to feed transit centers and bus stops.

Map 4: BFT CONNECT Service Zones
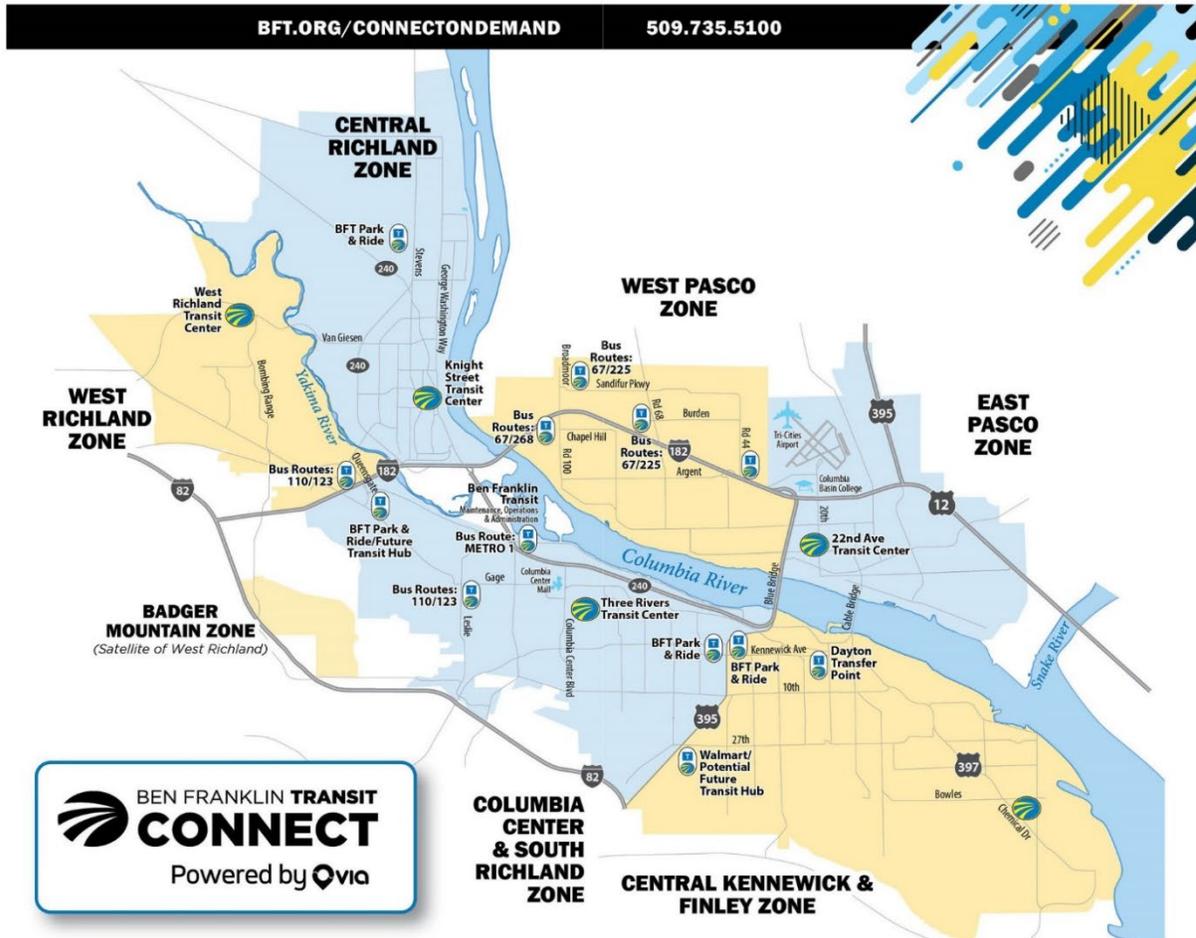
As a pivotal component of BFT's transportation system, the BFT CONNECT service is designed to offer tailored solutions for riders by filling gaps in the existing transit network and providing flexible and on-demand transportation. The BFT CONNECT service is utilized to complement existing transit services and ensure that the community has reliable transportation options, especially in areas where fixed routes may not be available. The utilization of CONNECT is often based on various factors, including the passenger's starting point or destination, the time of travel, and the availability of fixed routes.

BFT's CONNECT service made significant strides in 2024 to enhance accessibility and convenience for riders. These improvements include the introduction of a new BFT CONNECT app designed to streamline the booking process and provide users with real-time information about their ride. Additionally, the integration of fare types was added to simplify the interface and accommodate various passes, ensuring a seamless experience for riders. In response to

feedback and evolving community needs, additional points of interest were incorporated, allowing for greater coverage and flexibility in transportation options where transit is not normally available within the PTBA. Looking ahead to 2025, BFT is committed to building upon these achievements and further improving the CONNECT service while ensuring that the fixed route is a primary, and most efficient source of transportation. In the coming year, BFT will explore opportunities for area growth to meet the increasing demand from riders.

Ridership for CONNECT saw drastic increases from inception. Its first full year of service in 2021 compared to 2023 saw a 314% (+95,410) increase in ridership. Changes were made in May 2023 to encourage better usage of Fixed Route. In the Spring of 2024, an upgrade to the app and fraud prevention measures saw adjustments in ridership as BFT staff worked to ensure passengers were using the system as designed. The first half of 2024 saw an 18% (-14,006) decrease in ridership as a result.

Under the guidance of the BFT Board of Directors, potential enhancements will be carefully considered to ensure that CONNECT continues to serve riders who don't have access to fixed routes or when the service is unavailable. To gain valuable insights into customer satisfaction and preferences, a biannual customer survey will be rolled out via the BFT CONNECT app, allowing BFT to gather feedback and make data-driven decisions for service improvements. Additionally, staff will continuously assess the need to add new points of interest based on community growth and demand.

Between now and 2030, efforts will also be made to enhance the user experience by improving app functionality across different platforms, ensuring consistency and reliability for both Android and iOS users. Furthermore, BFT remains committed to closely monitoring driver partners, ensuring the contracted service provides drivers with comprehensive training and the necessary tools to deliver exceptional service consistently. BFT will actively promote CONNECT services to the Limited English Proficiency community, ensuring equitable access and awareness across all communities. Service hours, zones or coverage may be modified as deemed necessary by staff or due to budget impacts to meet the evolving transportation needs of the community. By providing convenient, reliable, and accessible mobility solutions, BFT aims to meet the community's expectations and enhance overall transportation experiences.

Figure 11: CONNECT Monthly UPT

Montly UPT - CONNECT (April 2020-June 2024)
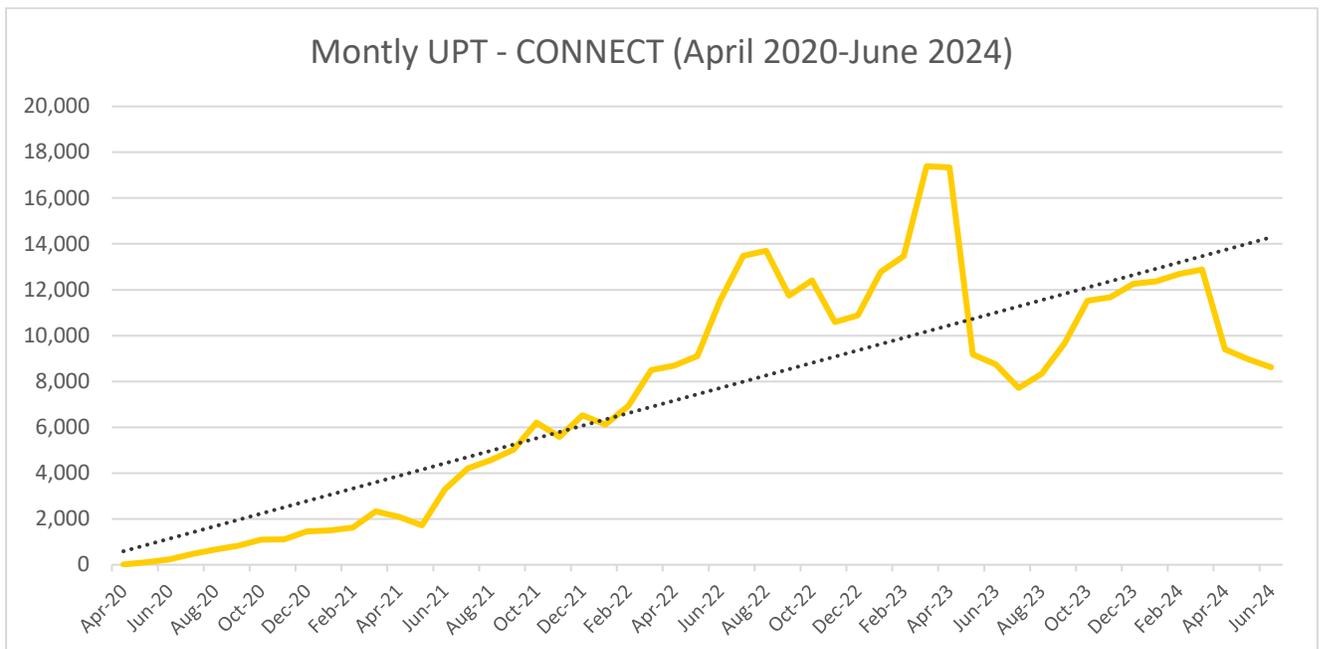
The Arc of Tri-Cities empowers over 2,000 individuals with developmental disabilities and their families in Benton and Franklin Counties by assisting them in making informed choices and accessing essential services. Their mission is to promote the rights of people with intellectual and developmental disabilities, ensuring their full inclusion and participation in all aspects of the community throughout their lives. The Arc of Tri-Cities is contracted with BFT to provide ADA paratransit. BFT provides vital transit assistance through the Enhanced Mobility of Seniors & Individuals with Disabilities Section 5310 FTA program, offering a majority of the vans used by The Arc of Tri-Cities. Transportation services are offered to eligible persons with intellectual and developmental disabilities to The Arc, Goodwill Industries, Adult Day Care, and Columbia Industries. This collaboration helps create a more inclusive and supportive environment, enabling individuals to engage in society to their fullest potential.

In 2019, prior to the pandemic, The Arc transported approximately 21% of all ADA paratransit trips. 2023 and Q1 2024 are holding at approximately 17%. Large ridership peaks, presented in the graph below, represent The Arc's summer program Partners and Pals.

Ridership for The Arc has not reached pre-pandemic levels but continues to trend upward. 2023 reached 64% of pre-pandemic levels while Q1 2024 reached 83%. Total ridership for 2023 was 49,477. The first half of 2024 saw a 28% (+6,264) increase compared to the year prior.

Figure 12: ARC of Tri-Cities Monthly UPT
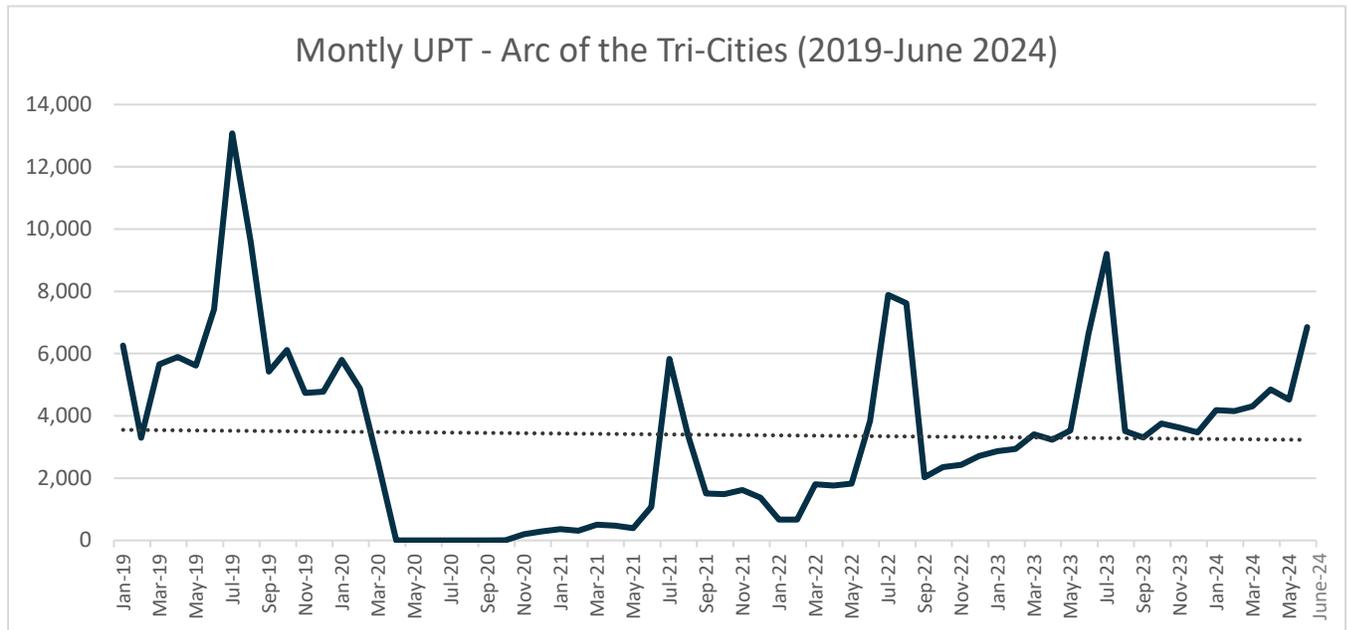
BFT's fare structure has not been revamped in over 20 years, but the recommendations detailed in the Comprehensive Fare Study were considered and approved at the December 2023 Board. Given the ambiguity of the status of the Climate Commitment Act, and it's potential impacts on Move Ahead Washington funding, BFT's Board of Directors has asked that staff delay implementation of the updated fare structure and revisit the topic in early 2025.

(Ben Franklin Transit, 2024)

BFT is currently exploring new fare structure options for Vanpool.

Figure 13: 2025 Fixed Route Pricing Structure

Fare Changes 2025

Ben Franklin Transit (BFT) proposed changes to its fare structure that will tentatively go into effect January 1, 2025. The goals of the proposed changes are to streamline services and enhance accessibility while ensuring affordability and convenience for all community members.

NEW FIXED ROUTE PRICING STRUCTURE:

	CURRENT PRICE	NEW PROPOSED PRICE
Single Fare	$1.50	$1.00
Reduced Single Fare	.75	.50
Day Pass	$4.00	$3.00**
10 Ride Ticket Books	$6.00 - $25.00	$8.00*
Adult Monthly Pass	$25.00	$10.00
Yearly Pass	X	$120.00**

FARE STRUCTURE HIGHLIGHTS
- Simplified Fare Structure
- Incentivizing Passes
- Mobile Day Pass
- Mobile Yearly Pass Option
- No Transfers
- No Specialty Pass Modifications: Youth, Senior, Veterans, CBC, or WSU

*Human Services **Mobile Passes only

509.735.5100
CustomerComment@bft.org
www.bft.org/fares/farestudy

The main campus of BFT hosts administrative offices, maintenance, and operations facilities at 1000 Columbia Park Trail, Richland, Washington. The newly reconstructed operations building, rebuilt on top of the original site, will be completed in the summer of 2024. The new Operations Building replaced a 35-year-old building that was well past its useful life. Customer Service is located at Three Rivers Transit Center, 7109 W. Okanogan Pl, Kennewick, Washington.

A recent review of transit center naming conventions determined that "Transit Centers" would refer to locations that may include customer service hubs, serve multiple routes, and include enhanced passenger facilities. "Transfer Points" would refer to in-line bus parking, minimal route connections, parking components, and recovery time where feasible.
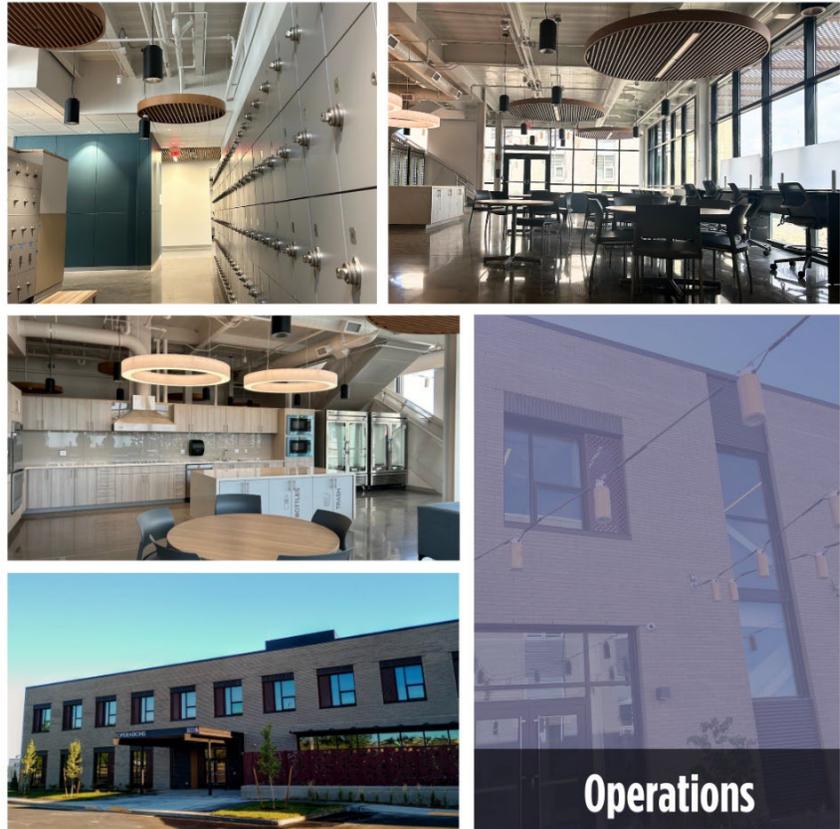
Figure 14: Operations Facility next Administration Office at 1000 Columbia Park Trail, Richland

The following locations meet this definition:

Transit Centers

➢ Three Rivers Transit Center, 7109 W Okanogan Pl., Kennewick
➢ 22nd Ave Transit Center, N 22nd Ave at W Park St., Pasco
➢ Knight Street Transit Center, Knight St at Goethals Dr., Richland
➢ Queensgate Transit Center (Columbia Park Trl. and Queensgate Dr) Richland
   o The newest location is currently under construction with an anticipated opening in August 2024.

Transfer Points

➢ Dayton Street Transfer Point, S Dayton St at 1st Ave, Kennewick *
➢ Stacey Avenue Transfer Point, Stacy Ave at 7th St, Prosser *
➢ West Richland Transfer Point, W Van Giesen St at Bombing Range Rd, West Richland *

Future transit centers and transfer points in West Pasco, Downtown Pasco, Southridge, Prosser, and Benton City will be designated as a Transit Center or Transfer Point during the design phases. *Transfer point facilities are used in collaboration with jurisdictional partners but are not owned by BFT.

AMENITIES AND INSTALLATION

In 2017, staff conducted a comprehensive bus stop inventory to prepare for a new amenity program. Initially, in 2018, staff updated locations with conditions that were believed to be ADA compliant. During 2019 and 2020, Bureau Veritas carried out a full ADA compliance assessment of the bus stops across the BFT PTBA. This assessment revealed that only 13% of approximately 1,000 bus stops were ADA compliant. The project that initially focused on adding new amenities to bus stops has evolved to prioritize improving ADA accessibility, installing amenities where needed, and collaborating with partners at strategic locations.

Figure 15: Summary of Amenity Improvements

Over the last five years, changes in routes and the addition and removal of bus stops in BFT's PTBA have affected the total number of stops, which may slightly alter the percentage of ADA-compliant stops since the initial assessment. Bus stops are currently being reassessed to determine the accurate number of compliant locations, as previous estimates were based on Bureau Veritas's sampling and may not have been entirely precise. Recent amenity improvements have included: (Figure 15)

Enhancing ADA accessibility at bus stops.

Installing new amenities such as shelters, benches, and lighting where necessary.

Collaborating with partners to identify and upgrade strategic locations.

With careful planning and anticipation of growth, staff have achieved steady progress, typically increasing ADA compliance by approximately 3% each year through various construction and installation contracts. By 2023, BFT's bus stop inventory was estimated to have reached 22% compliance. This commitment, supported by local funding, is detailed in Table 1. Currently, BFT is verifying this percentage by assessing each stop individually, rather than relying on a sample set. By 2024, compliance is estimated to have risen to nearly 25%.

Continuously reassessing and updating our bus stop inventory to ensure accuracy and compliance.
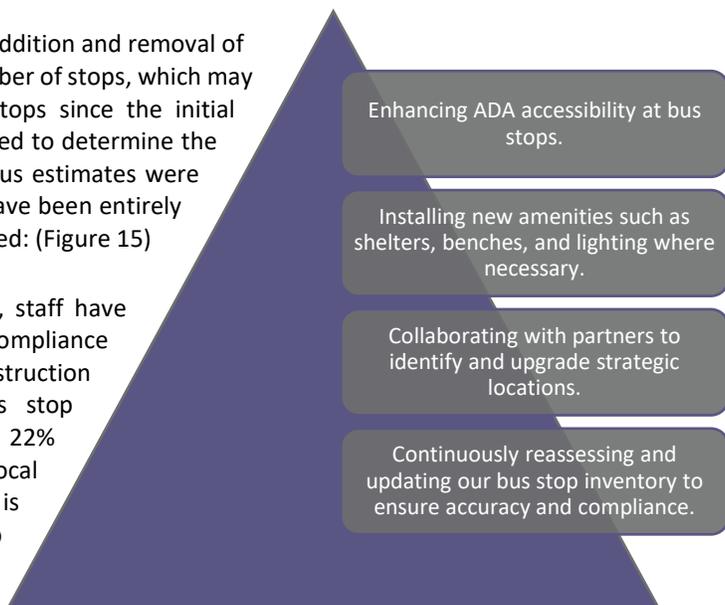
Table 1: Recent Amenity Installations

	2022/2023 Installations	2023/2024 Installations
Shelter	10	18
Bench	13	12
Lean Rail Only	2	0
Garbage Can Only	4	1
2-Seater Bench	1	0
TOTAL	30	31

In 2023, BFT was awarded a grant to enhance stops along our frequent service corridors (METRO Routes). Staff are now working with the agency's A&E firm to begin the project's initial planning phase. Looking ahead to 2030, BFT aims to continue annual improvements to bus stops, even if additional partnership agreements are required.

EXPANSION

Two new transit centers are anticipated in late 2025 and early 2026 to enhance connectivity in Pasco's rapidly growing eastern and western areas. To meet the demand of this growth, land was purchased at 1115 W Clark St. This transit center will tentatively include a customer service component with bilingual staff to make it more accessible to everyone. Additionally, BFT seeks to use this initiative as an educational tool to raise awareness of available services, especially since approximately a quarter of ridership has Limited English Proficiency. Staff plan to increase community outreach and establish a stronger presence downtown and in the expanding East Pasco areas. The design phase for Downtown Pasco Transit Center is expected to be completed in Summer 2024 and construction is currently delayed due to budget concerns. During the remainder of 2024, efforts will be spent on reevaluating the Downtown Pasco Project and looking into other alternatives if budget concerns make the current planned site infeasible. There are ongoing efforts to assess if Downtown Pasco funds can be reallocated to help fund a revitalization of the existing 22nd Ave Transit Center. Land purchase for the West Pasco Transit Center is also on hold, but BFT plans to acquire land by the end of 2024. Future transfer points will include Southridge, Benton City, and Prosser. The overall project timeline is expected to stabilize as planned buildings and transit centers become operational by the end of the 2024-2030 TDP period, despite the downturn in construction.

It is important to acknowledge that the progress of these projects depends on various factors, including funding considerations and community impacts related to Initiative 2117. As BFT navigates these uncertainties, BFT will focus throughout 2024 and 2025 on creating a long-range plan that aligns with local development initiatives to ensure consistency.

PTBA PARK & RIDE COUNTS

BFT operates services to eleven park-and-ride (P&R) lots (Table 3). BFT has counted the correlation of Rideshare vans to single occupancy vehicles at its managed P&R lots for several decades. The data is used as a proxy of the region's propensity for commuters to share rides to work. Our bottom line is to ensure that BFT Rideshare groups have secure parking spaces to store their personal vehicles during their workday.

Map 5: WSDOT-recognized Park and Rides in Benton and Franklin County

https://wsdot.maps.arcgis.com/apps/webappviewer/index.html?id=31a3d9a42681442096fbbd38590f3af7
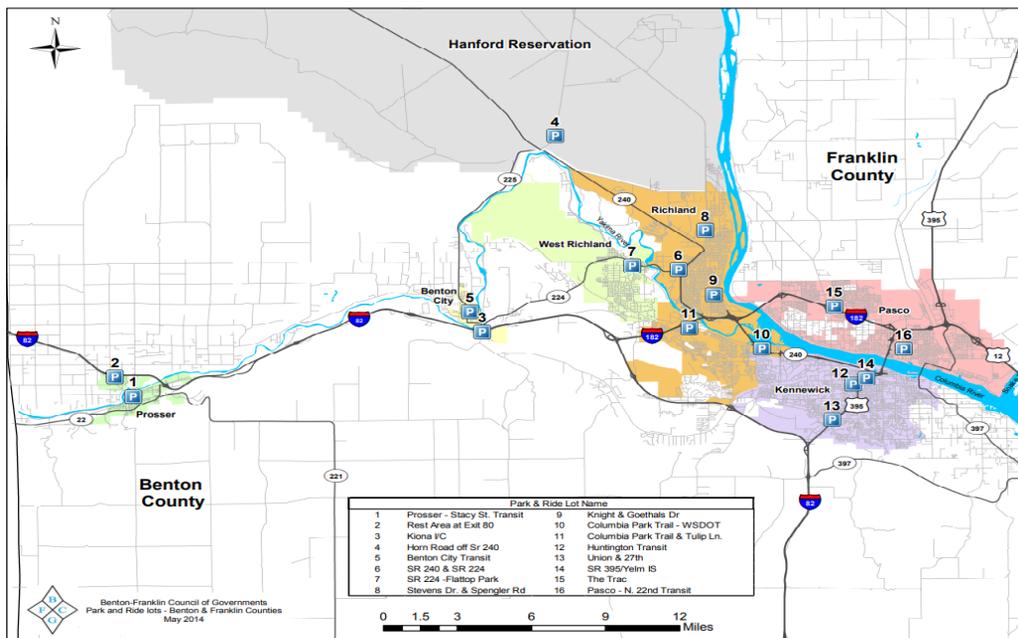
The Benton-Franklin Council of Government (BFCOG) counts all WSDOT-recognized P&Rs in their jurisdiction quarterly. Table 2 displays highlighted BFCOG P&R lots not managed by BFT.

Table 2: WSDOT-recognized Park and Rides in Benton and Franklin County

	WSDOT & BFT Park & Rides	City	Spaces	Monthly Average.	Occupied	Property Ownership
1	Stacy Ave Transfer Point	Prosser	20	2	9.6%	Leased
2	Rest Area at Exit 80	Prosser	WSDOT REST AREA			WSDOT
3	Kiona I/C - Red Mountain P&R	Benton City	49	27	55.0%	WSDOT
4	Horne Dr/Hanford Rte. 10 (SR 240)	Benton City	18	1	6.0%	WSDOT
5	Benton City P&R (9th & Dale)	Benton City	37	6	15.6%	Leased
6	SR 240 & Van Giesen (SR 224)	Richland	89	5	5.3%	WSDOT
7	West Richland Transfer Point (Flattop)	West Richland	154	8	5.1%	Leased
8	Port of Benton (Stevens Dr. & Spengler)	Richland	125	35	27.5%	Leased
9	Knight Street Transit Center	Richland	33	7	22.0%	BFT Owned
10	Richland "Y" (Columbia Park Trl.)	Richland	249	41	16.5%	Leased
11	Columbia Park Trail & Tulip Ln.	Richland	139	9	6.5%	Leased
12	Ed Frost Transit Center (Huntington)	Kennewick	14	6	40.0%	BFT Owned
13	Union & 27th	Kennewick	50	22	44.0%	WSDOT
14	W Falls Ave (US 395 west of Yelm St.)	Kennewick	39	20	51.0%	WSDOT
15	HAPO Center (Convention Pl. & Homerun Rd.)	Pasco	180	30	16.5%	Leased
16	22nd Ave Transit Center	Pasco	50	3	5.8%	BFT Owned

It should be noted that BFT only manages about a third of the 350 parking spaces at Port of Benton-Stevens Dr & Spengler P&R lot (#8) e.g. only those under the lease agreement. The Ed Frost Transit Center P&R (#12) was downsized when the yard was fenced as a secure storage area in 2019. The smallest P&R lots (Knight Street TC, 22nd Ave. TC, Stacy Ave. TC, and Benton City) are counted by coach operators of Route 225, METRO 1, METRO 3, and Route 170 - on either the 8:15 AM or 8:30 AM morning trip. These coach operators make a quick assessment of the number of Rideshare vans in the lot, as well as any other vehicle occupying a parking stall and relay the counts to fixed-route dispatch over the bus radio.

Transportation supervisors are responsible for collecting daily vehicle counts at the other seven P&R lots managed by BFT. Decisions are made by the three supervisors on duty regarding who will conduct which of the counts according to their respective 6:00 AM - 8:00 AM availability. It is estimated that it would take approximately 1.5 hours for a single supervisor (happens frequently on weekends) to loop around the Tri-cities to complete these counts. A tally is recorded separately for Rideshare vehicles and all other vehicles. Occasionally BFT staff store vehicles at some locations, which should be marked with a sign to remove them from the count. Supervisors often make notes on the data collection forms of other anomalies such as VIA/BFT Connect Vans, and non-commuter users like vehicles camping overnight, etc.

BFT is aware that not everyone parking in these P&Rs is all share-ride commuters, but the energy spent conducting these daily counts reenforces BFTs commitment to building trust in the Vanpool/Rideshare Program and voluntary ridesharing, which adds to the reduction of vehicular miles of travel for the region.

Table 3: Benton-Franklin County P&Rs peak daily occupancy in 2023 (highest day for each month).

	Prosser	Benton City	Richland						Kennewick	Pasco	
	Stacy Ave TC	9th&Dale	SR240&SR224 Van Giesen	SR 224 Flattop Park	Knight & Goethals	Col. Pk. Trl. WSDOT	Col. Pk. Trl. Tulip Lane	DOE Lot on Spangler	Huntington TC	Hapo Center TRAC	22nd Ave TC
2023 Max Capacity	28 Spaces	37 Space	89 Spaces	154 Spaces	33 Spaces	249 Spaces	139 Spaces	350 Spaces	20 Spaces	150 Spaces	50 Spaces
Jan	50%	32%	11%	8%	48%	24%	19%	14%	50%	37%	28%
	14	12	10	12	16	59	27	50	10	55	14
Feb	54%	35%	9%	12%	48%	39%	14%	20%	40%	39%	8%
	15	13	8	18	16	98	20	70	8	58	4
Mar	39%	46%	10%	10%	52%	28%	43%	19%	30%	50%	28%
	11	17	9	16	17	69	60	66	6	75	14
Apr	18%	46%	13%	12%	48%	28%	12%	18%	60%	42%	26%
	5	17	12	18	16	69	16	64	12	63	13
May	32%	41%	15%	11%	52%	24%	11%	22%	75%	43%	6%
	9	15	13	17	17	61	15	77	15	65	3
Jun	39%	54%	10%	12%	52%	33%	12%	20%	85%	40%	4%
	11	20	9	18	17	83	16	70	17	60	2
Jul	82%	57%	10%	13%	27%	36%	14%	22%	75%	39%	8%
	23	21	9	20	9	89	20	78	15	58	4
Aug	50%	35%	28%	13%	48%	35%	14%	26%	75%	41%	12%
	14	13	25	20	16	86	20	91	15	62	6
Sep	50%	35%	15%	12%	42%	38%	13%	28%	75%	37%	14%
	14	13	13	19	14	94	18	97	15	56	7
Oct	36%	38%	15%	25%	48%	44%	17%	29%	85%	43%	16%
	10	14	13	38	16	110	23	102	17	65	8
Nov	50%	35%	18%	10%	52%	34%	19%	23%	60%	42%	26%
	14	13	16	16	17	85	26	81	12	63	13
Dec	50%	43%	12%	10%	45%	39%	17%	22%	60%	39%	20%
	14	16	11	15	15	98	23	76	12	58	10

Note: the same P&Rs peak period occupancy was 22% higher in 2018.

Figure 16: Stacy Avenue Transit Center

Figure 17: 9th & Dale Park and Ride

Figure 18: Terminal Drive Park & Ride (SR 240 & SR 224 Van giesen)

Figure 19: Flat Top Park & Ride West Richland

Figure 20: BFT Fleet of Services

Figure 21: Knight and Goethals

Figure 22: Park & Ride Across MOA
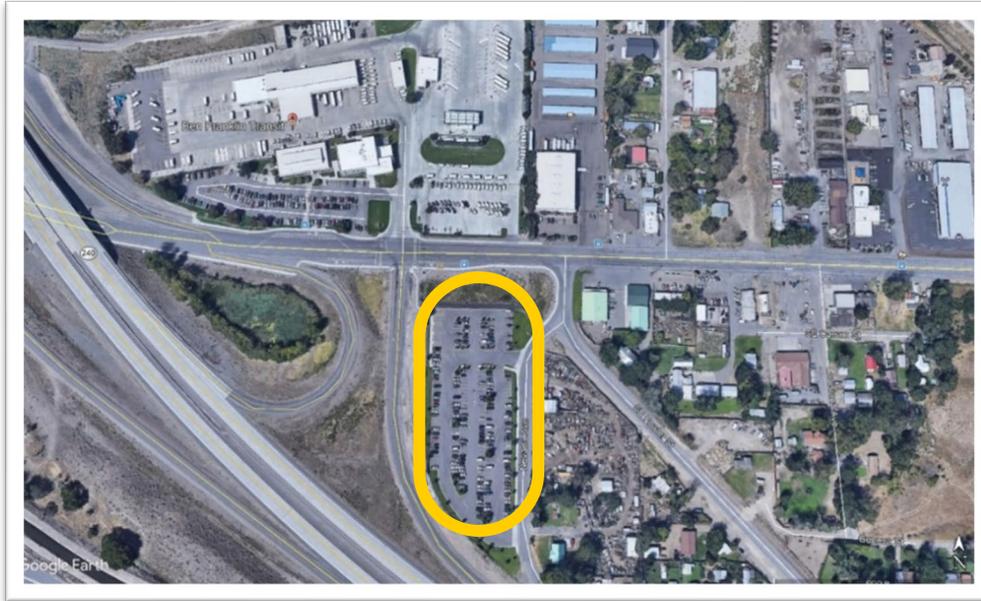
* VIA now has designated spots for their exclusive use. BFT utilized this lot for employee parking during the construction of the BFT Operations building showing a spike in February-April of 2024.

Figure 23: Tulip Lane Park & Ride

* There is evidence of parking for customers that are visiting the local wineries and employee parking in this lot. This location is adjacent to the new Queensgate Transit Center scheduled to open in August 2024.

Figure 24: Port of Benton Park & Ride

Figure 25: Ed Frost Transit Center (Huntington)

*A fence was constructed in 2019 that eliminated about 60 public parking spaces at Huntington. The small lot was leased to the adjacent property owner for employee parking.

Figure 26: Hapo Center (TRAC) Park & Ride
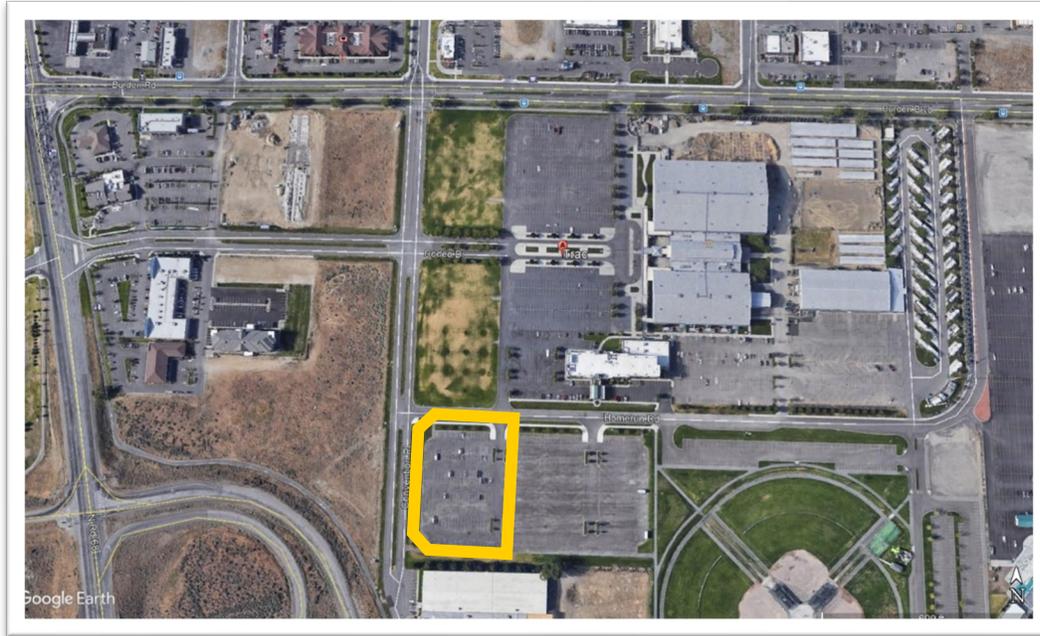
Figure 27: 22nd Transit Center Park & Ride

The Travel Washington intercity bus network, consisting of the Grape Line, Dungeness Line, Apple Line, and Gold Line, offers extensive connections across Washington state:

➢ Grape Line: Operating since 2007, it serves the route between Walla Walla and Pasco, linking passengers with FlixBus (previously Greyhound), Amtrak, Ben Franklin Transit, and Valley Transit.
➢ Dungeness Line: This line connects Port Angeles, Port Townsend, Seattle, and Sea-Tac International Airport, with additional connections to FlixBus, Amtrak, and Washington state ferries to Seattle and Victoria, B.C.
➢ Apple Line: Covering a 160-mile route through Omak, Ellensburg, and Wenatchee, it connects with Amtrak, Northwestern Trailways, and FlixBus.
➢ Gold Line: Running since 2010, it provides twice-daily service along US 395 to Spokane and key transit hubs, including Spokane International Airport.

The program contracts with private bus operators and receives funding from the Federal Transit Administration. FlixBus contributes through a public-private partnership, offering connecting services as an in-kind match.

BFT has been part of WSDOT's recent Travel Washington Intercity Bus Program study and has given input regarding current interfacing with the Grape Line at 22nd Ave Transit Center. There is also a need for improved regional travel between northern areas of Franklin County and communities west of Prosser in the Yakima Valley. These communities are currently connected to BFT's service area via People for People shuttles with limited trip offerings.

BFT is actively collaborating with the Grape Line and People for People to enhance intercity connections and provide seamless transit options for passengers. BFT coordinates schedules with Grape Line to facilitate easy transfers between local BFT services and the Grape Line's intercity routes, including connections to the Tri-Cities Airport, Amtrak, and FlixBus. Additionally, BFT partners with People for People to offer complementary services, ensuring reliable transportation for underserved areas. BFT provides services to the following connections:

Amtrak & Greyhound Station, Pasco provides passenger rail and interstate bus services

Tri-Cities Airport provides regional air transportation services

Grape Line offers trips between Pasco and Walla Walla

People for People provides travel to the following:
o Othello, Connell, Basin City, and Mesa
o Connects to Route 170 in Prosser with service to Yakima
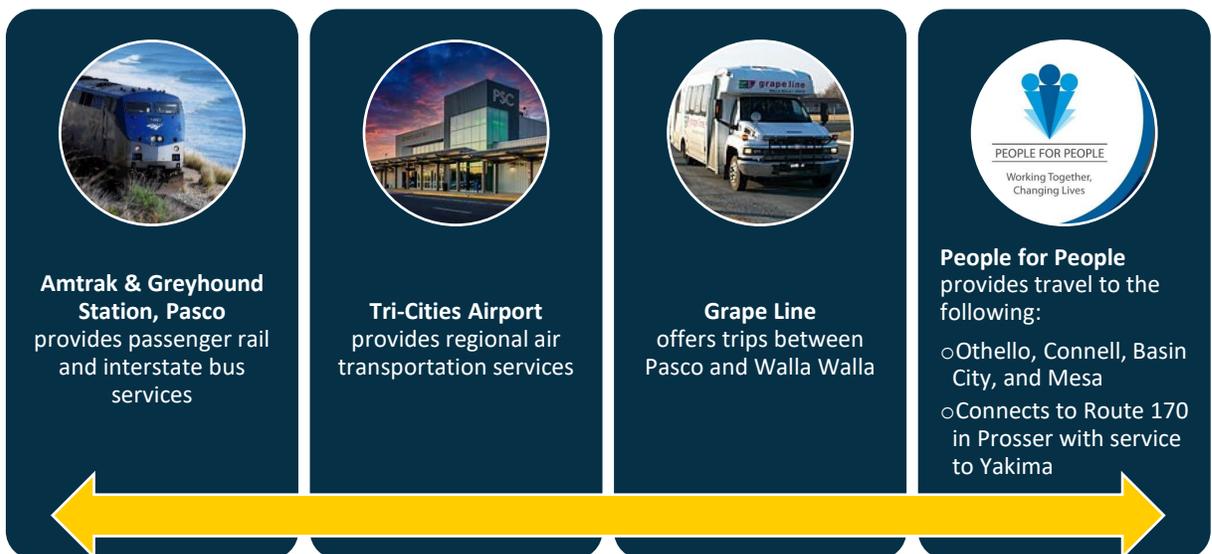
Looking ahead, BFT plans to work with jurisdictional partners to begin discussions about expanding intercity connections and partnerships. However, this expansion is a complex process that requires time and careful planning. While immediate changes are not feasible, BFT is committed to gradually improving and expanding the intercity bus network as more funding becomes available.

WSDOT believes expanding public transportation supports Washington's statewide transportation system policy goals: preservation, safety, stewardship, mobility, economic vitality, and environment. In addition, expanding public transportation would improve the relative performance of the transportation system for vulnerable populations in overburdened communities, decrease carbon emissions, reduce vehicle miles traveled, lower out-of-pocket costs per trip, and improve resiliency. As a transit agency operating in Washington State, BFT strives to align its goals, objectives and actions with WSDOT and other transit agencies providing public service to our states taxpayers.

Washington State Legislative Priorities related to Public Transit 2024 per WSTA:

- ➢ Preserve, Maintain, & Increase Public Transit Investments
- ➢ Address Transit Workforce Challenges
- ➢ Incentivize Transition to Zero-Emission Fleets
- ➢ Support Behavioral Health Treatment Funding & Services Efforts
- ➢ Protect the Effective and Efficient Delivery of Public Transit

BFT will be readdressing our agencies goals and mission statement in late 2025. It has been almost ten years since BFT's Board of Directors have worked towards a formal mission statement and strategic plan (Ben Franklin Transit Strategic Plan, 2015). BFT will leverage consultants brought on to develop a long-range transit plan to also foster the strategic plan development process. Table 4 and 5 show how BFT's local priorities align with state goals established in the Washington State Transportation Plan.

Table 4: 2024-2030 Goals, Objectives, Strategies, & Alignment with State Goals

Goals, objectives, and strategies	State goal areas					
	Economic vitality	Preservation	Safety	Mobility	Environment	Stewardship
Goal 1: Improve convenience, reliability, and customer service of transit services						
Objective 1.1: Improve transit service reliability.						
Strategy 1.1.1: Evaluate current transit reliability and on-time performance.	x			x		x
Strategy 1.1.2: Adjust schedules to enhance on-time performance.	x			x		x
Objective 1.2: Provide amenities to make transit more comfortable and convenient.						
Strategy 1.2.1: Add more bus shelters/seating.			x	x		x
Objective 1.3: Ensure accessibility for non-motorized modes – walk, bike, and roll.						
Strategy 1.3.1: Identify transit access deficiencies at origins and destinations.			x	x		
Strategy 1.3.2: Complete prioritized list of non-motorized access deficiencies at bus stations and transit hubs by 2025.			x	x		

Goals, objectives, and strategies	State goal areas					
	Economic vitality	Preservation	Safety	Mobility	Environment	Stewardship
Goal 2: Improve operational safety and security						
Objective 2.1: Reduce accidents on transit vehicles.						
Strategy 2.1.1: Develop and implement a Safety Plan meeting the requirements of 49 C.F.R. Part 673 (Part 673)			x			
Objective 2.2: Make transit vehicles and facilities a secure environment for customers.						
Strategy 2.2.1: Expand surveillance cameras within transit facilities and in transit vehicles.			x			
Goal 3: Enhance the integration of transit services to support the economy and preserve the environment						
Objective 3.1: Reduce fossil fuels consumption by transitioning to alternative fuels.						
Strategy 3.1.1: Conduct a study to identify a transition plan toward use of alternative fuels.						
Strategy 3.1.2: Procure alternative fuel transit vehicles and associated infrastructure.						
Goal 4: Maximize and expand transit services						
Objective 4.1: Maintain existing transit rolling stock & facilities in a state of good repair.						
Strategy 4.1.1: Increase capital expenditures to meet state of good repair targets.		x	x			
Objective 4.2: Match transit service coverage with passenger demand.						
Strategy 4.2.1: Provide local service earlier in the morning and later in the evening.	x			x		
Strategy 4.2.2: Provide Sunday service.	x			x		
Objective 4.3: Improve service for key priority populations.						
Strategy 4.3.1: Evaluate service coverage and route design standards to improve access for low-income, youth, seniors, and people with - limited mobility and English proficiency.	x			x		
Strategy 4.3.2: Increase coverage in overburdened communities.	x			x		
Goal 5: Meet the requirements of the Americans with Disabilities Act (ADA).						
Objective 5.1: manage paratransit cost while continuing to meet ADA requirements.						
Strategy 5.1.1: Implement travel training program to teach passengers how to navigate transit services.				x		x

FUNDING CONSIDERATIONS

This plan assumes adequate funding to construct and operate all the projects highlighted within the plan unless otherwise noted. BFT has three primary sources of revenue:

➢ **Federal and State grant opportunities**
  o BFT will continue to seek grant opportunities to construct capital projects. This will enable more local funding to be focused on service operations.
➢ **Fare revenue and ridership**
  o BFT will continue to aggressively pursue opportunities to grow ridership.
  o Current financial projections do not include fare changes over the six-year planning horizon of this TDP. Any fare changes are subject to review, discussion, and public input. Fare changes also require a Title VI equity analysis.
➢ **Sales tax revenue**
  o BFT has the authority, subject to voter approval, to collect up to 0.6% sales tax for general public transportation. Currently, BFT collects 0.6% sales tax within the Public Transportation Benefit Area (PTBA) in the Tri-Cities Region. The TDP assumes the sales tax authorized by voters in March 2002 will be maintained.

FUNDING RISK CONSIDERATIONS

BFT faces some risk relative to two of its primary funding sources during the 2025-2030 period covered by this TDP:

➢ **State operating grants**
  o In 2022, the Washington State legislature enacted Move Ahead Washington (MAW), a new state transportation funding package that provides $3 billion for public transportation over the next sixteen years, leveraging revenues created through the 2021 Climate Commitment Act (CCA). MAW funding added support to existing programs, specifically the Special Needs Grant Program, of which BFT is a recipient. Additionally, MAW led to the development of new funding programs, including the Transit Support Grant, whereby BFT is awarded formula funding commensurate with a zero-fare policy for youth riders, 18 years of age and under.
  o There is a Washington State Initiative 2117 (I-2117) which will appear on the ballot in November of 2024 seeking to repeal the CCA. Should this I-2117 be approved by voters at the state level, the revenue source for MAW would disappear along with the grant programs that MAW funds beginning on July 1, 2025. This would result in a reduction of state operating grant funding during the 2025-2030 period of $27.1 million as well as a reduction of $22.7 million in state capital grant funding for fleet diversification, mobility hubs and long-range service corridor engineering. As a result, BFT would have to adjust its operating and capital 2025-2030 Transit Development Plan expenditures, including possible service reductions as well as a reduction in the scope of the capital projects to align with this reduced source of funding.

BFT's current strategies focus on advancing economic vitality by serving as the primary regional transportation provider connecting people to jobs, schools, shopping, and social services, complementing WSDOT's highway road improvements. BFT is strategically positioned to support economic growth within the PTBA.

The agency's mission centers on enhancing fixed route transit services to meet the region's rapid development. This includes plans to improve service frequency, coverage, and connectivity. BFT collaborates closely with member jurisdictions to align service expansions with local economic aspirations.

Recent initiatives highlight BFT's commitment to economic vitality, such as the development of new transit hubs funded by WSDOT Regional Mobility Grants. Notably, the upcoming completion of the Queensgate Transit Center and ongoing negotiations for the West Pasco Transit Center underscore BFT's proactive approach in meeting community needs and fostering economic development. These efforts are integral to BFT's broader goal of promoting sustainable growth and improving regional mobility.

As BFT engages in its 20-year long-range planning, performance measures will be established to evaluate progress toward the strategic goals and objectives. BFT will use WSDOT's recommended performance targets for all Transit Agencies (Table 6). WSDOT used these common metrics to produce the *WSDOT Annual Public Transportation Summary.* BFT's ongoing commitment to these goals and strategies reflects the agency's dedication to creating a reliable, safe, and accessible transit system for all members of our community. As BFT welcomes new leadership, the agency looks forward to furthering these initiatives and continuously improving services.

Table 6: WSDOT Recommended Performance Targets

Performance measure	Target
On-time performance	Fixed route: % on time. Paratransit: % of all arrivals within 30-minute pick-up window.
Amenities	Set a target for warranted amenities at the most active stops by 2028.
Connectivity	Improve non-motorized access deficiencies at existing bus stops and transit centers.
Collisions	Maintain a standard for target rate of collisions.
Alternative fuels	Convert the existing vehicle fleet to green, environmentally friendly fuel by 2025.
Transit Productivity	Establish threshold targets for passengers/revenue hour my mode.
Vehicle State of Good Repair	Maintain rolling stock within a high rate of "State of Good Repair."
Equipment in Good Repair	Maintain non-revenue equipment (+$50K) at a high rate of "State of Good Repair."
Facility State of Good Repair	Maintain a minimum overall high rate of "State of Good Repair."
Span of Service	Site targets for expanded service hours / days of week.
Coverage	Specific monitoring of dependent riders in service area, with targets for accommodating: low-income, youth, older adults, persons with disability

FIXED ROUTE ON-TIME PERFORMANCE (OTP)

Fixed Route On-Time Performance (OTP) has maintained an average of 90.92% over the past three years. Between 2021 and 2023, OTP declined by 2%, marked by a 21% decrease in early arrivals and a 64% increase in late arrivals resulting from increased ridership and traffic congestion. Although minimal adjustments to running times were made during this period, close monitoring of OTP is underway as BFT explores potential shifts from static all-day run times to a more efficient peak/off-peak run time. In 2023, BFT enlisted the services of CSched to bolster analytic procedures. Leveraging CSched's advanced analysis tool, HASTUS ATP, and tapping into historical run-time GPS data, initial findings suggest that transitioning to peak adjustments could enhance OTP. Recommendations are expected to be implemented in June 2025. The adjustments are expected to accommodate possible increases in traffic, population, and ridership over the next three years.

TRANSIT ASSET MANAGEMENT (TAM)

ESTIMATING CAPITAL INVESTMENT NEEDS

BFT uses analytical processes and decision-support tools to estimate and plan for capitalization investment needs through asset life-cycle planning. 49 CFR § 625.25(b)(3)

Fleet Management Plan

- A forecast model based on vehicle Useful Life (UL).

Vehicle Master Reports

- Annual reports assessing vehicle asset conditions based on the Transit Economic Requirements Model (TERM) scale.

Asset Master Reports

- Annual reports assessing facility asset conditions based on the TERM scale.

Facilities Condition Assessment

- Reports prepared at least every four years assessing facility asset conditions based on the TERM scale.

INVESTMENT PRIORITIZATION

BFT engages in an iterative capital planning process where capital investment needs and requests are evaluated by the Capital Improvement Committee (CIC). 49 CFR § 625.25(b)(4) and 625.33

The CIC evaluates requests based on:

- Safety considerations
- Alignment with strategic objectives
- Support for maintaining a State of Good Repair (SGR)

Projects are ranked based on their ability to mitigate identified safety risks and improve/maintain SGR over a four-year horizon. The CIC assesses funding levels from all available sources and the likelihood of receiving these funds each fiscal year. The six-year rolling Capital Improvement Program (CIP) is updated and presented to the Board of Directors annually for approval.

The TAM plan allows BFT to predict the impact of policies and investment decisions on asset conditions throughout their life cycle as well as the ability to enhance or maintain SGR by proactively investing in assets before their conditions deteriorate. BFT's SGR policy includes prevention, preservation, maintenance, inspection, rehabilitation, disposal, and replacement of capital assets. The goal is to predict and manage the costs to improve asset conditions at various stages of the asset life cycle, balancing capital, operating, and expansion needs. The two foundational criteria of SGR performance measures are the Useful Life Benchmark (ULB) and asset condition.

BFT's TAM Plan aims to:

Assess the current condition of capital assets.

Determine the desired condition and performance of assets (if not in SGR).

Identify unacceptable risks, including safety risks, of using assets not in SGR.

Balance and prioritize anticipated funds to improve asset conditions and achieve performance goals.
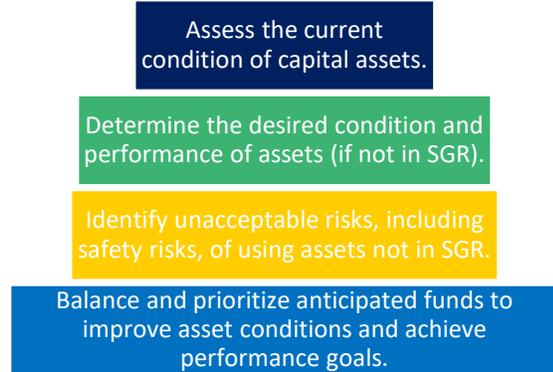
49 CFR § 625.25(b)(5)

A capital asset is in State of Good Repair when:

It performs its manufactured design function.

It does not pose an unacceptable safety risk.

Its life-cycle investment needs are met.
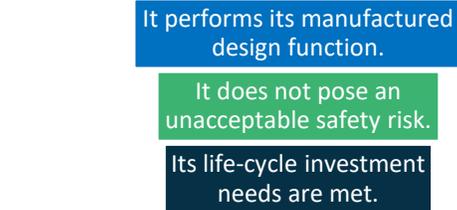
49 CFR § 625.41

BFT STATE OF GOOD REPAIR

Table 7: Fixed Route Fleet Summary

Year in Service	Make/Model	Units	Length	Seats	Wheelchair	Cost	TAM Score
2013	Gillig Low Floor	4	40 ft	37	2	$403,888	3
2013	Gillig Low Floor	1	40 ft	38	2	No Cost	2
2014	Gillig Low Floor	5	40 ft	37	2	$427,504	3
2015	Gillig Low Floor	4	40 ft	37	2	$427,604	3
2015	Gillig Low Floor	7	40 ft	37	2	$450,691	3
2016	Gillig Low Floor (Trolley)	3	35 ft	30	2	$556,699	3
2018	Gillig Low Floor	6	29 ft	23	2	$443,943	4
2018	Gillig Low Floor	13	35 ft	30	2	$454,972	4
2022	Gillig Low Floor	9	40 ft	37	2	$523,364	5
2023	Gillig Low Floor	5	35 ft	33	2	$607,273	5
2023	Gillig Low Floor	14	40 ft	37	2	$616,072	5
Total Fixed Route Vehicles		71					

Table 8: Dial-A-Ride Fleet Summary

Year in Service	Make/Model	Units	Length	Seats	Wheelchair	Cost	TAM Score
2014	Eldorado Aerotech 220	8	24 ft	6	3	$81,280	3
2014	Eldorado Aerotech 220	1	24 ft	6	4	$85,962	3
2014	Eldorado Aerotech 240	4	24 ft	11	3	$84,064	3
2014	Eldorado Aerotech 240	1	24 ft	6	4	$85,962	3
2015	Eldorado Aerotech 220	1	24 ft	6	3	$81,280	4
2015	Eldorado Aerotech 240	2	24 ft	11	3	$84,884	4
2015	Eldorado Aerotech 240	3	24 ft	11	3	$83,245	4
2018	Eldorado Aerotech 240	21	24 ft	11	3	$88,601	4
2018	Eldorado Aerotech 240	3	24 ft	6	4	$90,503	4
2018	Eldorado Aerotech 240	5	24 ft	11	3	$91,926	4
2019	Eldorado Aerotech 240	3	24 ft	11	3	$92,583	5
2020	Eldorado Aerotech 220	9	24 ft	6	3	$87,089	5
2020	Eldorado Aerotech 240	16	24 ft	11	3	$88,954	5
2020	Eldorado Aerotech Liquid Springs	4	24 ft	11	3	$102,083	5
2020	Eldorado Express G4	1	24 ft	6	3	$87,089	5
Total Dial-A-Ride Vehicles		**82**					

Table 9: The Arc of the Tri-Cities Fleet Summary

Year in Service	Make/Model	Units	Length	Seats	Wheelchair	Cost	TAM Score
2008	Chevy Express	1	12ft	12		$21,949	1
2009	Dodge Caravan	1	16ft	7			1
2010	Chevy Express	7	19ft	12		$4,100	1
2010	Chevy Express	2	19ft	12		$4,900	2
2010	Chevy Express	4	19ft	12		$24,270	2
2014	Eldorado Aerotech 240	3	24 ft	11	3	$83,245	3
2015	Eldorado Aerotech 240	1	24 ft	11	3	$83,245	3
2018	Eldorado Aerotech 240	6	24 ft	11	3	$88,718	4
2020	Eldorado Aerotech 240	4	24 ft	11	3	$97,332	5
Total ARC of Tri-Cities Vehicles		**29**					

Table 10: Non-revenue Vehicles & Equipment

Year in Service	Make/Model	Units	Seats	Cost	TAM Score
1994	Triton Flatbed Trailer	1	3	$1,082	3
1995	Ford F350 4x4	1	3	$24,565	2
1998	Triton Flatbed Trailer	1		$1,080	2
2003	Iron Eagle Flatbed Trailer	1		$2,810	3
2004	Chevy Express	2	15	$21,814	1
2004	Dodge Caravan	2	7	$20,482	1
2005	Chevy Silverado	1	3	$52,062	2
2006	Ford Freestar	1	7	$16,912	1
2007	Chevy Express	1	15	$21,242	2
2008	Chevy Express	2	15	$22,886	2
2008	Ford Taurus X	9	6	$20,842	2
2009	Dodge Caravan	2	7	$7,200	1
2009	Toyota Sienna	4	7	$23,320	1
2010	Chevy Express	1	12	$4,900	2
2010	Dodge Caravan	15	7	$24,805	2
2013	Dodge Caravan	2	7	$22,008	3
2015	Ford F150	1	3	$28,197	3
2016	Landa Trailer	1	0	$15,101	3
2016	Ram 3500	1	5	$41,685	4
2017	Ford F150	1	5	$38,661	3
2018	Chevy Silverado	1	3	$56,630	4
2018	Kubota M7060hdc12	1		$54,678	4
2018	Kubota Rtv X1100c	3		$26,798	4
2018	Pjtm Flatbed Trailer	1		$8,145	4
2019	Kubota Attachment Spreader	1		$5,791	4
2019	Toyota 8fgu30 Forklift	1		$37,534	4
2020	Ford Ranger	10	5	$33,780	4
2021	Honda Snowrator	1		$16,510	4
2021	Isuzu Nnr Nu2 54	1		$137,055	4
2023	Ford F-550 4x4 Drw	1	3	$142,715	5
Total Non-revenue Vehicles & Equipment		71			

The Public Transportation Agency Safety Plan (PTASP) for BFT is consistent with and supports an SMS approach (Figure 28) to safety risk management. SMS is an integrated collection of policies, processes and behaviors that ensures a formalized, proactive and data-driven approach to safety risk management. The aim of SMS is to increase the safety of transit systems by proactively identifying, assessing, and controlling safety risks. The approach is flexible and scalable, so that transit agencies of all types and sizes can efficiently meet the basic requirements of MAP-21.

Figure 28: SMS Components
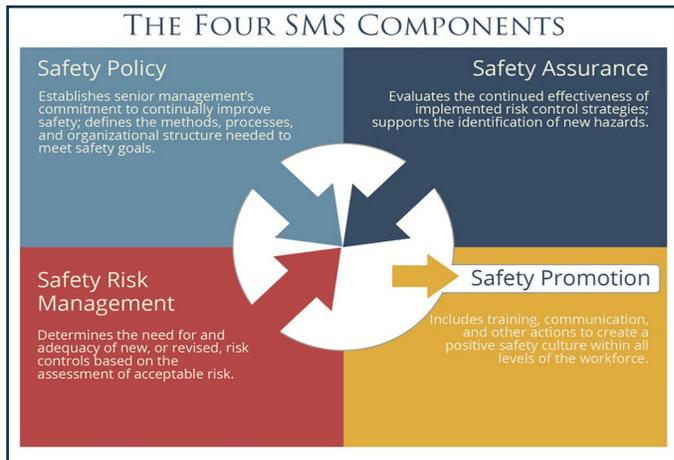
From 2022 to 2023, BFT's focus on incident reporting and safety measures has led to several key improvements. Modernizing and upgrading safety reporting software to Trackit Manager now allows staff to submit incident and driver reports more easily, simplifying and expediting the process. This improved process has resulted in more recorded incidents for 2023 since the process was manual before. This indicates better monitoring and awareness of safety issues across all areas and departments. The agency's Safety team has also created an awareness campaign to minimize incidents and provide safety tips, particularly in Fixed Route Operations and DAR Operations. Previous reports indicated the need for heightened safety awareness and a more proactive approach to identifying and addressing safety concerns. Digital reports now allow the agency to quickly pinpoint areas that require immediate attention and improvement. Staff will focus on emerging issues by identifying new incidents in previously incident-free divisions, allowing the agency to target safety interventions more effectively and implement preventative measures to reduce future incidents. By recognizing these improvements and continuing to refine BFT's safety protocols, staff will be better positioned to enhance the overall safety and reliability of the agency's transit operations.

FIVE-YEAR OUTLOOK

Over the next five years, BFT's training department will undergo a significant transformation to enhance safety and transit services:

- **2024: Comprehensive Driver Training Programs**
  - **Target:** Develop and implement comprehensive driver training and ride/drive programs.
  - **Measure:** All drivers will be equipped with essential skills for safe and efficient transit operations.
  - **Goal:** Achieve a 15% reduction in incidents related to driver error.

- **2025: Defensive Driving Focus**
  - **Target:** Intensify emphasis on defensive driving techniques.
  - **Measure:** All drivers will undergo advanced defensive driving training.
  - **Goal:** Reduce collision rates by 20% across the transit system.

- **2026: Organization-Wide Training and Talent Development**
  - **Target:** Expand training efforts to include organization-wide training and talent development.
  - **Measure:** All staff will participate in skill refinement and safety enhancement programs.
  - **Goal:** Improve overall safety performance metrics by 25%.

Through continuous and focused training, BFT aims to elevate communication, safety, and customer service standards, ensuring ongoing excellence and reliability in service delivery to the communities served. By meeting these performance measures and targets, BFT will enhance its safety culture and operational efficiency.

BFT is a voting member of the Transportation Policy Committee of the Benton Franklin County Regional Transportation Planning Organization. In this capacity, BFT participates in policy and programming decisions for transportation projects and services.

Benton Franklin Council of Governments (BFCOG) provided the following statement regarding BFT:

BFCOG works with Ben Franklin Transit, the region's largest transit operator, to plan transit services for Benton and Franklin Counties. BFCOG works closely with Ben Franklin Transit on the development of BFCOG's METROpolitan Transportation Plan and the Human Services Transportation Plan, as Ben Franklin Transit provides a vital service to help ensure all members of the region can be mobile with or without a vehicle. As our region continues to grow and traffic congestion becomes a daily event, the need for commuter-focused transit routes will increase to accommodate for daily traffic. BFT coordinates with other member agencies to prepare and regularly update the regional transportation plan. This coordination promotes integration between land use, public transit, and other transportation modes.

In addition, BFT's programs, services, and five key priorities outlined in Tables 4 and 5 are consistent with the following transportation goals and policies in Benton and Franklin Counties' Comprehensive Plans:

Goal 8A-3
➢ Work with other agencies and jurisdictions to coordinate a safe, accessible, and integrated system of public transportation.

Policy 8A-3.1
➢ Transit Support – Encourage citizens and businesses to use transit as an alternative to the single-occupant vehicle.

Policy 8A-3.3
➢ Support adequate funds for transportation systems to provide for those who, through age and/or disability, are unable to transport themselves.

Policy 8A-3.6
➢ Encourage coordination among public transit service providers, and between the public transit network and the non-motorized transportation system, to promote a more integrated transportation system for those traveling by means other than a private automobile.

BFT serves six (6) cities (Kennewick, Pasco, Richland, West Richland, Prosser, and Benton City) whose Comprehensive Plans outline how their jurisdictions will encourage and promote transit via goals and policies in their Land Use and Transposition elements. BFT staff works with these jurisdictions to plan and implement transit services and infrastructure in a way that increases accessibility and mobility options for our areas' population.

Specific efforts by BFT to actively engages in the development and support of the Transportation and Land Use goal and policies of the local jurisdictions include:

Promote Transit-Oriented Development (TOD)	➢ BFT collaborates with local jurisdictions and developers to support transit-oriented development projects, which integrate residential, commercial, and recreational spaces within walking distance of public transit hubs to reduce reliance on single-occupant vehicles and promote sustainable urban growth.
Participate in Long-Range Transportation Planning	➢ BFT takes an active role in regional and local transportation planning efforts, ensuring that future transportation infrastructure projects align with public transit needs and facilitate smooth intercity connections.
Enhance Accessibility for All Users	➢ BFT works with local jurisdictions to ensure that transit services and facilities are accessible to all individuals, including those with disabilities, seniors, and other mobility-challenged populations. This includes advocating for the implementation of universal design principles in transportation infrastructure.
Support Environmental Sustainability Initiatives	➢ BFT partners with local governments and environmental organizations to implement and support policies that reduce the carbon footprint of the transportation sector, such as expanding the electric bus fleet, promoting renewable energy use, and supporting green infrastructure projects.

CAPITAL IMPROVEMENT PROGRAM

The development of a six-year capital improvement program (CIP) provides a mid-term horizon for prioritizing resources, developing budgets, enhancing the transit system, and maintaining existing assets and resources in good repair. Having the CIP, as a component of the Transit Development Plan, connects the goals and policies of BFT and the Transit Asset Management Plan (TAM).

Figure 29: BFT Capital Improvement Program

BFT Capital Improvement Program $173 Million thru Year 2030

Administration MOA Campus Upgrades, Software, & Equipment
11,723,551
7%

Planning & Service New Facility Construction
62,418,009
36%

Service Facility Upgrades & Software 50,000
0%

Planning & Service Facility Upgrades
5,142,212
3%

Ops & Maintenance New Building Construction
27,575,000
16%

Revenue Vehicles
48,557,536
28%

Non-Revenue Vehicles
1,154,651
0%

Ops & Maintenance Bus & Shop Equip., Technology, & Software 17,036,836
10%

*CIP reflects expenditures through 12/31/2023

The programs in this CIP are presented in the following pages. Programs may include more than one project that together moves toward a common objective, improves a common facility, or represents similar kinds of assets. The programs have been reviewed to consider fiscal impact and organizational requirements. As such, the projects are applied to the agency's financial resources during the period as programmed commitments. In some cases, a program may relate to unfunded projects listed later in the CIP. Including the complete program will require additional resources above those available or reprioritization of projects when needed. By identifying a project in the CIP's unfunded program list, it may be eligible for grants and special appropriations from outside sources.

BFT Capital Improvement 2024-2030

Federal Share
5%

State Share
16%

Local Share
79%
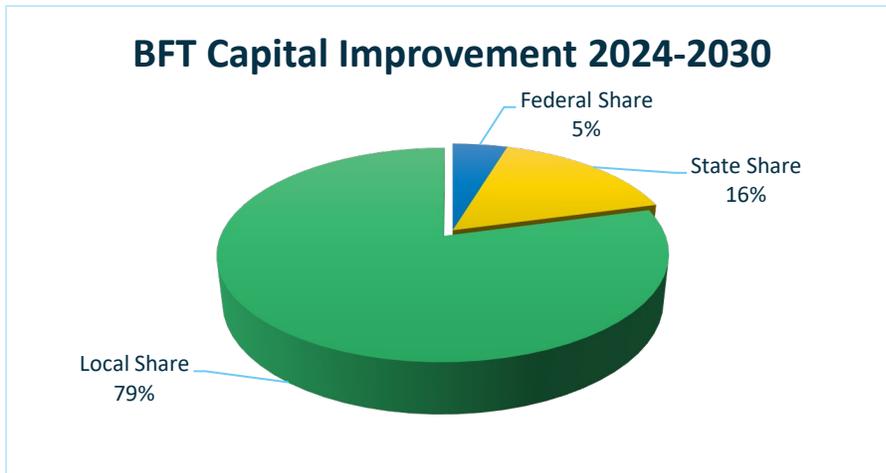
The 2024-2030 BFT TDP incorporates a scale of construction that has not been witnessed since the completion of the new Maintenance, Operations, and Administration Building (Leeds Award) in September 2011. The most advanced construction is the long-awaited complement to the MOA Campus of the new Operations Expansion Building ($16M) which will be completed Summer of 2024. Meanwhile there are three transit centers various stages of development and a substantial financial commitment to improving access and amenities at bus stops. The CIP 2024-2030 package has an approved project amount of $174 Million less $27 Million of project expenses incurred through December 31, 2023, for a remaining distribution of $147 Million.

Table 11: Total Capital Improvement Program By Year

	Local	State	Federal	Totals
2024	$26,408,105	$7,858,363	$2,540,056	$36,806,524
2025	$36,663,074	$2,598,820	$4,343,892	$43,605,786
2026	$21,499,404	$9,989,414	-	$31,488,818
2027	$15,075,565	$2,406,667	-	$17,482,232
2028	$3,357,513	$283,333	-	$3,640,846
2029	$1,888,304	$566,667	-	$2,454,971
2030	$11,579,693	-	-	$11,579,693
2024-2030	**$116,471,658**	**$23,703,264**	**$6,883,948**	**$147,058,870**

All Federally funded projects programmed by BFT are defined as regionally significant projects and should be contained in the STIP. At the local level certain projects have a significant impact on the jurisdictional coordination in the region, these projects can be seen in Appendix 3. The projects on this list are largely the improvements associated with moving passengers safely and reliably throughout the community. However, BFT, as a responsible large employer, also has a responsibility to their own workforce and improving the environment they work in.

BFT will coordinate with BFCOG to incorporate these into the Transportation Improvement Program.

Tables 12 through 17 provide a breakdown of the approved CIP program.

Table 12: Revenue Vehicles

Category	CIP 2024-2030 (Approved 12/14/2023)	Units	Approved Project
FLT0024	BUS - Electric	2	$3,046,105
FLT0037	BUS	7	$4,994,920
FLT0046	BUS - Electric (2025-26)	13	$14,300,000
FLT0050	BUS - Mini	3	$903,624
FLT0031	DAR	12	$1,956,000
FLT0034	DAR	12	$1,956,000
FLT0039	DAR	12	$2,323,728
FLT0042	DAR	8	$1,626,608
FLT0045	DAR (5310 Funds)	5	$717,676
FLT0047	DAR	35	$7,472,255
FLT0027	VAN	40	$1,843,560
FLT0032	VAN	40	$2,408,140
FLT0035	VAN	40	$2,408,140
FLT0040	VAN	40	$2,600,780
Subtotal Revenue Vehicles		**269**	**$48,557,536**

Table 13: Non-Revenue Vehicles

Category	CIP 2024-2030 (Approved 12/14/2023)	Units	Approved Project
FLT0028	Non-Revenue - Service Truck	2	$245,000
FLT0033	Non-Revenue - Service Truck	1	$125,983
FLT0036	Non-Revenue - Service Truck	1	$138,581
FLT0041	Non-Revenue - Service Truck	1	$149,668
FLT0043	Non-Revenue - Service Truck	1	$157,151
FLT0048	Non-Revenue Vehicle	1	$165,009
FLT0049	Non-Revenue Vehicle	1	$173,259
Subtotal Non- Revenue Vehicles		**8**	**$1,154,651**

Table 14: Ops & Maintenance New Building Construction

Category	CIP 2024-2030 (Approved 12/14/2023)	Approved Project
FAC0017	Operations - MOA - Operations Expansion Building	$16,000,000
FAC0023	Maintenance - MOA - Facility Maintenance Building	$5,575,000
FAC0030	Maintenance - West Pasco - fleet maintenance base	$6,000,000
Subtotal Ops & Maintenance New Building Construction		**$27,575,000**

Table 15: Ops & Maintenance

Category	CIP 2024-2030 (Approved 12/14/2023)	Approved Project
EQP0012	3 Rivers Backup Location	$250,000
EQP0017	Printer, Blaster, & Laminator Vanpool	-
EQP0018	Rolling Stock Overhauls	$1,500,000
TSS0001	Security Plan - evaluation, equipment, & safety related improvements	$1,750,000
TEC0005	Technology - onboard system integration	$3,018,826
TEC0012	Technology - Operations software	$2,158,000
TEC0014	Technology - Transit Signal Priority (TSP)	$300,000
TEC0019	Technology - Training Unit Driving Simulator	$400,000
FAC0024	Systemwide - MOA/Transit Hub/P&R-alternative fueling infrastructure	$1,280,000
FAC0002	Maintenance - MOA - upgrade hoist, fluid system-handling & disposal, bays, compressors	$6,380,010
Subtotal Ops & Maintenance Bus and Shop Equip, Technology, and Software		**$17,036,836**

Table 16: Planning & Service Facility Upgrades

Category	CIP 2024-2030 (Approved 12/14/2023)	Approved Project
FAC0007	Transit Center - renovate	$522,212
FAC0031	Transit Center - renovate 22nd Street	$2,500,000
FAC0025	Transit Center - re-use	$1,620,000
FAC0036	Facility Condition Assessment (FAC)	$500,000
Planning & Service facility upgrades		**$5,142,212**

Table 17: Administration MOA Campus

Category	CIP 2024-2030 (Approved 12/14/2023)	Approved Project
TEC0010	Technology - telephone, replace hardware etc.	$3,383,551
TEC0011	Technology - Records Management System software	$300,000
TEC0013	Technology - Fare Collection, needs analysis, project scoping, software	$1,000,000
TEC0017	Technology - Consolidated Transit Reporting Software	$300,000
OTH0001	Technology - ERP, needs analysis, project scoping, software	$4,000,000
OTH0005	Technology - business continuity IT equipment and infrastructure	$450,000
OTH0009	Event Tents Marketing	-
FAC0005	MOA Campus - general improvements	$2,290,000
Administration MOA Campus Upgrades, Software, & Equipment		**$11,723,551**

Appendix 2 outlines BFT's planned capital expenses for 2024-2030.

Over the past 5 years BFT has made significant service changes that have resulted in more geographic coverage, increased frequencies, expanded service span, as well as the implementation of fixed route and demand response services on Sunday. These changes, coupled with recovery from COVID-19 ridership reductions, have led to significant increases in ridership on the majority of modes provided.

In 2021, BFT moved to an Annual Service Plan (ASP) process to define all service changes that would take place throughout the calendar year. The ASP development process is closely aligned to BFT's budget cycle within a short-term multiyear forecast. The ASP is an annual document that outlines specific service changes planned for the next year and identifies potential future changes that are needed based on quantitative and qualitative input gathered internally, from our partner jurisdiction, and most importantly, from the riders who use our services.

Table 18 outlines BFT's planned operating changes for 2024-2030. Regarding fixed route service, BFT is anticipating guidance from the 20-year long-range plan that will be completed in early 2025. BFT plans to implement improvements utilizing the comprehensive long-range plan as a guide, these changes will be backed by robust data, community feedback, and alignment with jurisdictional priorities. This approach ensures BFT's transit services are effective and responsive to community needs. Due to unknown budgetary constraints, minimal changes for capturing exceptional growth in Pasco are expected in 2025. Community input is crucial throughout this process to ensure the plan meets the needs and concerns of the residents, aiming to make commutes smoother, safer, and more affordable.

Table 18: 2024-2030 Summary of Planned Operating Changes

Year	Type	Reduction	Expansion/ Improvement
2024	• Fixed Route: 　○ Minimal changes ahead of the potential repeal of the Climate Commitment Act and Move Ahead Washington funds (Initiative 2117). 　○ Implementation of Queensgate Transit Center. • DAR: No changes planned • Rideshare: • CONNECT: Fare structure evaluation	-	Minimal
2025	• Minimal increased service in Pasco to match growth • Introduction of Express Routes to decrease crosstown commutes (pending funding opportunities)	-	Minimal
2026	• Introduction of Downtown and West Pasco Transit Center	-	
2027+	Looking forward to 2027 and beyond, BFT is committed to continuing to improve service guided by the implementation of the long-range plan, future plans could potentially include: • Geographic expansion • Increased service frequencies • Enhanced amenities for improved transit experience • Leveraging technological advancements for real-time updates and efficient route planning • Expanding bilingual services & outreach for inclusivity/accessibility • Improve experience for current riders & attract more choice riders • Future Benton City, Prosser, Southridge park & ride facilities*		

*Continued enhancements of amenities and integration of Benton City, Prosser, and Southridge Passenger Facilities (Pending CCA funding)

The operating and financial projections included in this plan are based on key assumptions developed by the BFT Board of Directors through the development of service plans, sales tax growth assumptions, fare revenue assumptions and the capital improvement program.

The following is a representation of the budgeted figures for 2024 and the projections for the years 2025-2030.

Table 19: 2024 to 2030 Projections

	2024 Budget	2025 Projected	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2030 Projected
Sales Tax Revenue	43,809,548	54,865,000	56,785,000	58,602,000	60,653,000	62,594,000	64,785,000
Passenger Fares	1,225,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
Other Local	1,808,840	246,000	253,000	261,000	269,000	277,000	285,000
Washington Transit Support Grants	7,000,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000
State Operating Grants	-	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000
Federal Operating Grants	9,800,000	13,283,124	11,937,499	11,937,499	11,937,499	11,937,499	11,937,499
CARES/CRRSSA/ARP Grants	-	-	-	-	-	-	-
Total Operating Revenues	**63,643,388**	**76,594,124**	**77,175,499**	**79,000,499**	**81,059,499**	**83,008,499**	**85,207,499**
Operating Expenses							
Labor & Benefits	41,679,299	43,346,000	44,863,000	46,658,000	48,058,000	49,500,000	50,985,000
Professional Services	4,498,110	4,611,000	4,726,000	4,726,000	4,726,000	4,726,000	4,726,000
Fuel & Lubricants	6,151,303	6,459,000	6,717,000	6,952,000	7,161,000	7,376,000	7,597,000
Tires & Tubes	322,031	354,000	372,000	387,000	399,000	411,000	423,000
Materials/Supplies	3,726,780	4,099,000	4,304,000	4,476,000	4,610,000	4,748,000	4,890,000
Insurance and Liability	1,403,598	1,544,000	1,621,000	1,702,000	1,787,000	1,876,000	1,970,000
Purchased Transportation	4,043,441	4,246,000	4,416,000	4,593,000	4,731,000	4,873,000	5,019,000
All Else	1,818,826	1,892,000	1,949,000	2,007,000	2,067,000	2,129,000	2,193,000
Service Expansion	-	-	253,300	905,550	1,442,990	2,134,940	2,705,100
Operating Expenses Total	**63,643,388**	**66,551,000**	**69,221,300**	**72,406,550**	**74,981,990**	**77,773,940**	**80,508,100**
Operating Surplus/(Deficit)	-	10,043,124	7,954,199	6,593,949	6,077,509	5,234,559	4,699,399
Cash Flow from Capital Activity							
Acquisition & Construction of Assets	(27,452,072)	(43,605,786)	(31,488,818)	(17,482,232)	(3,640,846)	(2,454,971)	(11,579,693)
Net Proceeds from State Grants	7,858,363	2,598,820	9,989,414	2,406,667	283,333	566,667	-
Net Proceeds from Federal Grants	2,540,056	4,343,892	-	-	-	-	-
Net Cash Flow from Capital Activity	**(17,053,653)**	**(36,663,074)**	**(21,499,404)**	**(15,075,565)**	**(3,357,513)**	**(1,888,304)**	**(11,579,693)**
Cash and Reserve Balances							
Beginning Cash Balance	67,847,532	50,793,879	24,173,929	10,628,724	2,147,108	4,867,104	8,213,359
Less: Operating Reserves	29,278,422	30,616,036	31,844,477	33,309,815	34,494,617	35,779,022	37,036,841
Available Unrestricted Cash	**38,569,110**	**20,177,843**	**(7,670,548)**	**(22,681,091)**	**(32,347,509)**	**(30,911,918)**	**(28,823,482)**
Current Year Cash Flows							
Add: Operating Surplus/(Deficit)	-	10,043,124	7,954,199	6,593,949	6,077,509	5,234,559	4,699,399
Add: Net Cash Flow from Capital Activity	(17,053,653)	(36,663,074)	(21,499,404)	(15,075,565)	(3,357,513)	(1,888,304)	(11,579,693)
Net Current Year Cash Flow	**(17,053,653)**	**(26,619,950)**	**(13,545,205)**	**(8,481,616)**	**2,719,996**	**3,346,255**	**(6,880,294)**
Ending Available Unrestricted Cash	21,515,457	(6,442,107)	(21,215,753)	(31,162,707)	(29,627,513)	(27,565,663)	(35,703,776)
Ending Total Cash (with reserves)	**50,793,879**	**24,173,929**	**10,628,724**	**2,147,108**	**4,867,104**	**8,213,359**	**1,333,065**

The multiyear finance plan combines the results of the capital plan and the operating financial plan; year-by-year for the current budget year and forecasts for the next five years. The cash flow analysis reflects BFT agency's restrictions on operating and capital funds.

- ➢ BFT uses the accrual basis of accounting.
- ➢ BFT is a member of the Washington State Transit Insurance Pool.
- ➢ BFT maintains an adequate reserve fund

The methodology for establishing the service expansion costs for the cash flow analysis relies on the revenue hours of service performance metric. An alternating pattern of expansion encourages a proper impact evaluation after each major change. It also gives the public a chance to orient themselves to the changes in the expansion offerings. The pattern of fixed route expansion was then replicated to Dial-A-Ride services.

Table 20: Revenue Hours by Mode

Revenue Hours by Mode	2024F	2025	2026	2027	2028	2029	2030
Fixed Route Revenue Hours	226,000	226,000	226,000	228,000	233,000	237,000	242,000
Expansion Hours	-	-	2,000	5,000	4,000	5,000	4,000
Cost/Revenue Hour	$ 119.38	$ 122.96	$ 126.65	$ 130.45	$ 134.36	$ 138.39	$ 142.54
Expansion Cost	$ -	$ -	$ 253,300	$ 652,250	$ 537,440	$ 691,950	$ 570,160
Dail-A-Ride Revenue Hours	106,000	109,000	110,500	111,500	114,100	116,200	118,800
Expansion Hours	3,000	1,500	1,000	2,600	2,100	2,600	2,100
Cost/Revenue Hour	$ 134.44	$ 138.47	$ 142.62	$ 146.90	$ 151.31	$ 155.85	$ 160.53
Expansion Cost	$ 403,320	$ 207,705	$ 142,620	$ 381,940	$ 317,751	$ 405,210	$ 337,113
Vanpool Revenue Hours	47,000	54,000	57,000	58,000	60,000	61,000	63,000
Expansion Hours	7,000	3,000	1,000	2,000	1,000	2,000	1,000
Cost/Revenue Hour	$ 67.07	$ 69.08	$ 71.15	$ 73.28	$ 75.48	$ 77.74	$ 80.07
Expansion Cost	$ 469,490	$ 207,240	$ 71,150	$ 146,560	$ 75,480	$ 155,480	$ 80,070

ELEMENT 9: PROJECTS OF REGIONAL SIGNIFICANCE

All federally funded projects programmed by BFT are defined as regionally significant and according to federal guidelines must be included in the State Transportation Improvement Program (STIP). At the local level certain projects have a significant impact on the jurisdictional coordination in the region, these projects can be seen in Appendix 3. The projects on this list are largely the improvements associated with moving passengers safely and reliably throughout the community. However, BFT, as a responsible large employer, also has a responsibility to their own workforce and improving the environment they work in. Many of these on-site major capital investments will be listed in this section, as they do or are anticipated to involve Federal and State funding, most will be agglomerated for brevity.

The WSDOT TDP Guidebook suggests a separate section to identify regionally significant projects for inclusion in the State and Regional Transportation Improvement Program. To satisfy this requirement, BFT reorganized projects from the capital improvement program to categorize projects for incorporation into the Benton Franklin Council of Government Transportation Improvement Program (TIP).
Source: RCW 35.58.2795, RCW 47.80.023(5), WAC 468-86-160TRANSIT DEVELOPMENT PLAN OPTIONAL ELEMENTS

BFT uses the Transit Development Plan as a communication tool to articulate the agency's plan to comply with emerging state and federal requirements, including:

- ➤ Measures for service to vulnerable populations in overburdened communities and tribal support of projects under the Climate Commitment Act
- ➤ Efforts to develop and implement a zero-emission fleet transition plan, required for federal Buses and Bus Facilities Programs (Section 5339(b)) and Low or No Emissions grants (Section 5339(c))

The physical infrastructure associated with the buildout of the five-year network vision will involve:

Queensgate
- Route planning
- Infrastructure for charging stations (i.e., bus and auto)
- Queensgate Dr. extension

West Pasco
- Transit oriented development
- Park and ride
- Infrastructure for charging station (i.e., bus and park and ride)

Downtown Pasco
- Customer Service and ADA presence
- Depending on funding availability, the project may have significant scope change
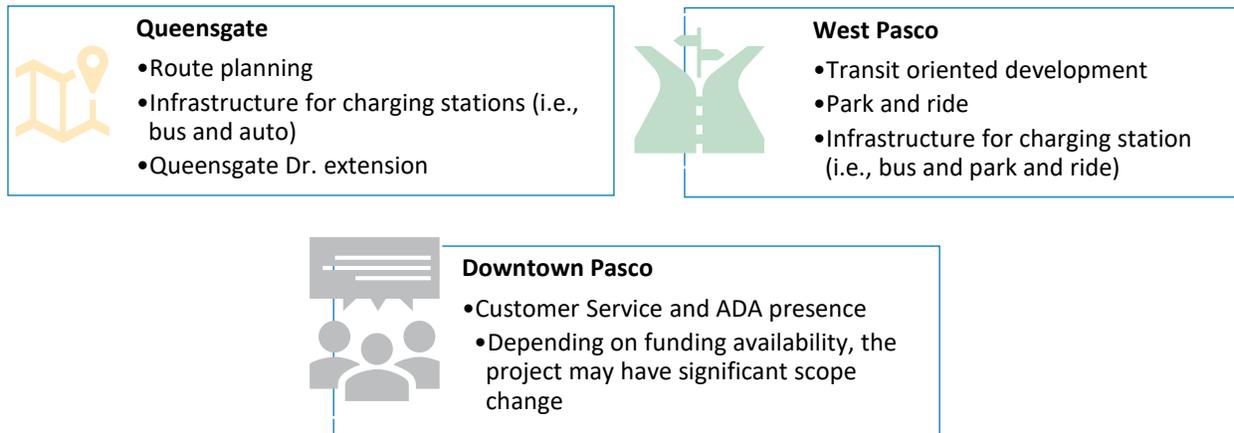
In addition, common features will include security upgrades, internet, and customer interfacing information.

WORKS CITED

April 1 Official Population Estimates. (n.d.). Retrieved from https://ofm.wa.gov/sites/default/files/public/dataresearch/pop/april1/ofm_april1_population_final.pdf

Ben Franklin Transit. (2024, February 8). Retrieved from Fare Structure: Board Of Directors Meeting: https://shorturl.at/uyt3f

Ben Franklin Transit Strategic Plan. (2015, 2 12). Retrieved from Ben Franklin Transit: https://shorturl.at/bbESl

City of Kennewick: Comprehensive Plan 2021-2041. (n.d.). Retrieved from https://www.go2kennewick.com/DocumentCenter/View/9723/Comprehensive-Plan-Together-we-are-One-Kennewick

City of Richland Comprehensive Plan - Supporting Analysis (2017). (n.d.). Retrieved from https://www.ci.richland.wa.us/home/showpublisheddocument/7464/636559535226100000

Volume II, Supporting Analysis, Comprehensive Plan, 2018 to 2038. (n.d.). Retrieved from https://www.pasco-wa.gov/DocumentCenter/View/62980/City-of-Pasco-2018-2038-Comprehensive-Plan-Volume-2

Volume II: Supporting Analysis, Comprehensive Plan, 2018-2038, City of Pasco, Washington. (n.d.). Retrieved from https://www.pasco-wa.gov/DocumentCenter/View/62980/City-of-Pasco-2018-2038-Comprehensive-Plan-Volume-2

APPENDIX 1: BFT ORGANIZATIONAL CHART
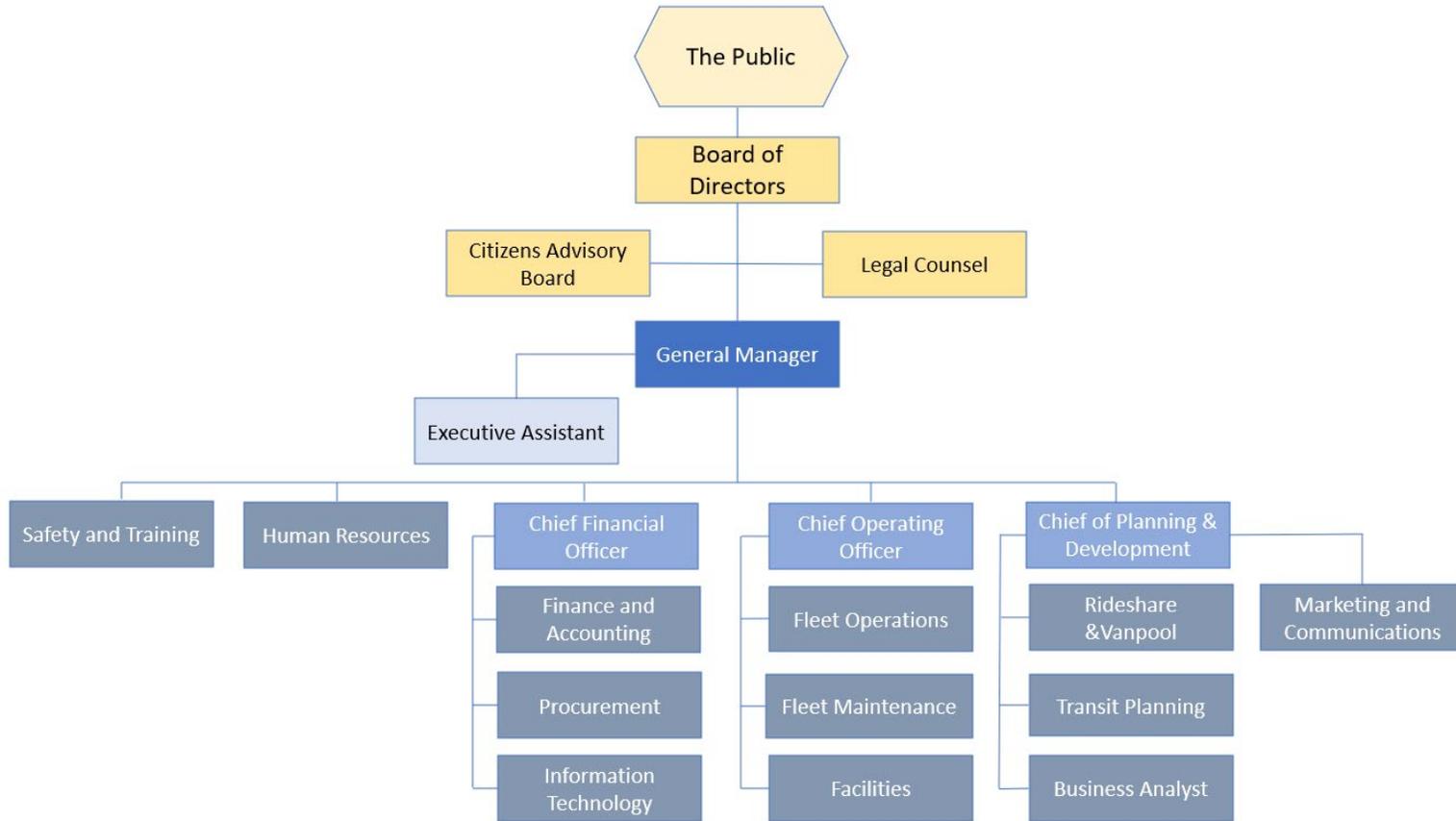
Project #	Program of Projects 2024-2030	Units	2024	2025	2026	2027	2028	2029	2030	Total
FLEET		**277**	**11,146,106**	**14,994,355**	**8,357,151**	**13,737,264**	**173,259**	**-**	**-**	**48,408,135**
FLT0024	BUS - Electric	2	3,046,105	-	-					3,046,105
FLT0027	VAN	40	683,261	-						683,261
FLT0028	Non-Revenue: Service Truck	2	101,247							101,247
FLT0031	DAR	12	1,956,000							1,956,000
FLT0032	VAN	40	2,408,140							2,408,140
FLT0033	Non-Revenue: Service Truck	1	125,983							125,983
FLT0034	DAR	12	-	1,956,000						1,956,000
FLT0035	VAN	40	1,204,070	1,204,070						2,408,140
FLT0036	Non-Revenue: Service Truck	1		138,581						138,581
FLT0037	BUS	7	-	4,994,920						4,994,920
FLT0039	DAR	12	-	2,323,728						2,323,728
FLT0040	VAN	40		2,600,780						2,600,780
FLT0041	Non-Revenue: Service Truck	1		149,668						149,668
FLT0042	DAR	8		1,626,608						1,626,608
FLT0043	Non-Revenue: Service Truck	1			157,151	-				157,151
FLT0045	DAR - 5310 Funds	5	717,676	-						717,676
FLT0046	(2025 - 2026) BUS - Alternative Fuels	13		8,200,000	6,100,000					14,300,000
FLT0047	DAR	35				7,472,255				7,472,255
FLT0048	Non-Revenue Vehicle	1			165,009					165,009
FLT0049	Non-Revenue Vehicle	1					173,259			173,259
FLT0050	BUS - Mini	3	903,624	-						903,624
FACILITIES			**14,361,556**	**18,922,592**	**16,339,697**	**3,097,077**	**2,819,696**	**1,857,077**	**11,579,693**	**68,977,388**
	Maint Facility Upgrades:									
FAC0002	Hoist, Auto Fluid Disp, DEF, Maint Bays Upgrade, Oil Tank, Compressors		4,097,030	1,317,896						5,414,926
FAC0007	Transit Centers - Renovation 3 Rivers: Improvements, Parking Lot		65,779	397,784						463,563
FAC0015	Passenger Amenities Improvements/Construction		1,830,514	1,198,744	1,079,697	1,357,077	1,079,696	1,357,077	1,079,693	8,982,498
FAC0022	Transit Hubs (Connection Points)		4,368,233	9,605,000	9,620,000					23,593,233
FAC0025	Transit Center Re-use				540,000	540,000	540,000			1,620,000
FAC0027	Land Acquisition		4,000,000	5,403,168	-					9,403,168
FAC0030	West Pasco - Fleet Maintenance Base		-	-	3,100,000	1,200,000	1,200,000	500,000		6,000,000
FAC0031	22nd Avenue Transit Center Renovation		-	500,000	2,000,000					2,500,000
FAC0032	Benton City Transit Facility		-	-	-	-	-	-	3,500,000	3,500,000
FAC0033	Prosser Transit Facility		-	-	-	-	-	-	3,500,000	3,500,000
FAC0034	Southridge Transit facility		-	-	-	-	-	-	3,500,000	3,500,000
FAC0036	Facility Condition Assessment (FCA)		-	500,000						500,000
EQUIPMENT			**1,750,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,750,000**
EQP0012	Mobile Dispatch Retrofit/Equipment		250,000							250,000
EQP0017	Printer, Blaster, & Laminator Vanpool									-
EQP0018	Rolling Stock Overhauls		1,500,000							1,500,000
TRANSIT TECHNOLOGIES			**2,629,813**	**3,785,877**	**1,111,340**	**342,261**	**342,261**	**292,263**	**-**	**8,503,815**
TEC0005	Onboard Integrated Technology System		242,261	242,261	242,261	242,261	242,261	242,263		1,453,568
TEC0009	Customer Comment Record (CCR) Replacement		50,000							50,000
	IT Related Projects:									
TEC0010	(Telephone System, ITS Replacement, etc.)		937,552	819,078	819,079					2,575,709
	IT Related Projects:									
TEC0011	Records Management System			300,000						300,000
TEC0012	IT Related Projects - Operations Software			2,124,538						2,124,538
TEC0013	Fare Collection Program		1,000,000							1,000,000
TEC0014	IT Related Projects - Onboard Transit Signal Priority (TSP)				50,000	100,000	100,000	50,000		300,000
TEC0017	IT Related Projects - Consolidated Transit Reporting			300,000						300,000
TEC0019	Operations Simulator Training Unit		400,000							400,000
PLANNING / STUDIES			**230,000**	**290,000**	**-**	**-**	**-**	**-**	**-**	**520,000**
PLN0006	Transit Service Analysis & Long Range Development		230,000	290,000						520,000
OTHER			**984,435**	**3,193,189**	**-**	**-**	**-**	**-**	**-**	**4,177,624**
OTH0001	Enterprise Business Systems (EBS)		798,297	3,193,189						3,991,486
OTH0005	Business Continuity IT Equipment & Infrastructure		186,138							186,138
OTH0009	Event Tents Marketing ($10,100 - 2024) 100% Local		-							-
MOA CAMPUS			**5,704,614**	**2,419,773**	**5,680,630**	**305,630**	**305,630**	**305,631**	**-**	**14,721,908**
FAC0005	Campus Improvements		305,630	289,773	305,630	305,630	305,630	305,631		1,817,924
FAC0017	Operations Building Renovations		4,481,599	-						4,481,599
FAC0023	Facility Maintenance Building		-	700,000	4,875,000					5,575,000
FAC0024	Alternative Fuel Vehicles Infrastructure & Stations 250 &930K		250,835	930,000	-					1,180,835
TSS0001	Security Plan (consulting, campus imp., equipment)		666,550	500,000	500,000					1,666,550
TOTALS			**36,806,524**	**43,605,786**	**31,488,818**	**17,482,232**	**3,640,846**	**2,454,971**	**11,579,693**	**147,058,870**

Approved Project Amount 173,657,795
Less Project Expenses Thru 12/31/2023 26,598,926
Remaining For 2024-2030 Distribution 147,058,870
Unapproved Contingency Project -

147,058,870

Project #	Program of Projects 2024-2030	Local	%	State	%	Federal	%	Total
FLEET		**28,605,206**	**59%**	**13,017,191**	**27%**	**6,785,738**	**14%**	**48,408,135**
FLT0024	BUS - Electric	626,105	21%	500,000	16%	1,920,000	63%	3,046,105
FLT0027	VAN	136,652	20%	546,609	80%	-	0%	683,261
FLT0028	Non-Revenue: Service Truck	101,247	100%	-	0%	-	0%	101,247
FLT0031	DAR	1,956,000	100%	-	0%	-	0%	1,956,000
FLT0032	VAN	481,628	20%	1,926,512	80%	-	0%	2,408,140
FLT0033	Non-Revenue: Service Truck	125,983	100%	-	0%	-	0%	125,983
FLT0034	DAR	1,956,000	100%	-	0%	-	0%	1,956,000
FLT0035	VAN	764,070	32%	1,644,070	68%	-	0%	2,408,140
FLT0036	Non-Revenue: Service Truck	138,581	100%	-	0%	-	0%	138,581
FLT0037	BUS	749,238	15%	-	0%	4,245,682	85%	4,994,920
FLT0039	DAR	2,323,728	100%	-	0%	-	0%	2,323,728
FLT0040	VAN	2,600,780	100%	-	0%	-	0%	2,600,780
FLT0041	Non-Revenue: Service Truck	149,668	100%	-	0%	-	0%	149,668
FLT0042	DAR	1,626,608	100%	-	0%	-	0%	1,626,608
FLT0043	Non-Revenue: Service Truck	157,151	100%	-	0%	-	0%	157,151
FLT0045	DAR - 5310 Funds	97,620	14%	-	0%	620,056	86%	717,676
FLT0046	(2025 - 2026) BUS - Alternative Fuels	5,900,000	41%	8,400,000	59%	-	0%	14,300,000
FLT0047	DAR	7,472,255	100%	-	0%	-	0%	7,472,255
FLT0048	Non-Revenue Vehicle	165,009	100%	-	0%	-	0%	165,009
FLT0049	Non-Revenue Vehicle	173,259	100%	-	0%	-	0%	173,259
FLT0050	BUS - Mini	903,624	100%	-	0%	-	0%	903,624
								-
FACILITIES		**58,291,315**	**85%**	**10,686,073**	**15%**	**-**	**0%**	**68,977,388**
FAC0002	Maint Facility Upgrades: Hoist, Auto Fluid Disp, DEF, Maint Bays Upgrade, Oil Tank, Compressors	5,414,926	100%	-	0%	-	0%	5,414,926
FAC0007	Transit Centers - Renovation 3 Rivers: Improvements, Parking Lot	463,563	100%	-	0%	-	0%	463,563
FAC0015	Passenger Amenities Improvements/Construction	5,865,831	65%	3,116,667	35%	-	0%	8,982,498
FAC0022	Transit Hubs (Connection Points)	16,023,827	68%	7,569,406	32%	-	0%	23,593,233
FAC0025	Transit Center Re-use	1,620,000	100%	-	0%	-	0%	1,620,000
FAC0027	Land Acquisition	9,403,168	100%	-	0%	-	0%	9,403,168
FAC0030	West Pasco - Fleet Maintenance Base	6,000,000	100%	-	0%	-	0%	6,000,000
FAC0031	22nd Avenue Transit Center Renovation	2,500,000	100%	-	0%	-	0%	2,500,000
FAC0032	Benton City Transit Facility	3,500,000	100%	-	0%	-	0%	3,500,000
FAC0033	Prosser Transit Facility	3,500,000	100%	-	0%	-	0%	3,500,000
FAC0034	Southridge Transit facility	3,500,000	100%	-	0%	-	0%	3,500,000
FAC0036	Facility Condition Assessment (FCA)	500,000	100%	-	0%	-	0%	500,000
								-
EQUIPMENT		**1,750,000**	**100%**	**-**	**0%**	**-**	**0%**	**1,750,000**
EQP0012	Mobile Dispatch Retrofit/Equipment	250,000	100%	-	0%	-	0%	250,000
EQP0017	Printer, Blaster, & Laminator Vanpool	-	0%	-	0%	-	0%	-
EQP0018	Rolling Stock Overhauls	1,500,000	100%	-	0%	-	0%	1,500,000
								-
TRANSIT TECHNOLOGIES		**8,503,815**	**100%**	**-**	**0%**	**-**	**0%**	**8,503,815**
TEC0005	Onboard Integrated Technology System	1,453,568	100%	-	0%	-	0%	1,453,568
TEC0009	Customer Comment Record (CCR) Replacement	50,000	100%	-	0%	-	0%	50,000
TEC0010	IT Related Projects: (Telephone System, ITS Replacement, etc.)	2,575,709	100%	-	0%	-	0%	2,575,709
TEC0011	IT Related Projects: Records Management System	300,000	100%	-	0%	-	0%	300,000
TEC0012	IT Related Projects - Operations Software	2,124,538	100%	-	0%	-	0%	2,124,538
TEC0013	Fare Collection Program	1,000,000	100%	-	0%	-	0%	1,000,000
TEC0014	IT Related Projects - Onboard Transit Signal Priority (TSP)	300,000	100%	-	0%	-	0%	300,000
TEC0017	IT Related Projects - Consolidated Transit Reporting	300,000	100%	-	0%	-	0%	300,000
TEC0019	Operations Simulator Training Unit	400,000	100%	-	0%	-	0%	400,000
								-
PLANNING / STUDIES		**520,000**	**100%**	**-**	**0%**	**-**	**0%**	**520,000**
PLN0006	Transit Service Analysis & Long Range Development	520,000	100%	-	0%	-	0%	520,000
								-
OTHER		**4,177,624**	**100%**	**-**	**0%**	**-**	**0%**	**4,177,624**
OTH0001	Enterprise Business Systems (EBS)	3,991,486	100%	-	0%	-	0%	3,991,486
OTH0005	Business Continuity IT Equipment & Infrastructure	186,138	100%	-	0%	-	0%	186,138
OTH0009	Event Tents Marketing	-	0%	-	0%	-	0%	-
								-
MOA CAMPUS		**14,623,698**	**99%**	**-**	**0%**	**98,210**	**1%**	**14,721,908**
FAC0005	Campus Improvements	1,817,924	100%	-	0%	-	0%	1,817,924
FAC0017	Operations Building Renovations	4,481,599	100%	-	0%	-	0%	4,481,599
FAC0023	Facility Maintenance Building	5,575,000	100%	-	0%	-	0%	5,575,000
FAC0024	Alternative Fuel Vehicles Infrastructure & Stations	1,180,835	100%	-	0%	-	0%	1,180,835
TSS0001	Security Plan (consulting, campus imp., equipment)	1,568,340	94%	-	0%	98,210	6%	1,666,550
								-
TOTALS		**116,471,658**	**79%**	**23,703,264**	**16%**	**6,883,948**	**5%**	**147,058,870**

2028-2030 Fleet Replacement Gap

BFT's Current Fleet Size (Max)	Row Labels	Quantity of Fleet Replacemen	Sum of TOTAL	Local Funds	Local %	Qty Per Year (Replacement Vehicles)	Current Replacent Cost	Estimated Cost Increase
29	DAR - 5310 Funds	6	1,809,225	271,384	15%	2	222,943	12%
71	BUS	18	20,298,390	3,044,759	15%	6	713,560	12%
82	DAR	21	7,338,892	7,338,892	100%	7	200,000	12%
71	Non-Revenue: Service T	1	181,922	181,922	100%	1	138,581	5%
201	VAN	80	6,960,822	6,960,822	100%	27	65,020	12%
454	**Grand Total**	126	36,589,251	17,797,778	49%	43	1,340,104	

Beginning 2028 forward, BFT has identified the above fleet replacement gap. This fleet replacement gap is not included in the approved December 2023 Capital Improvement Plan and Capital Budget. This replacement gap only reflects sustainability, it does not include expansion and has an estimated average value of $12.1M per year of which approximately 49% will be funded locally. The estimated fleet gap considers annual CPI increases and does not currently consider changes in fleet technology and composition. BFT continues to explore and right size these future investments.

	Federal Replacement Standard	BFT Replacement Standard
Bus:	12 yrs. or 500,000 miles	14 yrs. or 550,000 miles
DAR:	7 yrs. or 200,000 miles	9 yrs. or 250,000 miles
Vans:	4 yrs. or 100,000 miles	7 yrs. or 150,000 miles
Nonrevenue:	4 yrs. or 100,000 miles	7 yrs. or 150,000 miles

BFT's fleet replacement plan is a forcast model based on BFT's vehicle replacement schedule , which exceeds FTA guidlines as highlighted in the above table. BFT uses the analtyical processes and decision-support tools (Transit Asset Management and State of Good Repair Policy) to estimate and plan for capital investment needs utilizing asset life-cycle planning.

The TDP 30-day public comment period was July 8 to August 8, 2024. The following legal notice was posted in Tri-city Herald on July 8.

TDP Public Notice

Ben Franklin Transit's (BFT) updated 2024-2030 Transit Development Plan (TDP) is available for review at https://rb.gy/q8ass.

Members of the public are encouraged to review the plan and provide feedback. BFT has identified future transit improvements to the level of the Program of Projects, e.g., a balance of budget against capital improvements. We are always interested in ways to improve it.

The 30-day public comment period will run from July 1 to August 8, 2024.
Open Houses

• July 11 at 12 p.m.
Three Rivers Transit Center
7109 W. Okanogan Place, Kennewick

• Virtual Open House
July 17 at 12 p.m.
https://shorturl.at/gyK14

Public Hearing
• August 8 at 6 p.m.
Benton County Administration Building, Room 303
7122 W. Okanogan Place Building E, Kennewick
https://shorturl.at/VcV9R

Comments may be submitted by phone at 509.735.5100 or Language Line service, or by email to planning@bft.org. Upon request, a copy of the TDP can be emailed to you.

El Plan de Desarrollo de Tránsito 2024-2030 actualizado de Ben Franklin Transit (TDP) está disponible para su revisión en https://rb.gy/q8ass.

Invitamos al público a revisar el plan y a dar su opinión sobre el Plan de Desarrollo de Tránsito. BFT ha identificado una serie de propuestas de mejora del transporte público al nivel del Programa de Proyectos, es decir, un equilibrio entre el presupuesto y las mejoras de capital. Siempre estamos interesados en formas de mejorarlo.

El periodo de comentarios públicos de 30 días será del 8 de julio al 8 de agosto.
• Puertas abiertas
o Three Rivers Transit Center a las 12 pm el 11 de julio
Dirección: 7109 W. Okanogan Place, Kennewick

o Puertas abiertas virtual 17 de julio a las 12 pm
https://shorturl.at/gyK14

• Audiencia Pública
o Edificio de Benton County Administration, Sala 303 a las 6 pm el 8 de agosto
Dirección: 7122 W. Okanogan Place Edificio E, Kennewick
https://shorturl.at/VcV9R

Los comentarios pueden enviarse por teléfono al 509.735.5100 o al servicio Language Line, o por correo electrónico a planning@bft.org. Si lo solicita, se le puede enviar por correo electrónico una copia del TDP.
IPL0183091
Jul 10 2024

The following open houses were schedules during the public comment period:

➢ **Open Houses**
- o Three Rivers Transit Center July 11 at 12 pm
  Address: 7109 W. Okanogan Place, Kenn.
- o Virtual Open House July 17 at 12 pm
  Zoom link: https://shorturl.at/gyK14
➢ **Public Hearing**
- o Benton County Administration Building August 8 at 6pm
  Address: 7122 W. Okanogan Place Building E, Kenn.
  Zoom link: https://shorturl.at/VcV9R

During the 30-day public comment period (July 8 – August 8), BFT received the following feedback:

➢ No comments have been received to date. Any comments received during public hearing will be added to final document.

To promote awareness and gain more feedback, the document, the open comment period, and the open houses were also emailed to jurisdictional partners, Board members, and media for their review and feedback. Media reached out, and our Chief Planning and Development Officer, Kevin Sliger, was interviewed by Apple Valley News Now. The plan was also featured on KNDU News and in the Tri-City Herald.

APPENDIX 6: BOARD ADOPTION

Memo and resolution will be added after Board adoption on August 8, 2024.

Memorandum

Date: August 8, 2024

To: Sarah Funk, Interim General Manager

From: Kevin Sliger, Chief Planning & Development Officer

Re: Adoption of 2024-2030 Transit Development Plan for Public Comment

Background
To ensure compliance with RCW 35.58.2795, the Board of Directors must adopt the annual Transit Development Plan (TDP). This plan is required to be prepared and submitted to each municipality within the transit service area, the regional Metropolitan Planning Organization (MPO), the Washington State Department of Transportation (WSDOT) Public Transportation Office, and the Transportation Improvement Board by September 1 each year.

The TDP must include the following elements:

- An annual update on BFT's progress in 2024, with a focus on cost-effectiveness.
- A Capital Improvement Program (CIP) achievable within the 2024-2030 timeframe.
- A Transit Asset Management assessment to ensure fleet and facility upkeep.
- A fully constrained budget for projects and services committed for 2024 and 2025.
- A financial forecast detailing the revenues and expenses needed for planned services, preservation, and capital improvements through 2027-2030.
- A process for public, agency, and jurisdictional comments on the Plan before its Board adoption.

The TDP serves as a reference for updating the regional Transportation Improvement Program (TIP) prepared by the Benton Franklin Council of Governments, BFT's designated Metropolitan Planning Organization. Summary tables of the BFT Capital Improvement Program (CIP) and Program of Projects (POP) will be revised and formatted by the end of 2024 for direct input into the Statewide Transportation Improvement Program (STIP).

An essential part of the TDP process is the 30-day public comment period, which requires BFT to make the draft TDP available for public review prior to its adoption by the Board of Directors. This process concludes with a formal public hearing on the TDP; staff modifications and edits based on public comment; if required, and Board approval of the adopted TDP document.

Intent of the TDP
The TDP narrative outlines how BFT can help meet the long-range public transportation priorities of Benton and Franklin Counties. The document aligns with state and local goals, objectives, and strategies. BFT uses targets and examples of achievement to ensure these principles are applied, reassuring that citizens' tax dollars and government awards are effectively addressing the expanding demands of the Public Transit Benefit Area.

Modifications to TDP since release on July 8, 2024

The TDP has undergone minimal modifications since its initial release. The following items outline the key updates:

- **Element 2:**
  - Amenities and Installation section was added
    - Figure 15: Summary of Amenity Improvement
    - Table 1: Recent Amenity Installations
  - Figures 3 through 12 were updated to include April through June 2024 data
    - Figures 3: Monthly UPT For All Modes
    - Figure 4: Total System UPT
    - Figure 5: Monthly Fixed Route UPT
    - Figure 6: Monthly UPT - Excluding Fixed Route
    - Figure 7: Month UPT - Fixed Route
    - Figure 8: DAR Monthly UPT (Pre-COVID)
    - Figure 9: DAR Monthly UPT (Since COVID)
    - Figure 10: Vanpool/Rideshare Monthly UPT
    - Figure 11: CONNECT Monthly UPT
    - Figure 12: ARC of Tri-Cities Monthly UPT
- **Element 4:**
  - Addition of Transit Asset Management (TAM) section
    - Added Tables 7 through 10 to incorporate State of Good Repair
      - Table 7: Fixed Route Fleet Summary
      - Table 8: Dial-A-Ride Fleet Summary
      - Table 9: The Arc of the Tri-Cities Fleet Summary
      - Table 10: Non-revenue Vehicles & Equipment
  - Addition of safety performance measurements and targets section
    - Figure 28: SMS Components
- **Element 8:**
  - Table 20: Financials were updated to incorporate Vanpool projections for anticipated growth
- Addition of Appendix 5: Public Comment Period, and 6 Board Adoption

Funding
Budgeted: N/A
Budget Source: N/A
Funding Source: N/A

Recommendation
Request the Board of Directors Adopt the Ben Franklin Transit's 2024-2030 Transit Development Plan (TDP).

Forwarded as presented:
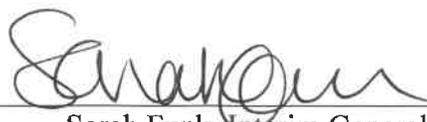
Sarah Funk, Interim General Manager

BEN FRANKLIN TRANSIT

RESOLUTION 40-2024

A RESOLUTION TO ADOPT THE 2024-2030 TRANSIT DEVELOPMENT PLAN (TDP) AS PRESENTED

> WHEREAS, BFT has completed the annual Transit Development Plan (TDP) Update, as required by statute; and

> WHEREAS, BFT has made the TDP available for public review and comment for 30 days prior to its adoption.

NOW, THEREFORE, BE IT RESOLVED BY THE BEN FRANKLIN TRANSIT BOARD OF DIRECTORS THAT:

The Ben Franklin Transit's 2024-2030 Transit Development Plan has been adopted.

APPROVED AT A REGULAR BEN FRANKLIN TRANSIT BOARD OF DIRECTORS meeting held Thursday, August 08, 2024, 7122 W. Okanogan Place Building E, Room 303, Kennewick, Washington.

ATTEST:
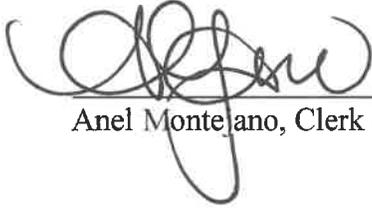
_____
Anel Montelano, Clerk of the Board

_____
William McKay, Chairman

APPROVED AS TO FORM BY:
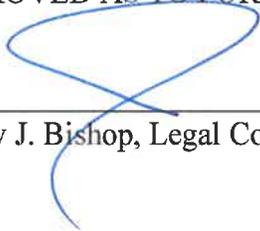
_____
Jeremy J. Bishop, Legal Counsel