



BEN FRANKLIN
TRANSIT

2026-2032

Transit Development Plan

Prepared By: Planning and Service Development

*Spanish version available upon request

*Versión en español disponible a solicitud

2026-2032 TRANSIT DEVELOPMENT PLAN
Ben Franklin Transit

Contents

1: Public Hearing and Distribution	1
Introduction	1
Public Hearing and Distribution	1
2: Service Area, Operations, and Facilities	4
Tri-Cities Region	5
Services	6
Fixed Route	7
Dial-A-Ride	8
The Arc of Tri-Cities	8
CONNECT	8
Rideshare	9
Fare Structure	9
Equipment & Facilities	10
Bus Stop Amenities	11
Park-and-Ride Lots.....	11
Vehicle Fleet	12
Intermodal Connections and Regional Partnerships	13
Tri-Cities Airport (PSC)	13
Amtrak – Pasco Station.....	13
FlixBus/Greyhound.....	13
Intercity Bus Network.....	14
Regional Partnerships.....	14
3: State & Agency Goals, Objectives, and Action Strategies	16
Long-Range Transit Plan.....	16
4: Local Performance Measures and Targets	18
Title VI Service Standards and Policies.....	19
Service Standards	20
Service Policies	22
Transit Asset Management Plan	25
Transit Asset Management and State of Good Repair	25

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Condition Assessment.....	25
Estimating Capital Investment Needs.....	26
Investment Prioritization.....	26
Safety Performance Measures and Targets.....	27
5: Plan Consistency	28
6: Planned Capital Expenses	31
Capital Improvement Plan	31
7: Planned Operating Changes.....	40
Fixed-Route	40
Dial-a-Ride.....	42
CONNECT.....	43
Rideshare	43
Planning Projects.....	45
8: Multi-Year Financial Plan	47
Service Expansion Revenue Hour Projections for Cash Flow.....	47
9: Projects of Regional Significance	50
10: Section 5307 Program of Projects.....	52
Appendix A: System Maps and PTBA Service Area.....	53
Appendix B: Organizational Chart	58
Appendix C: Ridership Trends	60
System Total	61
Fixed-Route.....	62
Dial-A-Ride	63
The Arc of Tri-Cities	64
CONNECT	65
Rideshare	66
Appendix D: Park-and-Ride Lots and Occupancy	67
Appendix E: Plan Review.....	70
Appendix F: Facilities and Fleet Inventory Summary	81
Appendix G: 2026-2032 Capital Improvement Plan (CIP) Details: Open and New Projects	86
Appendix H: 30-Day Public Comment and Public Hearing Notice	92
Appendix I: Board Adoption.....	97

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Figures

Figure 1	BFT Agency Resources at a Glance	5
Figure 2	BFT Passenger Trips by Mode	7
Figure 3	BFT Fare Structure (as of March 2026)	10
Figure 4	Existing Park-and-Ride Lots in BFT's Service Area	12
Figure 5	2026 Annual Service Plan: Weekday Vehicles Operated in Maximum Service.....	13
Figure 6	WSDOT Statewide Intercity Bus Network	14
Figure 7	BFT Draft Strategic Directions (2026 Long Range Transit Plan)	16
Figure 8	BFT Draft Strategic Directions Alignment with State Policy Goals	17
Figure 9	Maximum Load Factor Standard Thresholds by Vehicle Type	20
Figure 10	BFT Bus Stop Classification Metrics.....	22
Figure 11	BFT Bus Stop Classification Types.....	23
Figure 12	BFT Bus Stop Amenities by Classification Type	23
Figure 13	FTA TERM Scale	26
Figure 14	BFT TDP Regional Plan Review	28
Figure 15	2026-2032 CIP Summary by Project Category and Funding Source.....	31
Figure 16	2026-2032 CIP Summary by Project Category	32
Figure 17	2026-2032 CIP Summary by Project Category and Funding Source.....	32
Figure 18	2026-2032 CIP Summary by Year and Funding Source	33
Figure 19	2026-2032 CIP Summary by Year and Funding Source	33
Figure 20	2026-2032 CIP: Vehicles.....	34
Figure 21	2026-2032 CIP: Facilities – Maintenance & Administration.....	35
Figure 22	2026-2032 CIP: Facilities – Passenger & Operational	36
Figure 23	2026-2032 CIP: Technology.....	37
Figure 24	2026-2032 CIP: Transit Planning & Analysis.....	39
Figure 25	2026 Annual Service Plan Planned Operating Changes	41
Figure 26	Planned Operating Projects (2026-2032).....	42
Figure 27	Planned Rideshare Initiatives	44
Figure 28	Long-Range Transit Plan (LRTP).....	45
Figure 29	Anticipated Planning Projects (2026-2032).....	46
Figure 30	BFT 2026-2032 Multi-Year Financial Plan.....	48
Figure 31	Service Expansion Revenue Hour Projections for Cash Flow	49
Figure 32	Projects of Regional Significance.....	51
Figure 33	Section 5307 Program of Projects: FFY 2027	52

1: Public Hearing and Distribution

Introduction

The Ben Franklin Transit (BFT) 2026-2032 Transit Development Plan (TDP) outlines a strategic roadmap to improve mobility, sustainability, and overall service quality throughout the BFT service area. BFT seeks to provide efficient, reliable, and equitable transit options for the communities it serves by aligning with state and regional transportation priorities, BFT aims to deliver efficient and equitable transportation solutions for the community.

The plan details BFT's operational and capital initiatives for 2026-2032 and is developed in accordance with Washington State Department of Transportation (WSDOT) guidelines as well as broader regional transportation goals.

Public Hearing and Distribution

Americans with Disabilities Act (ADA) Information

This material can be provided in an alternative format upon request by emailing planning@bft.org or calling Customer Service at 509-735-5100. Individuals who are deaf or hard of hearing may request information through Washington State Relay by dialing 711 or 800-833-6384.

Title VI Notice

The BFT Board has adopted a policy to ensure that no person shall, on the basis of race, color, national origin, as protected under Title VI of the Civil Rights Act of 1964, be excluded from participation in, denied the benefits of, or otherwise subjected to discrimination under any of BFT's programs or activities.

For more information about BFT's Title VI policy or complaint process, visit bft.org/civil-rights or call 509-734-5107.

Plan adoption

The 2026-2032 TDP is scheduled for adoption by the BFT Board of Directors on July 9, 2026. The Board memorandum and resolution will be included in Appendix H following approval.

Public participation process

The public comment period for the TDP will run from June 9 to July 9, 2026.

Comment submission

Public comments may be submitted through the following methods:

- Email: planning@bft.org
- Phone: 509-735-5100
- Mail or In Person:
Ben Franklin Transit

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Service Planning & Development
1000 Columbia Park Trail
Richland, WA 99352

Public hearing

BFT will hold a public hearing on the TDP on July 9, 2026, at 6:00 p.m. in the BFT Maintenance and Operations Center (MOA) Board Room, located at 1000 Columbia Park Trail, Richland, WA 99352.

The hearing will take place during a regular meeting of the BFT Board of Directors and will include a presentation highlighting key elements of the TDP. The purpose of the hearing is to receive public testimony and comments before significant changes affecting the community are implemented.

The public involvement process will comply with all Legal/Open-Government Public Meetings Act requirements, including publication in print media to solicit public comments during the 30-day period outlined in the approved Public Participation Plan. A copy of the public notice is provided in Appendix H.

Notice posted to the website: BFT posted a notice of the hearing on the TDP to its website at www.bft.org on June 9, 2026.

Notice published in the local paper: The Tri-City Herald published a notice of the hearing for the TDP on June 10, 2026.

Requests for paper or digital copies: Starting June 9, 2026, BFT allowed the public to download a draft copy of the digital 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:

- Virtual Open House: June 23, 2026, at 12 PM
 - Zoom Meeting:
 - <https://us02web.zoom.us/j/83882425786?pwd=HXxf1tFM1sMsuSZe7luhmxeBMG44Qf.1>
 - Meeting ID: 838 8242 5786
 - Passcode: 025473
- Three Rivers Transit Center: June 25, 2026, at 5:30 PM
 - Both in-person and virtual
 - 7109 W. Okanogan Place, Kennewick, WA 99336
 - Zoom Meeting:
 - <https://us02web.zoom.us/j/83708814362?pwd=5j5bbWDL1xMf0EQO8KetKGef86f4gl.1>
 - Meeting ID: 837 0881 4362
 - Passcode: 814071
- Transit Development Plan page on BFT's website (<https://www.bft.org/transit-development-plan/>)

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Plan distribution

Following public hearing and BFT Board of Directors adoption scheduled for July 9, 2026, BFT intends to distribute the adopted TDP to:

- WSDOT Public Transportation Division online grants management system compliance module
- The Transportation Improvement Board via:
 - Vaughn Nelson, Finance Manager at vaughnn@tib.wa.gov
 - Jonathan Heusman, Project Engineer at jonathanh@tib.wa.gov
- All cities, counties, and regional transportation planning organizations included in the Public Transit Benefit Area that BFT operates within, which includes:
 - City of Benton City
 - Benton County
 - Benton Franklin Council of Governments
 - City of Kennewick
 - City of Pasco
 - City of Prosser
 - City of Richland
 - City of West Richland
 - Franklin County
- Ben Franklin Transit Citizens Advisory Network

2: Service Area, Operations, and Facilities

BFT provides public transportation services across Benton and Franklin counties, covering both urban and rural communities in the Tri-Cities region. Established in 1981 following the approval of a local sales tax, BFT has steadily expanded its offerings to include fixed-route bus service, Dial-A-Ride paratransit, Rideshare, and CONNECT programs.

BFT operates a diverse fleet of buses, vans, and support vehicles, supported by infrastructure that includes transit centers, maintenance yards, and administrative offices. Key service milestones include:

- **1997:** Expansion to Benton City and Prosser
- **2005:** Inclusion of Finley
- **2019 -2021:** Extended weekday and Saturday service hours to 10 p.m., launch of high-frequency METRO routes (15-minute intervals), introduction of Sunday service and CONNECT on-demand service
- **2025:** Implementation of express routes that aim to reduce travel time between cities

BFT serves a 625-square-mile area covering portions of Benton and Franklin Counties that include the cities of Benton City, Kennewick, Pasco, Prosser, Richland, West Richland, and select unincorporated areas. The Tri-Cities area is part of the Public Transportation Benefit Area (PTBA) that continues to expand as cities annex new territories. Per [2025 Public Transportation Benefit Area Population Estimates](#), the PTBA population is 290,240, while Benton County has a population of 221,722 and Franklin County has a population of 102,612; together have an estimated population of 324,334 (based on OFM population estimates for Benton and Franklin Counties as of July 2025).

BFT operates under a single enterprise fund and uses accrual accounting to manage its finances. Governance is provided by a Board of Directors made up of elected officials from the member jurisdictions of Benton City, Kennewick, Pasco, Prosser, Richland, West Richland, Benton County, and Franklin County. Additionally, a non-voting Union member is appointed to the Board. The agency is organized into departments for operations, planning, finance, marketing and maintenance, with staffing aligned to support both current services and future growth.

BFT's primary source of funding is voter-approved local sales tax revenue, which is sensitive to economic conditions. A sharp decline in 2001 led to service reductions, but a sales tax increase approved in 2002 helped restore financial stability. The agency also receives supplemental funding through Federal Transit Administration (FTA) formula grants and other federal and state sources.

As the region continues to grow, BFT anticipates potential future expansions of its service area to meet increasing demand for transit access. Cities within the PTBA may annex new territory, which is then automatically incorporated into the PTBA. This expands BFT's taxing authority and allows transit service to be provided within the newly annexed area. Areas outside the current PTBA

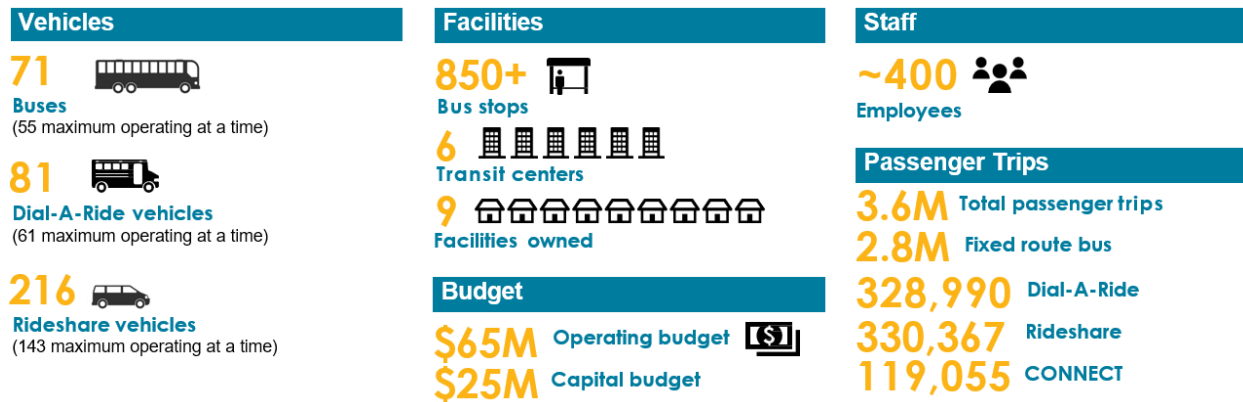
2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

boundary may also pursue annexation through a voter-approved process if residents seek to join the transit district. These mechanisms ensure that as development extends outward, and population centers evolve, communities have clear pathways to join the PTBA and gain access to public transit services. BFT will continue monitoring growth trends and collaborating with regional jurisdictions to evaluate when and where future expansions may best support mobility, equity, and system efficiency.

Figure 1 provides an overview of BFT systemwide highlights and 2025 passenger trip totals. An organizational chart for the agency is available in Appendix B.

Figure 1 *BFT Agency Resources at a Glance*



Tri-Cities Region

The Tri-Cities region of Washington, which includes Kennewick, Pasco, Richland, and West Richland, is projected to experience significant population growth in the coming decades. According to the Benton-Franklin Council of Governments (BFCOG), the population of Benton and Franklin Counties is forecasted to grow by nearly 140,000 by the year 2045. Population growth will have a significant impact on transportation network demand. According to BFCOG's Transition 2045 Regional Transportation Plan, while the existing roadway network can accommodate the projected 47% increase in traffic, the transit network as it exists today could not keep pace and accommodate the forecasted demand due to the existing constraints on capacity. BFCOG estimates a 30% increase in transit trips by 2045.

This growth is fueled by the region's strong economy, diverse job opportunities, affordable living costs, and high quality of life. Key sectors such as agriculture, technology, healthcare, and energy continue to drive the area's attractiveness to new residents. In preparation for this growth, local governments are investing in infrastructure, housing, transportation, and public services to ensure sustainable development while maintaining the region's high living standards.

In 2025, BFT participated in the BFCOG's Visioning 2075 initiative, joining regional partners to help shape a long-range vision for a rapidly growing Tri-Cities region. Throughout the event, we heard consistently from community leaders and agencies that expanding public transit will be essential as the region continues to grow. Our involvement helped underscore how BFT can support that future by improving mobility, strengthening regional connections, and ensuring transit remains a core part of the area's long-term planning.

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Among the Tri-Cities, Pasco is expected to experience the most substantial growth. With a population of 82,990 in 2025, according to the Washington State Office of Financial Management, it is projected to reach 121,828 by 2038 according to the city's most recent comprehensive plan. Kennewick, with a population of 87,790, could grow by 34%, reaching an estimated 116,237 by 2040. Meanwhile, Richland, with approximately 64,930 residents in 2025, is expected to grow by 28%, reaching around 81,366 by 2040.

As part of our efforts to address Title VI requirements and evaluate the effectiveness of our transit service, we conducted a Transit Propensity Analysis. One of the criteria included in this analysis was the number of households without access to a vehicle at the Census block group level in both Benton and Franklin Counties. This helped us identify the geographic distribution of transit-dependent populations and the areas with the greatest need for public transportation service.

Our analysis found that there are approximately 5,817 households without access to a vehicle across the two counties. According to the U.S. Census Bureau, the average household size is approximately 3.21 persons in Franklin County and 2.70 persons in Benton County, resulting in an average of about 2.95 persons per household across the region. Applying this average to the identified households without vehicles suggests that more than 17,000 residents rely on public transit or other alternative modes of transportation.

The findings of this analysis will help inform service planning decisions and support BFT's commitment to providing equitable and effective transit service. Additional details and analysis will be included in the BFT Short Range Transit Plan and Annual Service Plan.

The Tri-Cities region is primarily suburban, with a focus on single-family homes. Urban planning is increasingly moving towards well-designed neighborhoods that offer a variety of housing options to accommodate diverse income levels and family sizes. There is also a rising trend in mixed-use developments that integrate residential, commercial, and recreational spaces. These developments aim to create vibrant community hubs that reduce the need for long commutes, support local businesses, and enhance overall quality of life. Urban planners are focusing on these developments to create more self-sustaining suburban areas. As the Tri-Cities grows and embraces mixed-use developments, it will foster denser, more accessible, and pedestrian-friendly environments, ensuring balanced demand for transit services and supporting the development of a dynamic urban transportation system.

Services

BFT offers a variety of services, including fixed routes, Dial-A-Ride (DAR) complementary ADA paratransit, CONNECT microtransit first/last mile service, and Rideshare. The agency's geographic coverage includes locations such as Kennewick, Pasco, Richland, West Richland, Benton City, Prosser, and Finley.

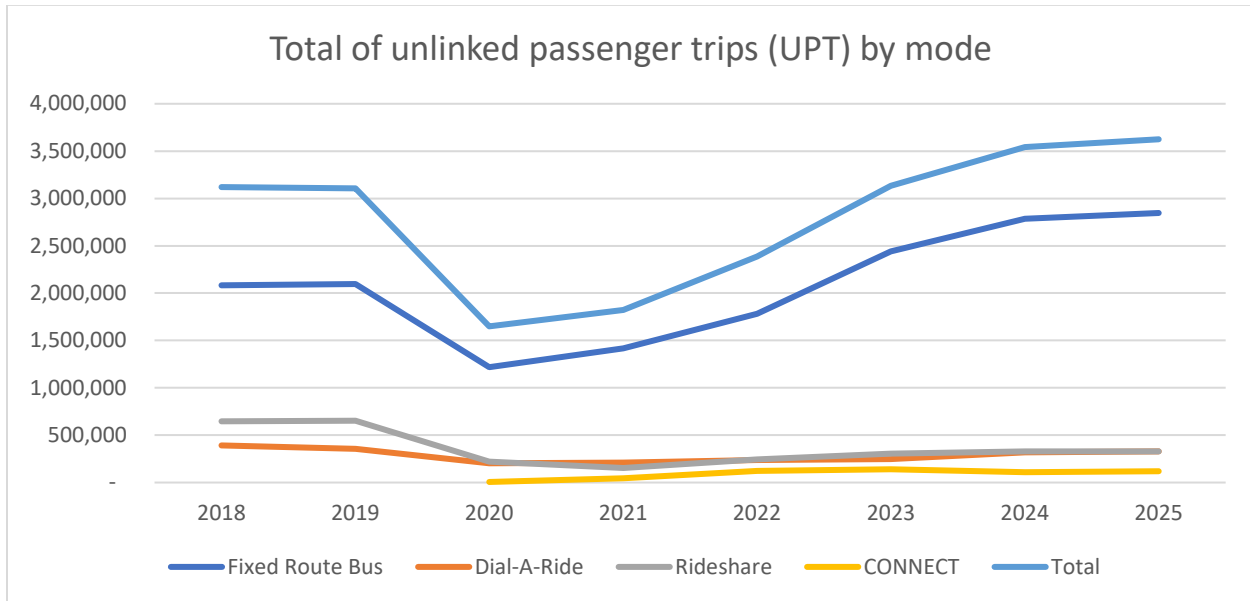
Benton City, benefiting from its proximity to the expanding urban areas of West Kennewick, Horn Rapids, and West Richland, sees the advantage of extended transit services from neighboring cities. In contrast, Prosser requires a more complex rural transit service model, given its larger population and surrounding rural areas. BFT currently serves both Benton City and Prosser with Route 170, which operates at a 60-minute frequency during peak hours between the cities and Queensgate Transit Center. In addition to regular fixed-route service, BFT also offers a weekday-

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

only General Demand service open to the public for both Benton City and Prosser and is operated by Dial-A-Ride. General Demand is a reservation-based, shared-ride transit service that provides transportation between designated bus stops in Prosser and Benton City. Riders must schedule trips in advance by phone, making it a flexible option where fixed-route service is limited.

Figure 2 BFT Passenger Trips by Mode



Fixed Route

As of June 2026, BFT's fixed-route system consists of 25 routes, including the following new routes:

- **Route 66**, a new route to the Pasco Aquatic Center
- **Route 61**, which will serve the Veterans Center
- **Route 60**, a pilot that will operate only on weekends and connects Downtown Pasco to the Pasco Flea Market

Regular service operates Monday through Friday from 6:00 a.m. to 10:00 p.m., Saturday from 7:00 a.m. to 10:00 p.m., and Sunday from 8:00 a.m. to 6:00 p.m. BFT's system maps and PTBA boundaries are provided in Appendix A.

Recent fixed-route service improvements include new express routes and realigned local routes for more efficient service, increased frequency on high-demand routes, longer hours of service, development of new transit hubs including Queensgate Transit Center to support improved regional connectivity, and service extensions to key areas including new schools and residential growth zones.

In June 2025, BFT launched Express 2X and Express 240X to improve service between Kennewick, Pasco, and Richland. With support from a WSDOT Regional Mobility Grant, BFT increased the 2X frequency from every 30 minutes to every 15 minutes during peak hours.

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

In December 2025, BFT Express 27X was launched, offering 20-minute service from Queensgate Transit Center to North Richland's employment and educational areas, corridors currently only partially served by Route 26, while providing a park-and-ride option for North Richland commuters. A WSDOT Regional Mobility Grant also funds operating costs for Express 27X.

Planned 2026 expansions are focused primarily in Pasco and include service to the new Aquatic Center, Veterans Center, and the Flea Market. Route 66 will serve the Aquatic Center hourly Monday through Saturday, with a Route 67 variant operating on Sundays. Route 61 will serve the Veterans Center every 30 minutes, and service to the Flea Market is also planned at 30-minute intervals.

Dial-A-Ride

DAR is BFT's ADA-complementary paratransit service, operating during the same hours as the fixed-route service. It is available to qualified riders within the PTBA. In Prosser and Benton City, DAR offers a General Demand service open to the public Monday through Friday, with required bookings 24 hours in advance.

For DAR's operating system, BFT is currently in the process of moving from the legacy Trapeze system to RideCo. The rollout is expected to be completed in summer of 2026. It will offer an optional app interface for customers to book rides. As the new system is implemented, BFT will evaluate the possibility of offering same-day booking services.

The Arc of Tri-Cities

The [Arc of Tri-Cities](#) empowers more than 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 most of the vehicles used by The Arc of Tri-Cities. Transportation services are offered to eligible people with intellectual and developmental disabilities to The Arc, Goodwill Industries, Adult Day Care, and Columbia Abilities Alliance. This collaboration helps create a more inclusive and supportive environment, enabling individuals to engage in society to their fullest potential.

BFT is coordinating with BFCOG on an update to the Human Services Transportation Plan to better serve vulnerable populations and is exploring opportunities for additional Section 5310 funding.

CONNECT

CONNECT is BFT's contracted microtransit service, providing first and last-mile connections 15 minutes before and after regular service hours. The service is divided into six zones, each designed to connect to transit centers and bus stops. A map is provided in Appendix A.

As a key part of BFT's transportation system, the CONNECT service fills gaps in the existing network by offering flexible, on-demand transportation. Designed to complement fixed routes, CONNECT provides reliable options, especially in areas not served by traditional transit. Its usage depends on factors like passenger location, time of travel, and fixed-route availability.

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

In 2025, BFT adjusted its CONNECT service by expanding eligible destinations beyond designated points of interest (POIs) to also include trips to and from the nearest fixed-route bus stop. This change significantly improved both ridership and service productivity by strengthening first-mile/last-mile connections to the broader transit network and making the service more flexible for riders.

As a result, monthly ridership more than doubled, increasing from 7,277 rides in May 2025 to 15,265 rides in April 2026. During the same period, productivity improved by approximately 70%, growing from 2.3 rides per vehicle revenue hour in May 2025 to 3.9 rides per vehicle revenue hour by May 2026. The service adjustment demonstrated strong customer demand for expanded mobility options and highlighted CONNECT's role in improving access to BFT's fixed-route system.

Looking ahead, BFT will be assessing the long-term role and effectiveness of the CONNECT service and determining what the service should look like in the future. Staff will evaluate how CONNECT is complementing the fixed-route network, identify and address potential fixed-route ridership cannibalization, and develop a strategy to better focus and reallocate CONNECT resources to areas where fixed-route service is limited or unavailable. BFT plans to initiate an internal study process to evaluate service performance, market needs, and future service priorities. Based on the outcome of that effort, any potential CONNECT service changes would likely be considered for implementation in mid-2027 or later.

Rideshare

BFT rebranded Vanpool as Rideshare in 2025. Rideshare offers 6, 12, and 15-passenger vans, providing commuters with the flexibility to create new minivan groups with just three people. Rideshare is the only service operating outside the PTBA, though rides must start or end within the PTBA. The service covers routes to Pendleton, Boardman, Walla Walla, Connell, Patterson, and the Hanford Site.

In 2024, BFT made significant improvements to Rideshare service, enhancing passenger comfort, safety, and commute efficiency. New vehicles were introduced to replace the older ones and replenish the fleet after the sale of several vehicles during the COVID-19 pandemic. These upgrades modernized the fleet and reinforced BFT's commitment to providing reliable transportation.

Fare Structure

BFT's fare structure has not been revamped in more than 20 years. The recommendations detailed in the recent Comprehensive Fare Study were considered and approved at the December 2023 Board meeting. In 2024, given the ambiguity of the status of the Climate Commitment Act and its potential impacts on Move Ahead Washington funding as part of the November 2024 election cycle, BFT's Board of Directors asked that staff delay implementation of the updated fare structure and revisit the topic in 2026.

While neither the Board nor staff have formally addressed the updated fare structure so far in 2026, the topic of fare-free service has continued to emerge during Board discussions. If directed by the Board, staff will provide information and analysis on the potential benefits, challenges, and operational impacts associated with a fare-free model. This evaluation will help determine whether

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

such an approach aligns with BFT's service goals, financial considerations, and local community context. BFT's existing fare structure is shown in Figure 3.

Figure 3 BFT Fare Structure (as of March 2026)

All tickets include one bus transfer. Transfers expire 3 hours after being issued.

Single All Day Pass (Age 19+, all routes. Purchased directly from bus driver)	Monthly Pass	10-Ride Ticket	Cash Fare
Youth (0-19th birthday) beginning June 1, 2022	Free Pass	Free Pass	Free Pass
Adult (Age 19+)	\$25.00	\$12.00	\$1.50
Senior Citizen (age 65 & older FREE with Senior Pass* – Senior Pass can be used on Fixed Route and CONNECT only)	Free	Free	Free
Single All Day Pass (Age 19+, all routes. Purchased direct from bus driver)			\$4.00
Reduced (Temporary or permanent disability documentation required. Does not include Dial-A-Ride)	\$12.50	\$6.00	\$0.75
Dial-A-Ride	Monthly Pass	10-Ride Ticket	Cash Fare
Adult (Age 19+) – Rides WITHIN 3/4 mile of bus routes. Rides BEYOND 3/4 mile of bus route require FREEDOM pass/tickets. Dial-A-Ride pass owners may also use of our fixed route system.	\$25.00	\$12.00	\$1.50
Youth (Age 18 & younger) beginning June 1, 2022	Free Pass	Free Pass	Free Pass
Specialty Tickets & Passes	Monthly Pass	10-Ride Ticket	Cash Fare
General Demand (Adult Age 19+) Prosser and Benton City	\$25.00	\$12.00	\$1.50
General Demand (Age 18 & younger) Prosser and Benton City beginning June 1, 2022	Free Pass	Free Pass	Free Pass
FREEDOM (Includes rides across all BFT services. Includes Dial-A-Ride beyond 3/4 mile of bus routes)	\$50.00	\$25.00	\$3.00

Equipment & Facilities

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, was completed in the summer of 2024. The new operations

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

building replaced a 35-year-old building that was well past its useful life. Customer Service is located at Three Rivers Transit Center.

Transit Centers

- Three Rivers Transit Center, 7109 W Okanogan Place, Kennewick
- 22nd Avenue Transit Center, N 22nd Ave at W Park St., Pasco
- Knight Street Transit Center, Knight St at Goethals Drive, Richland
- Queensgate Transit Center (Columbia Park Trail & Queensgate Drive), Richland

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 Road, West Richland

Future transit centers and transfer points anticipated in West Pasco, Southridge area of Kennewick, 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.

The Queensgate Transit Center opened in 2024 and has allowed BFT to enhance service frequencies to Benton City and Prosser. Currently, BFT is focusing on developing a long-term plan that aligns with local development efforts across Benton and Franklin counties, ensuring that transit services are in sync with growth projections and planning documents.

Bus Stop Amenities

In 2017, staff conducted a comprehensive bus stop inventory to prepare for a new amenity program. BFT plans to conduct another comprehensive inventory in 2026 to collect more detailed and standardized data that will support improved decision-making. Since the original inventory, staff have continued to expand and refine bus stop data, including updated amenity inventories, condition assessments, GIS mapping, and stop classification standards.

Through careful planning and prioritization, staff have achieved steady progress, typically increasing ADA compliance by approximately 3% annually through coordinated construction, pad installation, and amenity improvement projects. By the end of 2026, systemwide ADA compliance is expected to reach approximately 30%. Additional work has included targeted deployment of seating and shelters, development of bus stop design standards, amenity monitoring and scoring methods, improved stop documentation processes, and enhanced data management tools.

Looking ahead to 2032, BFT intends to review and update its implementation plan to ensure continued prioritized annual improvements to bus stops, including coordination with local jurisdictions and strategic partnership opportunities where needed.

Park-and-Ride Lots

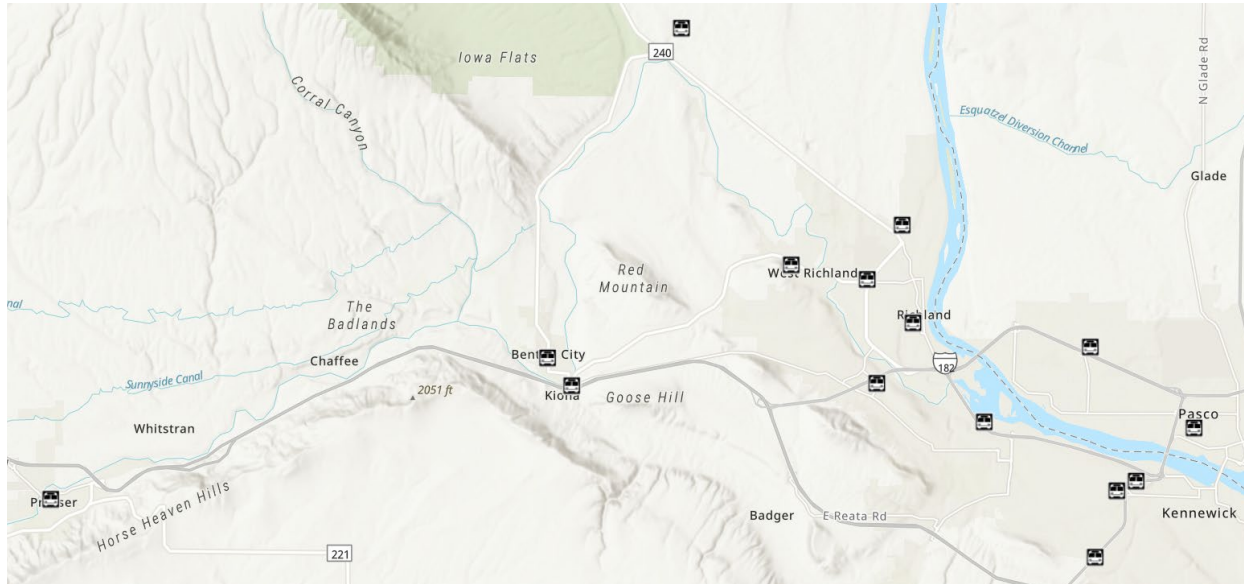
There are currently 15 park-and-ride lots located within the BFT service area, and BFT operates services to 11 of these lots. A primary goal for BFT park-and-ride lots is to ensure Rideshare groups have secure parking spaces to store their personal vehicles during their workday. A map of existing

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

park-and-ride lot locations is shown in Figure 4. Additional details about regional park-and-ride lots and occupancy are available in Appendix D.

Figure 4 Existing Park-and-Ride Lots in BFT's Service Area



Source: WSDOT (<https://wsdot.maps.arcgis.com/apps/webappviewer/index.html?id=31a3d9a42681442096fbbd38590f3af7>)

Vehicle Fleet

BFT is committed to maintaining its vehicle fleet in a state of good repair, ensuring safety, reliability, and comfort for every rider. Detailed information about BFT's vehicle fleet is available in Appendix F. As of June 2026, BFT's fleet is comprised of the following available vehicles:

- **Fixed-Route:** 71 vehicles
- **DAR:** 81 vehicles
- **The Arc of Tri-Cities:** 37 vehicles
- **Rideshare:** 216 vehicles
- **Non-Revenue:** 71 vehicles

As a result of anticipated 2026 improvements to the fixed-route network, Vehicles Operated in Maximum Service (VOMS) are expected to grow to 62 in Fall 2026 (Figure 5). The reason for this significant increase is the focus on providing more service during peak hours of the day. BFT is potentially looking at leasing vehicles to help supplement fleet needs along with the possibly of purchasing used buses at auction. The additional expansion of routes will place BFT under the FTA 20% spare ratio. Measures are being taken to increase fleet size to accommodate expansion and training needs.

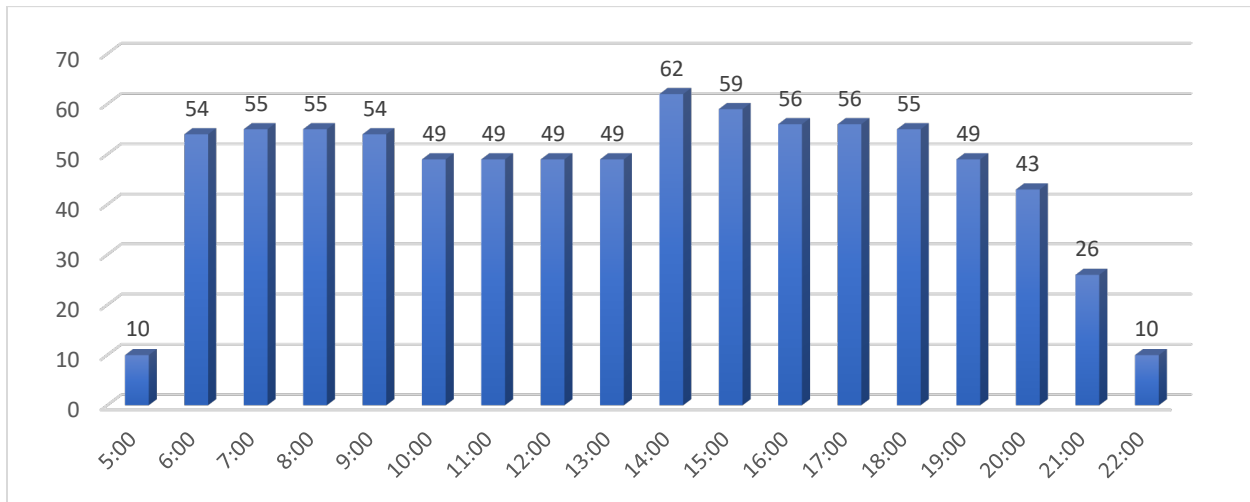
BFT currently operates two battery-electric buses purchased through federal grant funding, supported by charging infrastructure funded through Washington State's Volkswagen Emissions Settlement Program administered by the Washington Department of Ecology. The agency's existing charging infrastructure has sufficient capacity to support the addition of two more electric buses without requiring significant additional capital investment. As part of its fleet transition strategy, BFT intends to pursue grant opportunities for the acquisition of additional electric buses while

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

continuing to evaluate their operational performance, reliability, and lifecycle costs. Current analyses indicate that electric buses may achieve lifecycle costs comparable to diesel vehicles over their useful life. Recognizing that vehicle technology and industry conditions continue to evolve, BFT is taking a measured and fiscally responsible approach to fleet electrification, focusing on incremental expansion that aligns with operational needs, available funding opportunities, and long-term system sustainability.

Figure 5 2026 Annual Service Plan: Weekday Vehicles Operated in Maximum Service



Intermodal Connections and Regional Partnerships

Tri-Cities Airport (PSC)

Tri-Cities Airport (PSC) is the region's main commercial airport, offering direct flights to major western hubs. BFT provides service to the airport via local routes and a newly introduced express route, improving travel times and regional connectivity. This expanded service is part of a collaborative effort with the Port of Pasco to enhance multimodal access and support the airport's growing role in regional mobility.

Amtrak – Pasco Station

Amtrak provides passenger rail service to the Tri-Cities region via the Pasco Intermodal Train Station, located in downtown Pasco. The station is served by the Empire Builder line, which connects Seattle and Portland to Chicago, offering long-distance rail access to major regional and national destinations. The station also houses the local FlixBus/Greyhound terminal. BFT provides high-frequency service to the station, enabling multimodal connectivity for passengers arriving by train or bus.

FlixBus/Greyhound

In 2021, FlixBus acquired Greyhound, integrating the long-established intercity bus network into its operations. Although Greyhound continues to operate under its own brand, the companies are now under common ownership, with ongoing efforts to coordinate operations, streamline services, and improve efficiency across both networks. This consolidation has implications for intercity travel planning and service availability throughout the region.

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

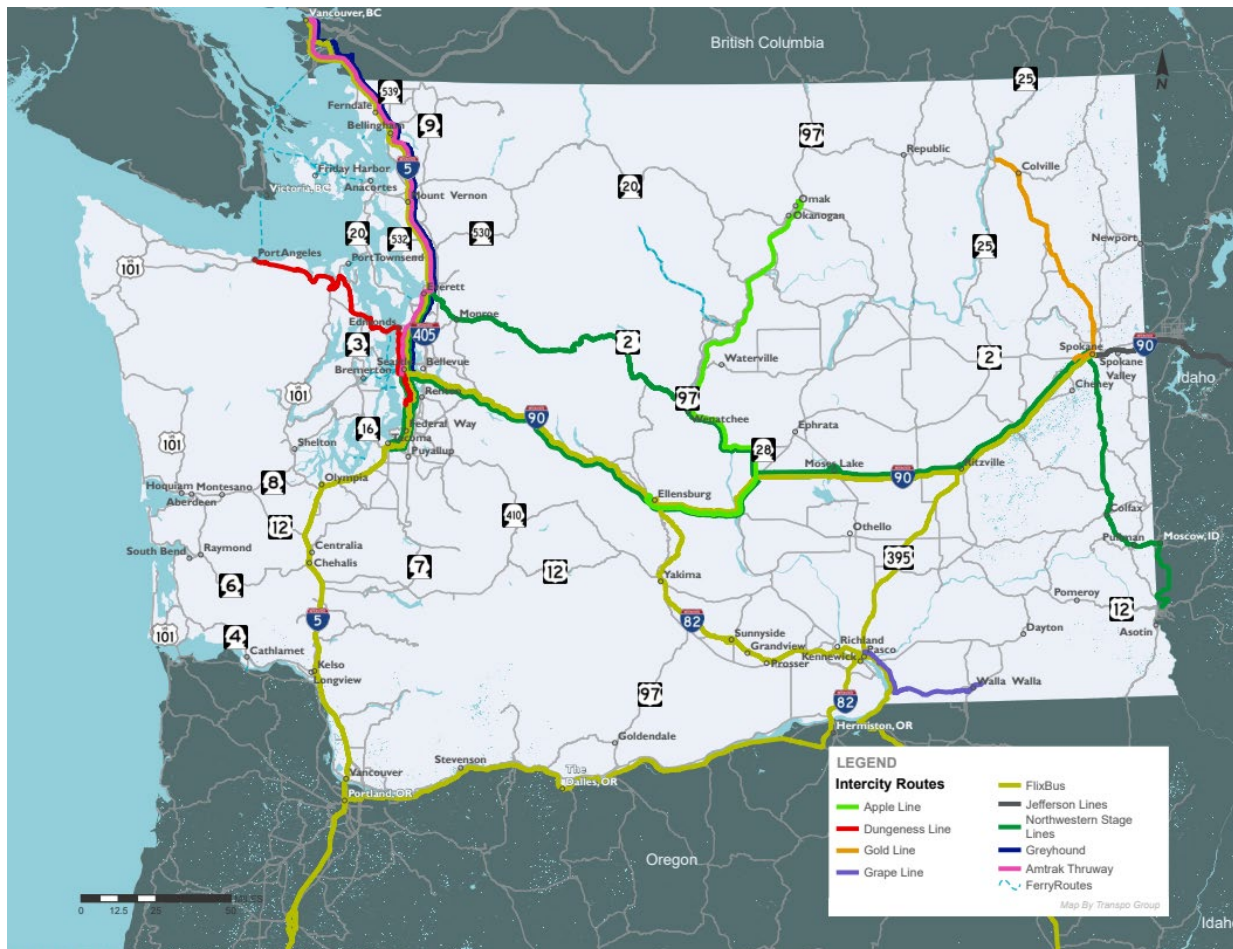
Intercity Bus Network

The Travel Washington intercity bus network contracts private bus operators and receives funding from FTA. The current network, which includes the Grape Line, Dungeness Line, Apple Line, Gold Line, and the newly implemented Wheat Line, offers extensive connections across Washington state.

The Grape Line provides intercity bus service in BFT's service area and the surrounding region. Operating since 2007, this route connects Walla Walla, Pasco, and now to Yakima, linking passengers with FlixBus (formerly Greyhound), Amtrak, BFT, and Valley Transit in Walla Walla.

In May 2026, WSDOT launched its newest intercity bus route, the Wheat Line. Although it is not shown in Figure 6, the route connects Pasco to Spokane via Connell, Othello, and Moses Lake with two daily round trips. The Wheat Line shares a stop with the Grape Line at the 22nd Avenue Transit Center.

Figure 6 WSDOT Statewide Intercity Bus Network



Regional Partnerships

As identified in BFT's Long-Range Transit Plan, improved regional connections were needed with regional transit providers. To address this, planning staff is in the process of creating a regional transit advisory committee. Connections have already been made with eastern Oregon's Region 5 with plans to bolster active collaboration with regional transit agency partners, including Kayak

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Public Transit, Morrow County, Valley Transit, and intercity bus providers to discuss expanding intercity connections and partnerships. While this process is complex and requires careful planning, BFT is committed to gradually improving and growing regional transit connections as additional funding becomes available.

Valley Transit

BFT and Valley Transit (Walla Walla) are exploring ways to collaborate more closely to meet broader regional travel needs and ensure seamless, efficient mobility across county lines. Policymakers in the Tri-Cities area have expressed interest in the potential annexation of Burbank, located in Walla Walla County but economically linked to the Tri-Cities. At the same time, perspectives on annexation and regional governance may vary among stakeholders in Walla Walla County and neighboring communities. Regardless of future jurisdictional decisions, effective coordination of transit services to the Burbank area, which currently falls within Valley Transit's jurisdiction, will be important to support regional travel needs.

Kayak Public Transit

Kayak Public Transit, based in Pendleton, Oregon, provides rural regional transit service in southeastern Washington and northeastern Oregon. The agency operates four fixed routes and four commuter routes that support mobility, access to employment, and regional connectivity. Services are funded through a combination of federal and state grants and Confederated Tribes of the Umatilla Indian Reservation (CTUIR) general funds, and all services are fare-free.

A previous Kayak route connecting Hermiston and the Tri-Cities was reevaluated after FlixBus discontinued service between the two communities. Since then, Northwestern Stage Lines has established service on its Boise, Idaho to Portland, Oregon route, providing a regional connection with a stop at the Pasco Amtrak Station.

People For People

BFT collaborates with People For People to offer complementary services, providing reliable transportation to underserved areas with direct connections at Three Rivers Transit Center in Kennewick and Stacy Avenue Transfer point in Prosser. BFT also posts People For People rider alerts and service updates on its website to help keep passengers informed about schedule changes and service impacts. There is also a recognized need for improved regional travel between northern Franklin County and communities west of Prosser in the Yakima Valley, currently served by People For People shuttles with limited trips.

Women of Wisdom

Women of Wisdom (WOW) Tri-Cities is a nonprofit organization based in Pasco dedicated to empowering underserved communities through education, mentorship, and community support. As part of its mission, WOW operates an innovative Electric Vehicle (EV) carshare program, providing accessible and eco-friendly transportation options to residents in the Tri-Cities area.

3: State & Agency Goals, Objectives, and Action Strategies

This TDP aligns with *Washington Transportation Plan (WTP) 2040 and Beyond* and statewide transportation policy goals established in RCW 47.04.280 that relate to:

- **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services, including the state ferry system
- **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system
- **Stewardship:** To continuously improve the quality, effectiveness, resilience, and efficiency of the transportation system
- **Mobility:** To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility
- **Economic vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy
- **Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment

Long-Range Transit Plan

As Benton County and Franklin County grow, so does demand for the transportation system. BFT understands that it will need a system that can continue to provide high-quality public transportation to the growing community. To prepare for future services, BFT finalized its 20-year long-range transit plan (LRTP) and received board approval in February 2026. BFT has developed three draft strategic directions to help guide the future of the agency (Figure 7). Alignment of these strategic directions with statewide transportation policy goals is shown in Figure 8.

Figure 7 BFT Draft Strategic Directions (2026 Long Range Transit Plan)



Getting the Service Right

BFT provides the right mode of service at the right time and place.



Working Better Together

BFT's internal and external relationships and processes are strong and support BFT's ongoing improvement and success.



Making Every Dollar Count

BFT invests its resources (staff time, physical assets, and funding) to meet agency and community goals efficiently and effectively.

2026-2032 TRANSIT DEVELOPMENT PLAN
 Ben Franklin Transit

Figure 8 BFT Draft Strategic Directions Alignment with State Policy Goals

BFT Draft Strategic Direction	Washington Statewide Transportation Policy Goals					
	Preservation	Safety	Stewardship	Mobility	Economic Vitality	Environment
Getting the Service Right			*	*	*	*
Working Better Together		*	*			
Making Every Dollar Count	*		*		*	

4: Local Performance Measures and Targets

BFT's current strategies focus on promoting economic vitality by serving as the primary regional transportation provider, connecting people to jobs, schools, shopping, and social services, while complementing WSDOT's highway improvements. Positioned strategically within the PTBA, BFT plays a key role in supporting regional economic growth.

BFT's mission is centered on enhancing fixed-route transit services to keep pace with the region's rapid development. This includes efforts to improve service frequency, coverage, and connectivity. BFT works closely with local jurisdictions to align service expansion with the region's economic goals.

Public transportation is a key component of the regional economy, supporting workforce mobility, expanding access to employment opportunities, reducing household transportation costs, and strengthening economic activity throughout Benton and Franklin Counties. BFT's fixed-route, vanpool, and demand-response services help connect residents to major employment centers, educational institutions, healthcare facilities, retail destinations, and recreational opportunities, allowing employers to draw from a larger labor pool while providing workers with reliable and affordable transportation options. This is particularly important for households without access to a personal vehicle, as transit provides essential access to jobs and services while reducing transportation-related financial burdens.

BFT actively partners with major employers throughout the region to better understand workforce travel needs and improve access to employment. Recent efforts have included outreach and survey initiatives with Pacific Northwest National Laboratory (PNNL) to evaluate service effectiveness, identify barriers to transit use, and promote existing services, including Routes 26 and 27X. Similarly, BFT has worked with Amazon facilities to assess employee transportation needs through targeted survey and service planning efforts. These efforts resulted in the implementation of the Amazon Tripper (Route 64) and the evaluation of additional transportation solutions, including shuttle and rideshare services, to improve employee access and support workforce retention.

In addition to serving major employers, BFT provides access to key commercial corridors, shopping centers, and regional destinations that contribute to local economic activity. Routes such as Route 1 and Route 123 provide connections to major retail centers, including Walmart, Target, and other shopping destinations, while Route 50 serves Columbia Center Mall. These services help residents access goods and services while increasing accessibility for customers and employees. BFT also supports recreational and tourism-related destinations through services such as Routes 67 and 68, which provide connections to the aquatic center, and continues to evaluate transportation solutions for special events and seasonal activities. Recent examples include Prosser Balloon Rally and FIFA World Cup.

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

BFT also provides service near the Tri-Cities Airport through Routes 225, 2X, and 68, helping residents and visitors access regional air transportation and supporting business and tourism-related travel.

BFT's rideshare and vanpool program is another important component of the region's transportation network and economic development strategy. The program currently supports approximately 145 vanpool groups and has a long-term goal of expanding to approximately 180 groups, with aspirations to return to the pre-pandemic peak of approximately 250 groups. The program provides cost-effective transportation options for commuters traveling to employment centers throughout the region and beyond. One notable example is the partnership supporting employee commutes to Coyote Ridge Corrections Center in Connell, where more than 25 vanpool groups and over 200 participants currently utilize the service.

BFT also provides VIA Connect service to key employment destinations, including the King city and Lamb Weston facilities, helping improve access to jobs in areas where traditional fixed-route service may not be feasible.

Regional routes further contribute to economic vitality by strengthening connections between communities throughout the service area. Services such as Route 170 improve connectivity between major activity centers and provide transfer opportunities through key hubs such as the Queensgate Transit Center, allowing riders to access destinations throughout the regional transit network. Collectively, these services support economic development by improving mobility, enhancing access to opportunity, reducing transportation costs for households, and increasing the overall competitiveness and resilience of the regional economy.

Title VI Service Standards and Policies

In adherence with federal requirements, BFT has developed a Title VI Program to outline how the agency meets the requirements set forth in FTA Circular 4702.1B and reaffirm its commitment to ensuring that no individual is denied access to transit services based on race, color, or national origin.

BFT's service standards play a key role in guiding decisions related to service planning, including the system's structure, route alignments, stop locations, service hours, frequency, and the areas served by the community. BFT is planning to revisit existing service standards and policies as part of a comprehensive update in late 2026 and early 2027.

The section below outlines the systemwide service standards currently in place that comply with Title VI requirements. According to Title VI, all fixed-route transit providers must establish quantitative standards for their operations in the following areas:

- Load factor
- Vehicle headways
- On time performance
- Equitable distribution of services, vehicles, and amenities

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Service Standards

Vehicle Load

BFT has established a load standard of 1.25 for its fixed-route service during peak operating hours, ensuring that vehicle capacity is not exceeded (Figure 9). A load factor of 1.25 means all seats are occupied, with no more than 25% of passengers standing. If a trip or route consistently reaches or exceeds a 1.25 load factor, corrective measures such as increasing service frequency or adding overload service will be taken to alleviate overcrowding.

Figure 9 Maximum Load Factor Standard Thresholds by Vehicle Type

Vehicle Type	Capacity	Seated	Standing	Total	Load Factor
29' Bus	23	23	6	29	1.25
35' Bus	38	38	9	47	1.25
40' Bus	44	44	11	55	1.25

Vehicle Headway

BFT adjusts route headways based on ridership demand and market potential, considering load factors, productivity, and development growth in the planning process. Current vehicle headways range from 15 to 60 minutes, except for Route 170, which operates 60 minutes during peak and 120 minutes during off-peak times and on Saturdays. Efforts were made in 2024 to increase the frequency of Route 170 from its prior 120-minute all-day service. In 2021, BFT introduced two high-frequency corridor routes (Routes 1 and 3), which run at a fixed 15-minute frequency for most of the day on weekdays. These routes provide high-frequency service between Knight Street Transit Center (Richland), Three Rivers Transit Center (Kennewick), and 22nd Avenue Transit Center (Pasco). In 2025, BFT implemented Express 2X that provides direct, 15-minute express service between Knight St Transit Center and 22nd Ave Transit center.

On-Time Performance

BFT continuously monitors the on-time performance (OTP) of its services to ensure reliable and efficient transit operations. The agency has established a target of 90% OTP for its fixed-route and 95% OTP for Dial-A-Ride services, which is a highly competitive standard compared to many peer and regional transit agencies. BFT regularly evaluates service performance and identifies opportunities for operational improvements to maintain these standards. Detailed on-time performance metrics for individual routes will be presented in future Annual Service Plans and the Short-Range Transit Plan through comprehensive route profiles and performance evaluations.

Busiest Stops

BFT has identified the most utilized stops in the system. Notably, three of BFT's busiest stops system-wide, outside of our transit centers, are located in Franklin County, reflecting the significant transit demand in the Pasco area. The tables below provide the top 20 busiest stops system-wide, based on average daily activity (boardings and alightings). Additional detail on stop-

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

level ridership, including maps from BFT's Hopthru data platform, will be discussed in BFT's Annual Service Plan and Short-Range Plan.

Top 20 Busiest Stops – System-Wide

Rank	Stop ID & Location	Avg. Daily Activity
1	PA055 – Saraceno Way & Argent Rd	140
2	PA060 – 20th Ave & Court St	132
3	PA450 – Court St & 22nd Ave	92
4	RC004 – Duportail St & Queensgate Dr	90
5	KE102 – Clearwater Ave & Yost St	89
6	KE065 – Clearwater Ave & Yost St	82
7	RC023 – Duportail St & Queensgate Dr	81
8	PA078 – Argent Rd & Rd 84	69
9	PA190 – 4th Ave & Clark St	62
10	KE359 – 10th Ave & Heather Stone Apts	56
11	KE380 – Columbia Center Mall (by Sears)	54
12	PA126 – Court St & 14th Ave	54
13	KE351 – 10th Ave & Newport St	53
14	PA147 – Court St & 14th Ave	53
15	KE410 – W 28th Ave & S Quillan St	53
16	KE411 – W 28th Ave & S Quillan St	52
17	PA183 – 4th Ave & Bonneville St	52
18	PA127 – Court St & 10th Ave	52
19	KE096 – Vista Way & Conway St	51
20	PA444 – W Court St & N 1st Ave	50

Service Availability

BFT allocates fixed-route bus service primarily based on observed demand, population trends, and land use patterns. In 2020, BFT launched CONNECT, an on-demand option designed to expand transit access to areas where demand does not justify fixed-route service. Through CONNECT, BFT ensures that all residents within the PTBA have access to either fixed-route or on-demand services. The DAR paratransit service operates throughout the PTBA on an eligibility basis, with regular rates applying when the origin and destination are within $\frac{3}{4}$ of a mile of the service boundary, and premium rates applying when either the origin or destination is beyond $\frac{3}{4}$ of a mile from the boundary.

Service Policies

Transit Amenities Distribution

BFT allocates amenities based on how many people use a bus stop on an average day. To classify stops consistently, the agency separates them into urban and rural datasets and applies percentile calculations to average daily boarding activity (Figure 10).

By grouping stops into defined categories based on ridership data, BFT can match amenity investment with activity levels. This approach supports consistent service quality, improves the rider experience, and helps guide long-term planning and budgeting. The different classifications of stops and minimum, preferred, and optional amenities appropriate for each stop type are shown in Figure 11 and 12.

Figure 10 *BFT Bus Stop Classification Metrics*

Classification Metric	Description
Urban vs. Rural	To ensure that bus stop classifications reflect meaningful differences in activity, BFT separates ridership data into two datasets: ▪ Urban (Kennewick, Pasco, Richland, and West Richland) ▪ Rural (Prosser and Benton City) Ridership patterns in rural communities naturally differ from those in more densely populated urban areas and cannot reasonably be expected to compete with the higher activity levels seen in the urban core. By evaluating these areas separately, BFT prevents rural stops from being overshadowed by urban ridership volumes and ensures that each stop is compared fairly within its local context. This approach supports more equitable amenity allocation across the entire service area.
Boardings vs. Alightings	When determining amenity allocation, BFT looks at the number of average daily boardings a stop receives: ▪ Boardings indicate how many people wait at a stop to catch the bus, which directly relates to the need for shelters, seating, lighting, and other features ▪ Alightings (the number of riders getting off the bus) do not correlate to demand for amenities, since passengers who are only alighting at a stop typically leave the stop immediately

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Percentile Groupings

Percentiles group stops relative to one another, not against arbitrary numerical thresholds. This allows stops to be separated into tiers (e.g., bottom 50%, top 15%), ensuring that classifications reflect the actual distribution of ridership in the system. For example, a stop in the 85th percentile has higher boardings than 85% of the stops in its dataset, making it eligible for shelter. Using percentiles also makes the classification system more adaptable over time. As ridership patterns grow, decline, or shift geographically, percentile boundaries shift with them. This allows BFT to regularly update classifications without redefining fixed thresholds, ensuring the system remains equitable and reflective of current travel behavior.

Figure 11 BFT Bus Stop Classification Types

Percentile, Average Daily Boardings	Classification	Description
0-49th	Basic Stop	Largest share of stops in the BFT system. These locations typically serve lower daily activity levels and are commonly found in residential neighborhoods, lower-density corridors, or areas with limited surrounding destinations. At Basic Stops, BFT's primary focus is on ensuring that each location meets ADA accessibility requirements and has a posted sign. Beyond these essential elements, additional amenities may be considered based on context, available right-of-way, or community needs.
50th	Moderate Stop	The next tier of ridership activity. These locations serve a moderate but consistent volume of riders and are found across a wide range of settings, including residential neighborhoods, commercial areas, and community destinations.
85th	Major Stop	Busiest locations in the BFT system. These stops experience the highest levels of boarding and alighting activity and often serve as key access points to major destinations, commercial areas, and transfer points.

Figure 12 BFT Bus Stop Amenities by Classification Type

Bus Stop Amenity	Major Stop	Moderate Stop	Basic Stop
ADA-Compliant Landing Pad	✓	✓	✓
Bus Stop Sign	✓	✓	✓

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

No Parking Restriction	✓	✓	✓
Trash Receptacle	✓	✓	○
Simme Seat and/or Freestanding Bench	○	✓	○
Bicycle Rack	○	○	○
Lighting	○	○	
Lean Rail	○	○	
Bicycle Repair Station	○	○	
Display Case/Posted Passenger Information	○		
Real-Time Arrival Display	○		
Shelter with Seating	✓		

✓ *Required and/or Recommended*

○ *Optional*

Transit Access

BFT's fixed-route service averages one stop every ¼ mile on most routes and provides flag stops where customers can signal the bus if safety standards are met. Flag stops are locations without a physical pole, allowing riders to flag down the bus as it arrives. BFT is gradually phasing out flag stops by replacing them with physical stop signs or eliminating them altogether if the stop is poorly located and experiences minimal ridership. BFT also strives to accommodate stop-location requests from the public. For service planning and evaluation, BFT assumes that the maximum distance customers will walk to access local urban fixed-route service is ½ mile.

BFT currently has 34 flag stops remaining in the system. Over the past year, 7 flag stops have been eliminated. More broadly, BFT has removed or permanently placed signage at approximately 60 flag stops over the past decade as part of an ongoing effort to formalize and improve the stop infrastructure across the system.

Vehicle Assignment

Vehicle assignment for fixed-route service is based on operational requirements such as vehicle size, route capacity, and turning radius. Dispatch assigns buses to specific operational blocks each month. Buses that are out for maintenance or other reasons are replaced daily with vehicles from the spare fleet. Drivers receive their assigned bus number upon checking in with dispatch. Buses are assigned to routes based on ridership capacity and the anticipated need for additional capacity. BFT uses buses of the same size interchangeably for daily assignments, ensuring that both newer and older vehicles are used in minority and non-minority neighborhoods alike. The age of the fleet is also considered when assigning vehicles to different routes or blocks.

Transit Asset Management Plan

Transit Asset Management and State of Good Repair

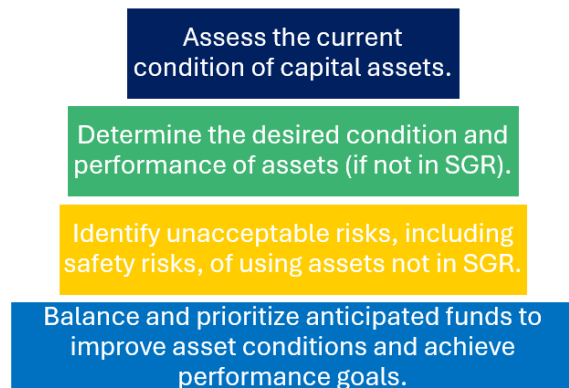
BFT's Transit Asset Management (TAM) plan allows the agency to predict the impact of policies and investment decisions on asset conditions throughout their life cycle, as well as the ability to enhance or maintain State of Good Repair (SGR) by proactively investing in assets before their conditions deteriorate.

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.

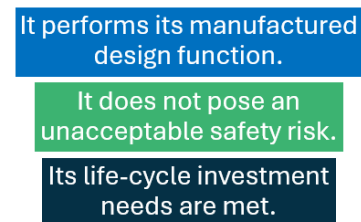
As stated in 49 CFR § 625.41, a capital asset is in SGR if it meets the following objective standards:

- The capital asset can perform its designed function;
- The use of the asset in its current condition does not pose an identified unacceptable safety risk; and
- The life-cycle investment needs of the asset have been met or recovered, including all scheduled maintenance, rehabilitation, and replacements.

BFT's TAM Plan aims to:



A capital asset is in State of Good Repair when:



Condition Assessment

As described in BFT's TAM Plan (2022), BFT conducts condition assessments to generate information sufficient to monitor and predict the performance and ULB of capital assets. The assessments are provided to the WSDOT and BFCOG on an annual basis in accordance with 49 CFR § 625.53(b).

BFT condition assessment ratings are based on the FTA Transit Economic Requirements Model (TERM) scale (Figure 13). In accordance with the TERM scale, assets with a condition rating score of 3.0 and above are in an SGR, whereas assets with a condition rating score of 2.9 or lower are not in an SGR and may require prioritization during capital programming.

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

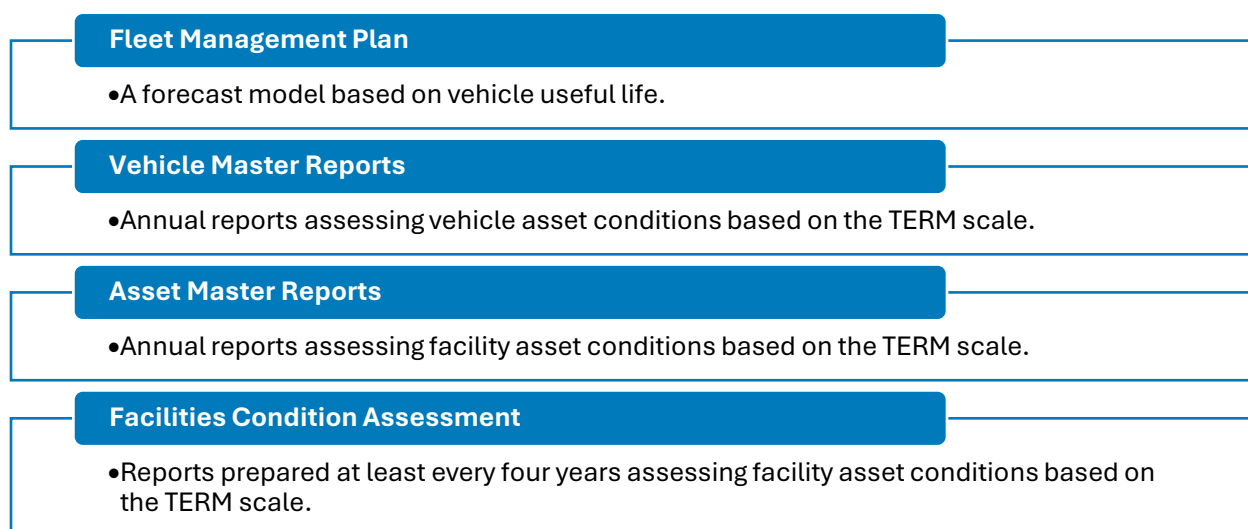
Figure 13 FTA TERM Scale

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life

Additional details about BFT's facilities and vehicle fleet inventory, including condition ratings related to SGR, are available in Appendix F.

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.



Investment Prioritization

BFT engages in an iterative capital planning process where capital investment needs and requests are evaluated by the Capital Improvement Committee (CIC). The CIC evaluates requests based on safety considerations, alignment with strategic objectives, and support for maintaining SGR.

Projects are prioritized based on their potential to address identified safety risks and enhance or maintain an SGR over a four-year period. The CIC evaluates funding levels from all available sources and the probability of securing these funds each fiscal year. The six-year rolling Capital Improvement Program (CIP) is updated annually and presented to the Board of Directors for approval.

Safety Performance Measures and Targets

BFT's Public Transportation Agency Safety Plan (PTASP) aligns with FTA's Safety Management System (SMS) framework under 49 CFR Part 673 and the Bipartisan Infrastructure Law (BIL). BFT's SMS utilizes a proactive, data-driven approach focused on hazard identification, risk mitigation, safety assurance, and continuous improvement.

BFT continues to enhance safety oversight through improved digital safety reporting systems, expanded safety analytics, and an Employee Safety Reporting Program (ESRP) that supports both identified and anonymous reporting. These tools allow the agency to better identify safety trends, assign corrective actions, and monitor mitigation effectiveness across operations and maintenance activities.

In 2026, BFT strengthened its Safety Committee governance structure to support PTASP oversight, Safety Performance Target (SPT) review, Safety Risk Management activities, and continuous safety improvement initiatives.

BFT's 2026 safety priorities include:

- Reducing collisions, injuries, and preventable safety events
- Preventing assaults on transit workers
- Improving system reliability and operational safety performance
- Expanding defensive driving, de-escalation, and refresher training programs
- Utilizing telematics, camera systems, and safety performance monitoring to support proactive risk reduction

BFT's 2026 Safety Performance Targets include:

- Zero fatalities
- Zero major safety events
- Zero assaults on transit workers
- Reduced collision and injury rates
- Increased Mean Distance Between Failures (MDBF) target to 45,000 miles

BFT remains committed to strengthening its safety culture through employee engagement, leadership accountability, ongoing training, and continuous improvement to ensure safe, reliable, and effective transit services throughout the Tri-Cities region.

5: Plan Consistency

This chapter outlines regional transportation plans and policies relevant to public transit in Benton and Franklin counties. Additional details from these plans are available in Appendix E. BFT's TDP aligns with the Washington State Transportation Plan, regional growth strategies, and comprehensive local plans to support sustainable mobility and economic development.

Figure 14

BFT TDP Regional Plan Review

Jurisdiction/ Agency	Document	Goals and Policies Relevant to BFT
Benton & Franklin Council of Governments	2022 Human Services Transportation Plan (HSTP)	▪ The HSTP identifies transportation needs for vulnerable populations, including seniors, low-income individuals, and those with disabilities. It outlines strategies to improve access to essential services and reduce transportation gaps. ▪ Identified gaps include transportation access to food and social services for seniors. ▪ Strategies include free transit fares for low-income individuals and increased service connections to medical facilities.
Benton & Franklin Council of Governments	2045 Metropolitan Transportation Plan (MTP)	▪ The 2045 MTP addresses future transportation needs and emphasizes multimodal accessibility and sustainability. ▪ A projected 30% increase in transit trips is anticipated by 2045. ▪ The plan emphasizes the need for additional transit options, especially for elderly and disabled populations. ▪ Strategies focus on enhancing service frequency and expanding service areas to meet growing demand.
Benton City	2017 Comprehensive Plan	▪ Benton City aims to develop a balanced and efficient multimodal transportation system that accommodates various transportation modes. ▪ Public transportation services are to be maintained and expanded for all demographics.
Connell	2022 Comprehensive Plan	▪ Connell's comprehensive plan highlights the need for sustainable land use and transportation systems that support community growth. ▪ The city currently relies heavily on automobile travel, with limited public transit options. ▪ Land use policies encourage multi-family developments near public transportation routes.
Kennewick	Kennewick 2026 Comprehensive Plan (DRAFT)	▪ The city supports a coordinated multimodal transportation system by working closely with Ben Franklin Transit (BFT) and regional partners to improve transit access, safety, and connectivity. Policies promote Complete Streets principles, enhanced transit amenities, and stronger connections between

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Jurisdiction/ Agency	Document	Goals and Policies Relevant to BFT
		transit, pedestrian, and bicycle networks to provide safe and convenient travel options for all users.
Kennewick	2040 Transportation Systems Plan	▪ The Kennewick TSP coordinates and plans for the development of a balanced, multimodal transportation system by recognizing the regional nature of the transportation system and the need for continuing interagency coordination. ▪ The plan contains policies encouraging and supporting alternative travel modes, including transit.
Richland	Richland 2027-2032 Transportation Improvement Program (Draft)	▪ Richland has programmed a variety of transportation projects, including roadways, intersection, safety, and active transportation improvements that support a more connected multimodal network. Many of these investments will improve access to Ben Franklin Transit services through enhanced pedestrian and bicycle connectivity, while corridor and capacity improvements may support future transit service enhancements, including higher-frequency routes and potential BRT opportunities.
Richland	2017 Comprehensive Plan	▪ Comprehensive Plan focuses on creating pedestrian-friendly connections to commercial areas and transit.
West Richland	2017 Comprehensive Plan	▪ Comprehensive Plan emphasizes the development of a multimodal transportation system that supports economic growth and community connectivity. ▪ The plan encourages high-density developments near public transit. ▪ Policies promote multimodal transportation and accessibility for disadvantaged populations.
Pasco	2018-2038 Comprehensive Plan	▪ Comprehensive Plan supports transit use and collaboration with BFT. ▪ Policies encourage mixed-use developments with transit amenities and safe pedestrian routes.
Pasco	Pasco 2025-2032 Transportation Improvement Program	▪ Pasco has programmed a diverse set of transportation projects, including roadways, intersection, safety, and active transportation improvements that support a more connected multimodal transportation network. Investments in pedestrian crossings, bicycle facilities, multi-use pathways, and Safe Routes to School projects will improve access to Ben Franklin Transit services, while major corridors, interchange, and roadway expansion projects may enhance regional mobility and create opportunities for future transit service improvements and increased ridership.

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Jurisdiction/ Agency	Document	Goals and Policies Relevant to BFT
Pasco	Transportation System Master Plan 2022	▪ The city encourages public transportation use and collaboration with BFT for transit routes. ▪ As growth occurs, Pasco sees an opportunity to improve the quality and consistency of transit connections as part of new neighborhood designs.
Prosser	2018 Comprehensive Plan	▪ Comprehensive Plan emphasizes residential developments near public transit and support for mobility disadvantaged groups. ▪ Policies advocate for equitable transportation investments and improved public transit access.
Benton & Franklin Counties	2026-2028 Community Health Improvement Plan	▪ The Benton-Franklin Community Health Improvement Plan recognizes transportation as a critical factor in accessing healthcare, employment, food, and other essential services. The plan supports reducing health inequities by improving access to healthcare and promoting equitable access to safe and active transportation, reinforcing the important role of Ben Franklin Transit in supporting community health and quality of life throughout the region.
Benton County	2017 Comprehensive Plan	▪ Comprehensive Plan encourages multi-modal connectivity and compact developments to support transit use. ▪ Policies focus on expanding transportation capacity and integrating pedestrian and bicycle routes.
Franklin County	2018-2038 Comprehensive Plan	▪ Comprehensive Plan aims to connect all transportation modes and promote energy-efficient travel. ▪ Policies support public transportation accessibility for disadvantaged populations and potential shuttle services to Tri-Cities.

6: Planned Capital Expenses

Capital Improvement Plan

The development of a six-year CIP provides a mid-term horizon for prioritizing resources, developing budgets, enhancing the transit system, and maintaining existing assets and resources in good repair. Aligning the CIP with annual TDP updates helps connect the goals and policies of BFT. Over the six-year time horizon, the total cost of BFT's CIP is approximately \$178 million, with over a third of funding derived from state and federal sources.

Figure 15 through Figure 24 provides detailed information about CIP expenses, funding sources, timeline, and projects. Appendix G contains a detailed list of projects.

Figure 15 2026-2032 CIP Summary by Project Category and Funding Source

Planned Capital Expenses	Funding Source			Total Cost
	Local	State	Federal	
Revenue Vehicles	\$20,409,190	\$6,782,700	\$47,677,133	\$74,869,023
Non-Revenue Vehicles	\$821,851	\$0	\$0	\$821,851
Facilities - Maintenance & Administration	\$26,913,836	\$0	\$98,210	\$27,012,046
Facilities - Passenger & Operational	\$48,484,285	\$10,345,000	\$1,500,000	\$60,329,285
Technology	\$14,621,909	\$0	\$0	\$14,621,909
Transit Planning & Analysis	\$425,000	\$0	\$0	\$425,000
Total	\$111,676,071	\$17,127,700	\$49,275,343	\$178,079,114

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Figure 16

2026-2032 CIP Summary by Project Category

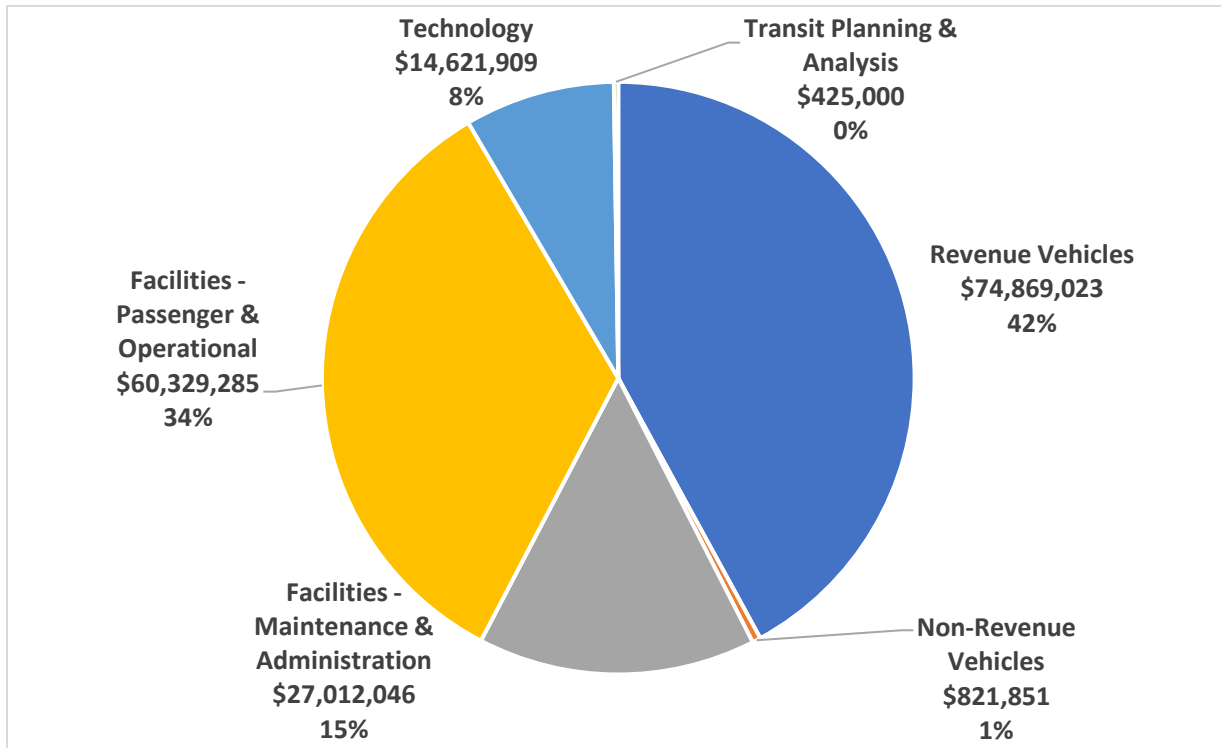
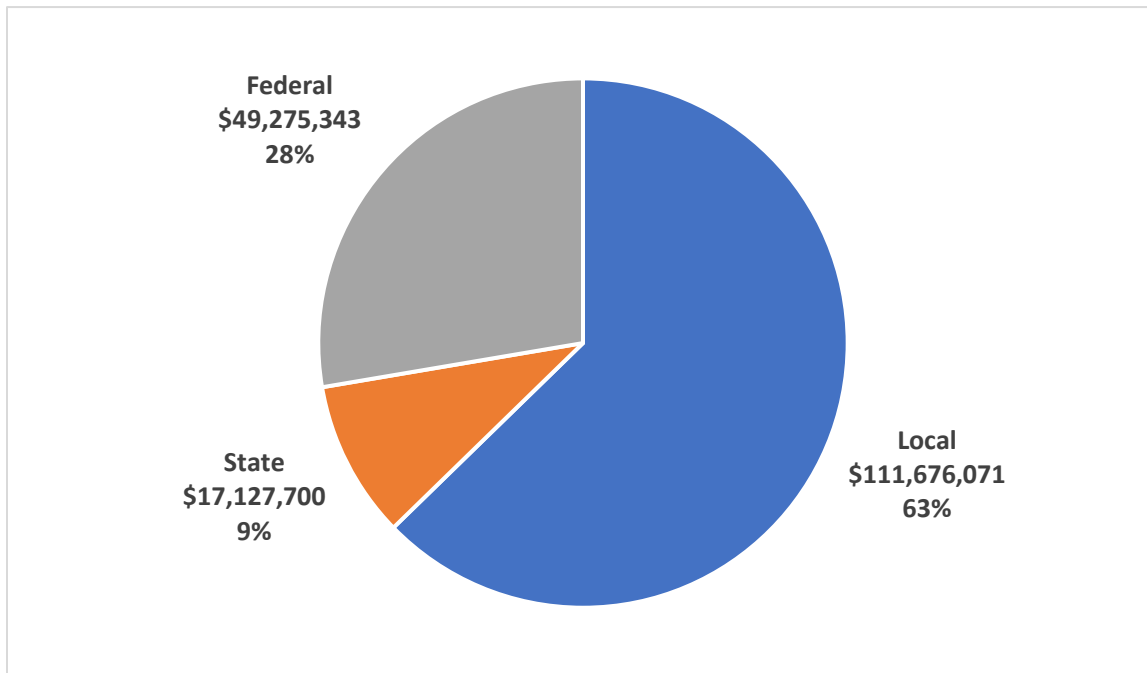


Figure 17

2026-2032 CIP Summary by Project Category and Funding Source



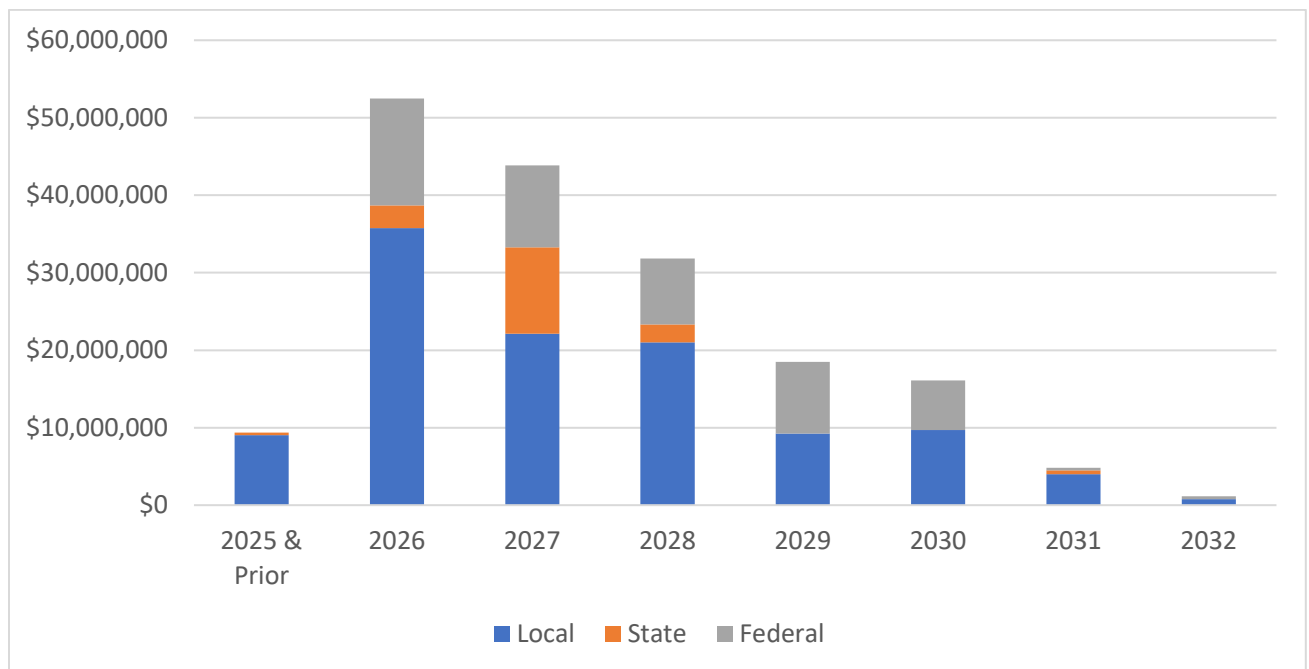
2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Figure 18 2026-2032 CIP Summary by Year and Funding Source

Year	Funding Source			Total Cost
	Local	State	Federal	
Previous Expenditures	\$9,043,676	\$331,555	\$0	\$9,375,231
2026	\$35,775,472	\$2,893,661	\$13,830,818	\$52,499,951
2027	\$22,125,140	\$11,137,855	\$10,571,765	\$43,834,760
2028	\$21,026,152	\$2,284,629	\$8,516,329	\$31,827,110
2029	\$9,224,209	\$0	\$9,260,638	\$18,484,847
2030	\$9,697,878	\$0	\$6,387,783	\$16,085,661
2031	\$4,004,193	\$480,000	\$333,967	\$4,818,160
2032	\$779,351	\$0	\$374,043	\$1,153,394
Total	\$111,676,071	\$17,127,700	\$49,275,343	\$178,079,114

Figure 19 2026-2032 CIP Summary by Year and Funding Source



2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Figure 20

2026-2032 CIP: Vehicles

Year	Planned Capital Expense	Description	Quantity	Funding Source			Total Cost
				Local	State	Federal	
2026-2030	Fixed Route Fleet - Replacement	Replaces fixed-route coaches as they reach the end of their planned useful life, typically two years beyond the 12-year minimum lifespan established by FTA.	46	\$7,210,168	\$6,240,000	\$32,017,619	\$45,467,787
2026-2031	Non-Revenue Vehicles	The acquisition and replacement of non-revenue vehicles that support transit operations, including those used for facility maintenance, road service calls, and the transportation of employees and equipment.	28	\$821,851	-	-	\$821,851
2026-2032	Paratransit Vehicles	Replaces paratransit vehicles on a regular schedule, in alignment with the established fleet replacement plan.	101	\$2,283,441	-	\$12,939,514	\$15,222,955
2026-2031	Rideshare Vehicles	The acquisition and replacement of rideshare vehicles, in alignment with the established fleet plan.	122	\$10,435,581	\$542,700	-	\$10,978,281
2027	Fixed Route Fleet Expansion	In order to support BFT's future service expansion and operational needs, this project provides for the acquisition of new coaches that will increase the overall fleet size.	4	\$480,000		\$2,720,000	\$3,200,000
Total			301	\$21,231,041	\$6,782,700	\$47,677,133	\$75,690,874

2026-2032 TRANSIT DEVELOPMENT PLAN
Ben Franklin Transit

Figure 21 2026-2032 CIP: Facilities – Maintenance & Administration

Year	Planned Capital Expense	Description	Funding Source			Total Cost
			Local	State	Federal	
2025-2029	MOA - Preservation and Enhancements	Includes projects designed to extend the useful life of the Maintenance, Operations, and Administration campus through the replacement and upgrade of building systems and fixtures, including the installation of electrical charging infrastructure.	\$15,805,247*	-	\$98,210	\$15,903,457
2026	Miscellaneous Equipment & Fixtures	Provides funding for smaller capital projects, including routine upgrades to fixtures, equipment, and minor facility improvements.	\$1,608,589	-	-	\$1,608,589
2025-2027	Facility Maintenance Building	Development and construction of a new facility maintenance building to support efficient and reliable transit operations (located at 1000 Columbia Park Trail).	\$9,500,000	-	-	\$9,500,000
Total			\$26,913,836	-	\$98,210	\$27,012,046

*The \$15,805,247 in local funds listed is not related to the Operations Building project that was completed in 2024, and the two should not be compared directly. Rather, this figure represents a range of planned campus improvement projects across the next six years. These projects include upgrades to security infrastructure such as surveillance systems, fencing, and access control, as well as improvements to fueling infrastructure. Additional planned projects include upgrades to maintenance pits, the bus wash facility, and the existing Maintenance Building, which was originally constructed in the mid-1980s and needs modernization. Taken together, these projects account for the full \$15,805,247 in local funds and reflect the broad scope of capital investment needed to maintain and improve BFT's facilities campus beyond the recently completed Operations Building.

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Figure 22

2026-2032 CIP: Facilities – Passenger & Operational

Year	Planned Capital Expense	Description	Funding Source			Total Cost
			Local	State	Federal	
2025-2032	Route and Bus Stop Improvements	Supports a range of projects aimed at improving the functionality of BFT bus stops, routes, and related infrastructure such as enhanced signage, ADA accessibility upgrades, and improved passenger amenities.	\$20,011,351	\$4,300,000	\$1,500,000	\$25,811,351
2027	Transit Center Upgrades	This program invests in existing transit centers to enhance customer experience, modernize infrastructure, improve safety, and expand capacity where feasible.	\$250,000	-	-	\$250,000
2026-2029	Land Acquisition	Acquisition of land and property to support the expansion of BFT services and accommodate the continued growth of the PTBA.	\$9,000,000	-	-	\$9,000,000
2025-2029	West Pasco Transit Hubs	Creation of a new transit facility to serve the growing West Pasco area, improving regional connectivity and access to public transportation. The transit center, along with an accompanying park-and-ride lot, will support expanding service needs, reduce congestion, and provide a convenient hub for riders traveling within Pasco and to the broader region. These funds also include potential costs associated with the Downtown Pasco project depending on the direction the agency decides to go with that specific location.	\$3,998,533	\$3,713,000	-	\$7,711,533

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Year	Planned Capital Expense	Description	Funding Source			Total Cost
			Local	State	Federal	
2026-2028	22nd Avenue Transit Center	Extends and enhances the useful life of the 22nd Avenue Transit Center through a range of improvements. Planned upgrades include, but are not limited to, reconfiguring the platform to ensure ADA compliance and improve safety through updated technology, adding a customer service window, enhancing driver comfort facilities, TOD and modernizing the park-and-ride lot (located in Pasco).	\$11,204,401	\$1,852,000	-	\$13,056,401
2028-2031	Transit Mobility Hubs	Design and construction of three new small-scale transit hubs to support recent and long-term growth in the region. These facilities will be located in the Southridge area of Kennewick, Benton City, and Prosser, and are intended to improve transit access, enhance service efficiency, and meet the evolving transportation needs of these growing communities.	\$4,020,000	\$480,000	-	\$4,500,000
Total			\$48,484,285	\$10,345,000	\$1,500,000	\$60,329,285

Figure 23 2026-2032 CIP: Technology

Year	Planned Capital Expense	Description	Funding Source			Total Cost
			Local	State	Federal	
2025-2032	Computer Equipment Preservation & Updates	Supports the routine acquisition and replacement of the agency's IT-related assets, including but not	\$4,263,909	-	-	\$4,263,909

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Year	Planned Capital Expense	Description	Funding Source			Total Cost
			Local	State	Federal	
		limited to computers, hardware, and associated equipment.				
2025-2027	Business Systems Replacement	Upgrade and replace the agency's current Enterprise Business System (EBS) and records management system, including but not limited to financial, human resources, and inventory management software.	\$8,000,000	-	-	\$8,000,000
2026-2027	Communication Technology Upgrades	Replaces and upgrades in-vehicle and stationary communication systems to ensure reliable, up-to-date technology for transit operations. Upgrades are conducted as systems reach the end of their useful life to maintain safety, efficiency, and service reliability.	\$2,158,000	-	-	\$2,158,000
2026	Information Systems (IS) Infrastructure	Provides ongoing funding for the routine acquisition and upgrade of IS infrastructure, computers, and associated hardware. These investments support the agency's overall information system and ensure that end-user requirements are met through reliable, secure, and efficient technology.	\$200,000	-	-	\$200,000
Total			\$14,621,909	-	-	\$14,621,909

2026-2032 TRANSIT DEVELOPMENT PLAN
Ben Franklin Transit

Figure 24 2026-2032 CIP: Transit Planning & Analysis

Year	Planned Capital Expense	Description	Funding Source			Total Cost
			Local	State	Federal	
2027-2028	Short-Range Service Plan	Comprehensive 3–5-year plan to evaluate and improve transit services, ensuring service, fleet, facility, and funding needs align with regional growth and community demand.	\$425,000	-	-	\$425,000
Total			\$425,000	-	-	\$425,000

7: Planned Operating Changes

This chapter includes proposed operating changes scheduled to occur within the six-year plan horizon.

Fixed-Route

In January 2021, the BFT Board of Directors adopted the Annual Service Plan (ASP) policy, establishing a framework to align service planning and delivery. This policy serves as a crucial tool in guiding budget decisions and managing annual labor requirements.

2026 ASP recommendations (Figure 25) continue to emphasize efficiency, aligning with the BFT Board of Directors' directive to enhance the cost-effectiveness of systemwide services. Reducing travel time by providing more limited-stop, cross-town trips is also an intended outcome of the 2026 ASP service recommendations.

Additional recommendations for the TDP time horizon are shown in Figure 26. As the Tri-Cities region continues to experience rapid growth, particularly in West Richland, the demand for expanded public transportation services is becoming increasingly evident. West Richland's ongoing residential and commercial development underscores the need for additional bus routes to serve these emerging areas. Enhanced service in this region would improve accessibility, connect residents to key destinations, and support the area's growth by providing a reliable alternative to driving.



Additionally, the need for new transfer centers in strategic locations is critical to improving regional connectivity and efficiency. In South Kennewick's Southridge area, a transfer center near Trios Southridge Hospital and a newly proposed veteran's clinic would better serve this growing community while enhancing access to healthcare, retail, and residential areas. Similarly, transfer centers in Benton City and Prosser would strengthen transit connections along the I-82 corridor, allowing for faster, more streamlined service between these communities and the rest of the Tri-Cities.

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Pasco is also experiencing rapid growth, particularly in West Pasco, highlighting the need for a dedicated West Pasco Transit Center. Such a facility would serve as a vital hub for connecting residents to key destinations within the city and beyond. As the King City area and East Pasco's industrial and residential developments continue to expand, additional routes will be required to meet the growing demand for public transportation. Expansion of the service area is currently being evaluated in BFT's ongoing LRTP, which was approved by the Board of Directors in February 2026.

West Richland continues to experience significant growth, particularly with the planned Lewis and Clark Ranch development. To support this expansion, BFT is evaluating future transit investments, including a potential transit center and additional routes to improve regional connectivity. The tentative 2027 Annual Service Plan includes a proposed new West Richland route to serve current population growth and emerging residential developments, with future service expansions anticipated as the community continues to grow.

Figure 25 2026 Annual Service Plan Planned Operating Changes

Route/Service	Recommendation	Estimated Peak Vehicle Change	Estimated Start Date	Estimated 2026 Revenue Hours	Estimated Annual Revenue Hours
Tripper and Special Event Service	Targeted service allocation to address overcrowding and employment shuttles. Special event services such as additional buses for Fair, FIFA World Cup*, and Prosser Balloon Rally.	-	Periodic	2,500*	2,500*
Route 123s	Discontinue due to low ridership	-1	March	-97	-126
Route 26s	Discontinue 7:15 a.m. due to low ridership and third afternoon trip at 3:00 p.m.	-1	March	-49	-63
Columbia Basin Veterans (Route 61)	Local Pasco route serving West A Street and Veterans Center	1	June	1410	2560
Pasco Aquatics Center	Seasonal pilot service pattern to provide more direct, frequent service to the Aquatics Center and West Pasco.	1	Memorial Day	2,100	3,590
Pasco Flea Market	Pilot service operates from 7:00 a.m. to 4:00 p.m. on weekends from August to October with plans to expand from March through October in 2027 if successful.	-	August	180	595
Richland Downtown Loop	Route realignment to accommodate changes.	-	Spring	-	-
Total				6,044	9,056
*Partial grant-funded hours for FIFA					

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Figure 26

Planned Operating Projects (2026-2032)

Recommended Operating Changes (2026-2032)	
Recommended Operating Change	Potential Locations and Additional Details
Evaluate expansion of service coverage and options to meet demand	- West Richland - King City area - East Pasco industrial and residential developments - CONNECT high ridership zones: Finley, King City, Horn Rapids, Badger South, West Clearwater - Pasco residential growth areas, especially northern neighborhoods
Consider options to expand regional service	- Burbank - Walla Walla - Walla Walla - Hermiston
Evaluate options tailored to vulnerable populations	- Veterans - Low-income - Minority - Persons with disabilities - Limited-English Proficiency
Identify potential PTBA expansion areas	Badger Canyon
Evaluate options for new transfer center locations	- South Kennewick (near Trios Southridge Hospital and newly proposed Veterans Clinic) - Benton City - Prosser - West Pasco
Pursue route optimization	Adjustments to improve efficiency and meet ridership demand systemwide.
Evaluate additional service improvements to meet identified community needs	- Improved frequency, including increased service on high-ridership corridors - Later Sunday service - Earlier weekday service - Later weekday service - Expanded Sunday service coverage - Later Saturday service - Improved microtransit - New express/commuter routes and limited-stop services

Dial-a-Ride

BFT is committed to providing reliable and accessible paratransit services throughout Benton and Franklin Counties within the PTBA. As BFT looks toward 2027, the focus will be on maintaining the

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

high service standards that riders rely on. While no major changes are planned for the upcoming year, BFT recognizes the importance of addressing staffing challenges to ensure continued service quality.

A new computer-aided dispatch system, RideCo, is scheduled for implementation in 2026. The system will optimize trips throughout the day to create the most efficient schedules possible. This improved efficiency is expected to increase scheduling capacity and may allow for same-day ride requests. RideCo will also provide Dial-A-Ride (DAR) customers with the ability to book trips through a mobile app.

CONNECT

In 2026, BFT is focused on expanding the CONNECT service while ensuring fixed routes remain the primary and most efficient transportation option. The upcoming year will include exploring opportunities for growth to meet rising demand.

Under the guidance of the BFT Board of Directors, potential enhancements to CONNECT will be carefully considered, ensuring the service continues to meet the needs of riders who lack access to fixed routes or when those routes are unavailable. BFT will also conduct a biannual customer survey through the CONNECT app to gather feedback and make data-driven decisions for future improvements. Staff will assess the need for additional points of interest as community growth demands.

BFT will focus on improving app experience across all platforms, ensuring consistent and reliable functionality for both Android and iOS users. BFT is also committed to monitoring its driver partners, ensuring comprehensive training and the necessary tools for high-quality service. To ensure equitable access, BFT will actively promote CONNECT services within the Limited English Proficiency community. Service hours, zones, and coverage may be adjusted as needed based on evolving community needs or budget considerations.

Through these efforts, BFT aims to provide convenient, reliable, and accessible mobility solutions that meet community expectations and improve the overall transportation experience.

Rideshare

In 2026, BFT is focused on expanding the Rideshare program's reach and impact. The main goals include growing Rideshare groups, fostering a sense of community among commuters, easing traffic congestion, and reducing environmental impact. By encouraging more people to join, BFT aims to improve transportation options and promote sustainable commuting.

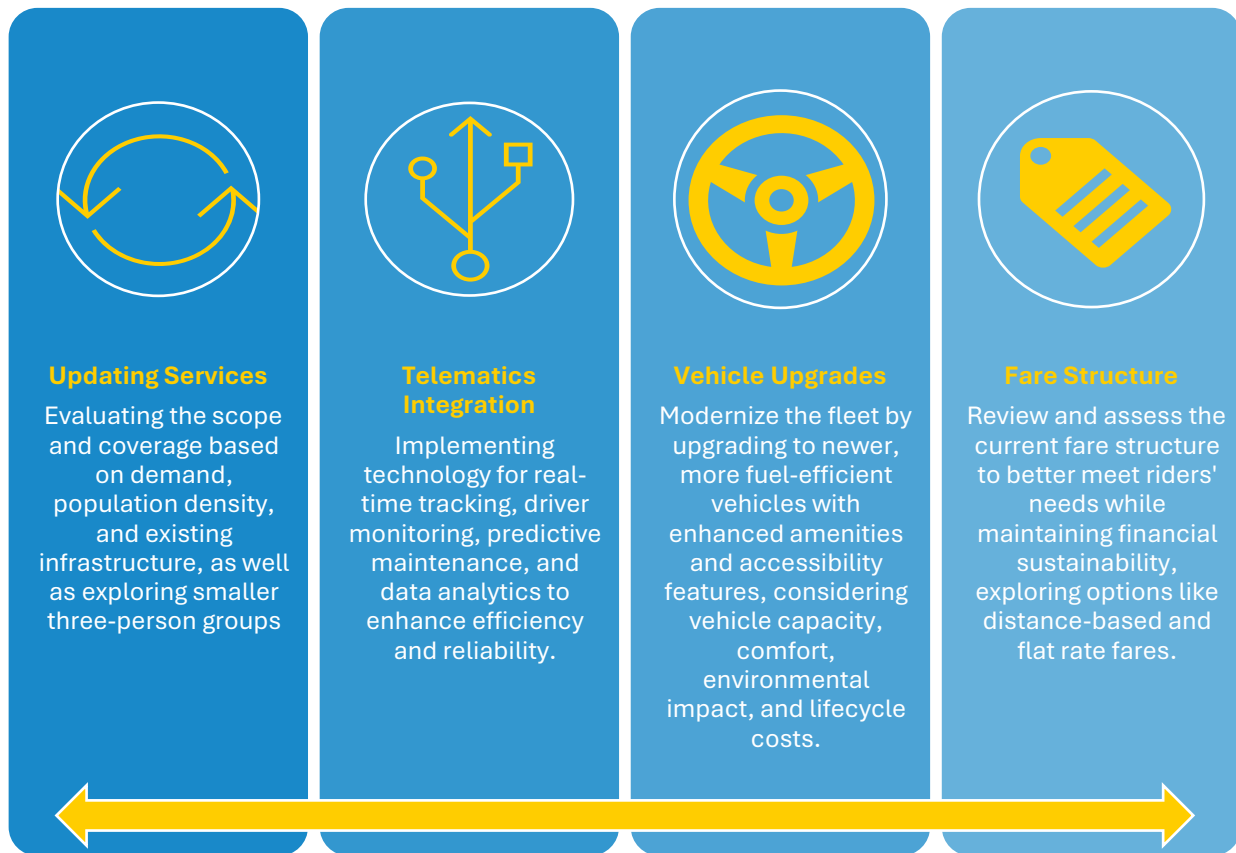
In addition to expanding Rideshare groups, integrating telematics, and adjusting fare structures, BFT plans to create educational videos to guide new participants through the process of starting and joining Rideshare groups, empowering them with the knowledge and resources needed to make the most of their Rideshare experience.

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Figure 27

Planned Rideshare Initiatives



2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

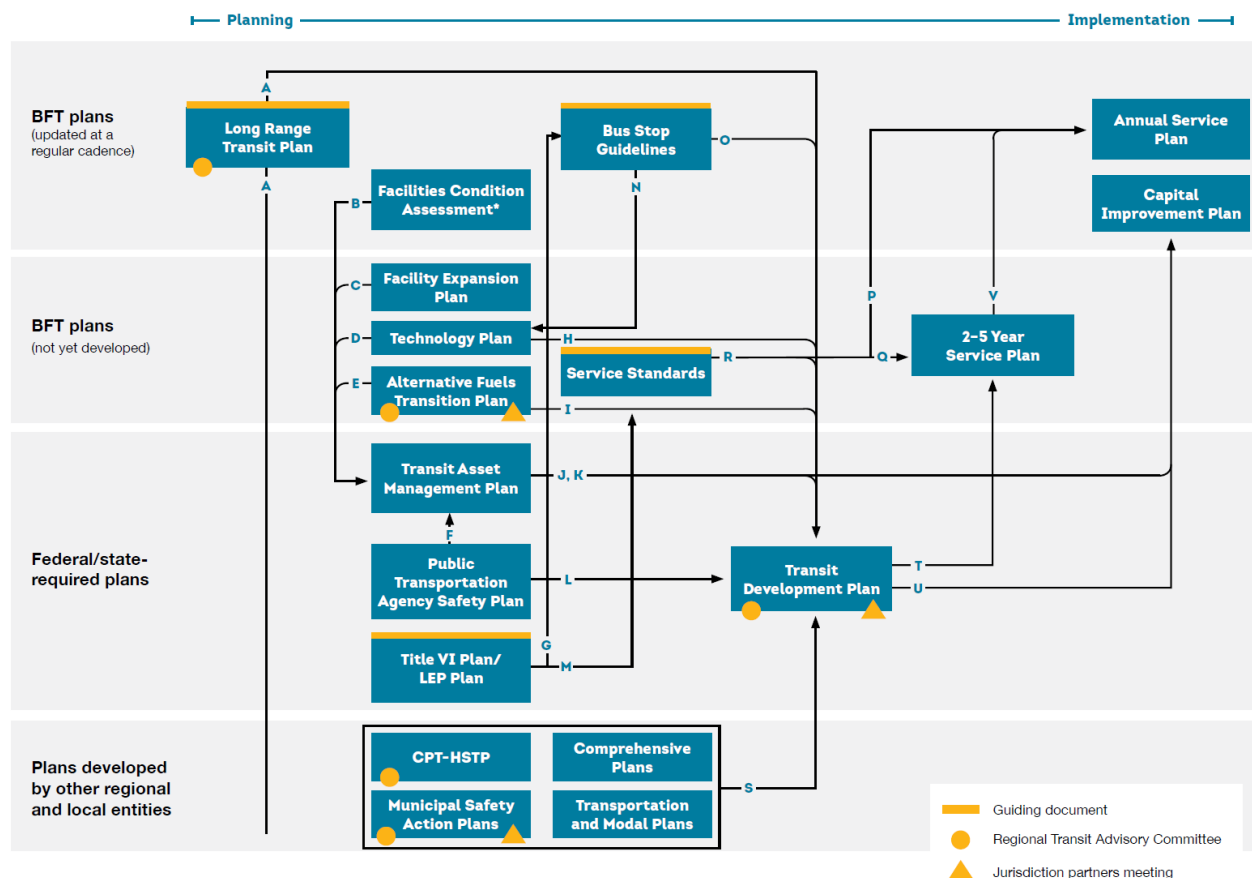
Planning Projects

In addition to systemwide service improvements, BFT intends to complete several planning studies to help guide the future of transit service in the region during the TDP timeframe. Anticipated planning projects are shown in Figure 29.

Through the development of the Long-Range Transit Plan (LRTP), an integrated planning framework was created to illustrate how agency plans align and support one another (Figure 28). This process identified several internal plans that still need to be developed or refined. Moving forward, BFT will focus on creating and strengthening these plans to strategically advance the agency.

In 2026, the agency will undertake a Short-Range Service Plan (SRSP) study to conduct a comprehensive evaluation of the transit system and develop detailed service change recommendations for implementation over the subsequent five years. The planning process will include an assessment of existing routes, service performance, travel demand, and community needs to identify opportunities for improvement. The study will focus on enhancing service reliability, increasing route efficiency, and improving the overall rider experience while ensuring that proposed changes align with regional mobility goals, demographic and land-use trends, and anticipated funding availability. Public and stakeholder engagement will be a key component of the process, helping to ensure that recommendations reflect community priorities and support a more effective and sustainable transit network.

Figure 28 Long-Range Transit Plan (LRTP)



2026-2032 TRANSIT DEVELOPMENT PLAN
Ben Franklin Transit

Figure 29

Anticipated Planning Projects (2026-2032)

Year	Project	Description
2026	Long-Range Transit Plan (approved Feb. 2026)	Provides an overarching guide on how to implement agency transportation goals and policies over the next 20 years.
2026-2028	Frequent Service Corridor Study (in progress)	Planning and engineering to inform an update and redesign of BFT's current and future frequent service (15 minutes or better) routes, as well as improving access and ADA accessibility of frequent-corridor routes.
2026-2027	Service Standards & Performance Measures (in progress)	Update and expand on existing service standards, including establishing new metrics or thresholds as necessary.
2026-2027	Short-Range Transit Plan	Conduct a comprehensive planning process to develop detailed service change recommendations to be implemented within a five-year timeframe. The study will focus on enhancing service reliability, route efficiency, and rider experience while aligning with regional mobility goals and funding availability.
2026-2027	Fare Study Update	Re-evaluate fare study recommendations and determine a path forward for future fare structure and policies.
2026-2028	Alternative Fuels Transition Plan	Strategic roadmap outlining BFT's transition to zero-emission alternatives over time, including plans for fleet conversion, infrastructure upgrades, funding, workforce training, and community engagement. Developing strategies to address charging capacity constraints at BFT's Maintenance, Operations, and Administration facility will be of particular importance.
2026-2028	Climate Action Plan Update	Update to BFT's existing plan to guide how the agency will reduce its greenhouse gas emissions and increase climate resilience through measures like adopting cleaner vehicles, improving energy efficiency, promoting sustainable transportation, and engaging the community to support statewide environmental goals.
2026-2028	ADA Transition Plan Update	Update to BFT's existing bus stop implementation plan to establish a clear path forward and ensure continued progress toward ADA compliance goals.

8: Multi-Year Financial Plan

The multi-year financial plan outlines budget projections for operations, capital investments, and contingency reserves. This plan assumes sufficient funding to construct and operate all the projects outlined, unless otherwise specified. BFT relies on three primary revenue sources:

- **Federal and State Grants:** BFT will continue to pursue grant opportunities to fund capital projects, allowing more local funds to be directed toward service operations.
- **Fare Revenue and Ridership:** BFT will actively seek opportunities to increase ridership. The current financial projections for this TDP do not include fare changes over the six-year planning period. Any potential fare adjustments will undergo review, discussion, and public input. Additionally, fare changes will require a Title VI equity analysis.
- **Sales Tax Revenue:** BFT has the authority, subject to voter approval, to collect up to a 0.6% sales tax for general public transportation. Currently, BFT collects the full 0.6% sales tax within the Public Transportation Benefit Area (PTBA) in the Tri-Cities Region. The TDP assumes the sales tax, as authorized by voters in March 2002, will remain in place.

The multi-year financial plan combines the results of the capital plan and planned operating changes year-by-year for the current budget year and forecasts for the next six 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 (WSTIP).
- BFT maintains an adequate reserve fund.

Figure 30 shows budgeted figures for 2026 and the projections for the years 2027-2032.

Service Expansion Revenue Hour Projections for Cash Flow

The methodology for establishing the service expansion costs for the cash flow analysis relies on the revenue hours of service performance metric.

Note that costs shown reflect marginal rather than fully allocated costs. BFT has elected to use marginal costs since they more accurately reflect the actual additional cost of providing one more unit of service (e.g., revenue hour), whereas fully allocated costs include fixed overhead and may overstate the cost of incremental changes. Showing marginal costs helps BFT make more efficient, responsive, and competitive decisions, especially when capacity already exists and the goal is to optimize usage or evaluate new service opportunities.

Service expansion revenue hour projections are shown in Figure 31. These projections will continue to be refined as the Tri-Cities experience rapid residential and industrial growth and travel demand evolves. Additional analysis through the forthcoming Short-Range Transit Service Plan (SRSP) will further validate and prioritize service expansion needs over the next several years, ensuring future investments align with growth, demand, and available resources.

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Figure 30

BFT 2026-2032 Multi-Year Financial Plan

	Forecast	Projected					
	2026	2027	2028	2029	2030	2031	2032
Sales Tax (Local)	\$ 57,000,000	\$ 58,710,000	\$ 60,764,850	\$ 62,587,796	\$ 64,778,368	\$ 66,721,719	\$ 69,056,980
Fares	1,900,000	1,947,500	1,996,188	2,046,092	2,097,244	2,149,676	2,203,417
State Operating Grants	11,800,000	11,800,000	11,918,000	12,037,180	12,157,552	12,279,127	12,401,919
Federal Operating Grants	12,500,000	12,500,000	12,562,500	12,625,313	12,688,439	12,751,881	12,815,641
Miscellaneous	3,400,000	2,657,961	2,281,647	1,798,912	1,591,320	1,253,103	1,000,627
Total Revenues	\$ 86,600,000	\$ 87,615,461	\$ 89,523,185	\$ 91,095,292	\$ 93,312,923	\$ 95,155,507	\$ 97,478,584
Labor & Benefits	\$ 49,300,000	\$ 51,765,000	\$ 55,491,704	\$ 60,082,398	\$ 64,153,593	\$ 68,026,702	\$ 72,122,162
Professional Services	4,700,000	4,841,000	5,275,868	5,877,310	6,319,419	6,678,178	7,051,078
Fuel & Lubricants	4,400,000	4,532,000	5,087,208	5,899,164	6,462,677	6,891,975	7,338,021
Tires & Tubes	300,000	309,000	351,160	413,784	456,524	488,433	521,552
Materials/Supplies	4,200,000	4,326,000	4,500,123	4,704,974	4,888,321	5,061,187	5,238,204
Insurance & Liability	1,800,000	1,854,000	1,939,269	2,027,727	2,114,963	2,203,140	2,292,116
Purchased Transportation	4,500,000	4,635,000	4,861,228	5,032,368	5,210,275	5,395,186	5,587,469
All Else	2,200,000	2,266,000	2,340,672	2,419,856	2,498,656	2,577,883	2,658,530
Service Expansion	-	1,132,950	1,696,690	1,024,110	651,610	652,300	695,570
Total Operating Expenses	\$ 71,400,000	\$ 75,660,950	\$ 81,543,924	\$ 87,481,692	\$ 92,756,037	\$ 97,974,985	\$ 103,504,701
Operating Surplus/(Deficit)	\$ 15,200,000	\$ 11,954,511	\$ 7,979,261	\$ 3,613,601	\$ 556,886	\$ (2,819,478)	\$ (6,026,118)
Cash Flow from Capital Activity							
Net Proceeds from State Grants	\$ 2,893,661	\$ 11,137,855	\$ 2,284,629			\$ 480,000	\$ -
Net Proceeds from Federal Grants	13,830,818	10,571,765	8,516,329	9,260,638	6,387,783	333,967	374,043
Capital Improvement Program Spending	(52,499,951)	(43,834,760)	(31,827,110)	(18,484,847)	(16,085,661)	(4,818,160)	(1,153,394)
Net Cash Flow from Capital Activity	\$ (35,775,472)	\$ (22,125,140)	\$ (21,026,152)	\$ (9,224,209)	\$ (9,697,878)	\$ (4,004,193)	\$ (779,351)
Cash and Reserve Balances							
Beginning Cash	\$ 102,412,244	81,836,772	71,666,142	58,619,251	53,008,643	43,867,651	37,043,980
Less: Reserves	(50,900,000)	(53,030,475)	(55,971,962)	(58,940,846)	(61,578,019)	(64,187,492)	(66,952,351)
Available Unrestricted Cash	51,512,244	28,806,297	15,694,180	(321,595)	(8,569,376)	(20,319,842)	(29,908,371)
Add: Operating Surplus	15,200,000	11,954,511	7,979,261	3,613,601	556,886	(2,819,478)	(6,026,118)
Less: Net Cash Flow from Capital Activity	(35,775,472)	(22,125,140)	(21,026,152)	(9,224,209)	(9,697,878)	(4,004,193)	(779,351)
Ending Available Unrestricted Cash	30,936,772	18,635,667	2,647,289	(5,932,203)	(17,710,368)	(27,143,513)	(36,713,840)
Ending Total Cash (with reserves)	\$ 81,836,772	\$ 71,666,142	\$ 58,619,251	\$ 53,008,643	\$ 43,867,651	\$ 37,043,980	\$ 30,238,511

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Figure 31 Service Expansion Revenue Hour Projections for Cash Flow

Revenue Hours by Mode	2026	2027	2028	2029	2030	2031	2032	2026-2032
Fixed Route								
Revenue Hours	239,847	245,284	257,209	260,038	262,898	265,790	268,714	1,718,120
Expansion Hours	1,490	5,437	11,925	5,144	1,312	1,318	1,325	30,000
Cost/Revenue Hour	\$ 89.54	\$ 89.54	\$ 93.37	\$ 97.37	\$ 101.53	\$ 105.89	\$ 110.45	
Expansion Cost	\$ 133,415	\$ 486,845	\$ 1,113,380	\$ 500,860	\$ 133,203	\$ 139,566	\$ 146,346	\$ 2,653,614
Dial-A-Ride								
Revenue Hours	121,522	129,421	135,892	141,328	146,274	150,662	155,182	892,568
Expansion Hours	3,348	4,861	4,423	3,924	4,042	4,163	4,288	44,628
Cost/Revenue Hour	\$ 88.04	\$ 88.04	\$ 91.80	\$ 95.73	\$ 99.82	\$ 104.11	\$ 108.59	
Expansion Cost	\$ 294,758	\$ 427,948	\$ 406,009	\$ 375,646	\$ 403,468	\$ 433,415	\$ 465,644	\$ 2,806,888
The Arc of Tri-Cities								
Revenue Hours	23,458	24,044	24,525	25,016	25,516	26,026	26,547	149,456
Expansion Hours	2,553	586	481	491	500	510	521	4,484
Cost/Revenue Hour	\$ 63.00	\$ 63.00	\$ 65.69	\$ 68.51	\$ 71.43	\$ 74.50	\$ 77.71	
Expansion Cost	\$ 160,839	\$ 36,919	\$ 31,597	\$ 33,637	\$ 35,716	\$ 37,997	\$ 40,487	\$ 377,192
CONNECT								
Total Hours	48,544	49,758	51,002	52,277	53,323	54,389	55,477	406,513
Expansion Hours	3,623	971						9,807
Cost/Revenue Hour	\$ 57.71	\$ 57.71	\$ 60.22	\$ 62.79	\$ 65.48	\$ 68.28	\$ 71.21	
Expansion Cost	\$ 209,083	\$ 56,035	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 265,119
Rideshare								
Revenue Hours	51,416	55,756	64,064	64,705	65,352	66,006	66,666	425,655
Expansion Hours	(5,850)	3,584	4,000	3,000	2,000	1,000	1,000	10,000
Cost/Revenue Hour	\$ 34.93	\$ 34.93	\$ 36.43	\$ 37.99	\$ 39.61	\$ 41.31	\$ 43.09	
Expansion Cost	\$ (204,341)	\$ 125,205	\$ 145,703	\$ 113,962	\$ 79,219	\$ 41,313	\$ 43,091	\$ 344,152
Total Expansion Cost	\$ 593,754	\$ 1,132,952	\$ 1,696,689	\$ 1,024,105	\$ 651,606	\$ 652,291	\$ 695,568	\$ 6,446,965

9: Projects of Regional Significance

BFT collaborates with regional partners on major transit projects, including multimodal hubs, highway transit enhancements, and connectivity improvements with neighboring transit agencies. BFT has identified a series of projects that are largely improvements associated with moving passengers safely and reliably throughout the community. BFT will coordinate with BFCOG to incorporate these into the Transportation Improvement Program (TIP).

According to BFCOG's 2026-2028 TIP, a project is classified as regionally significant if it meets one of the following criteria:

1. A roadway project which serves regional transportation needs (such as access to and from the area outside the region; major civic and activity centers in the region; major developments such as retail shopping centers, sports complexes, employment centers; or transportation terminals for movement of people or freight including agriculture).
2. A transit capital project which serves regional transportation needs (such as administrative, operations, maintenance, or transfer facility) or is a frequent transit corridor that operates predominately on federal aid-eligible roadways.
3. A non-motorized project which is located on or adjacent to a federal-aid eligible road, serves regional transportation needs, provides access to frequent transit service or a regional transit facility, or offers an alternative to regional roadway travel.

BFT has identified a series of regionally significant projects to occur over the time horizon of the TDP. These projects are summarized in Figure 32.

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Figure 32

Projects of Regional Significance

Project	Description
Pasco Transit Hubs	▪ New transit facility to serve the growing West Pasco area ○ Improve regional connectivity and access to public transportation ○ Support expanding service needs ○ Reduce congestion ○ Provide a convenient hub for riders traveling within Pasco and to the broader region ○ Park-and-ride lot ▪ Potential Downtown Pasco facility, depending on future agency direction
Frequent Service Corridors	▪ Corridor-level transit infrastructure improvements to support frequent service (15 minutes or better) routes ▪ Improved access and ADA accessibility on frequent corridor routes.
22nd Avenue Transit Center	▪ Reconfiguring the platform to ensure ADA compliance ▪ Improve safety through updated technology ▪ Add customer service window ▪ Enhanced driver comfort facilities ▪ Transit-Oriented Development (TOD) ▪ Modernized park-and-ride lot
Transit Mobility Hubs	▪ Three new small-scale transit hubs: ○ Southridge area of Kennewick ○ Benton City ○ Prosser ▪ Improve transit access ▪ Enhance service efficiency ▪ Meet evolving transportation needs of growing communities
Comprehensive Plan Coordination	▪ Coordinating with the city and regional partners to improve transit accessibility as a major transportation mode, while evaluating future level-of-service standards to ensure reliable public transit access for existing and future developments.

10: Section 5307 Program of Projects

The Section 5307 Urbanized Area Formula Program (49 U.S.C. § 5307) provides federal funding for public transportation capital investments, operating assistance in certain circumstances, and transportation-related planning activities in urbanized areas. An urbanized area is an incorporated area with a population of 50,000 or more, as designated by the U.S. Census Bureau.

Section 5307 funds may be used for a variety of transit capital projects, including the replacement, rehabilitation, rebuilding, and expansion of bus fleets; the acquisition of service and support equipment; mobility management activities; security and safety improvements; and the construction, rehabilitation, and improvement of passenger and maintenance facilities. These eligible activities support the continued operation, modernization, and expansion of public transportation services.

Figure 33 presents projected Section 5307 apportionments for Federal Fiscal Year (FFY) 2027 and serves as the Section 5307 Program of Projects (POP) for this TDP, as required by federal statute. In FFY 2027, Ben Franklin Transit (BFT) intends to utilize Section 5307 funding for the replacement and expansion of fixed-route vehicles and replacement of Dial-A-Ride vehicles.

Figure 33 Section 5307 Program of Projects: FFY 2027

Capital Project	Federal	Local	Total
Vehicle Replacement	\$7,851,765	\$2,945,604	\$10,797,369
Vehicle Expansion	\$2,720,000	\$480,000	\$3,200,000

As part of the annual Section 5307 POP public process, BFT publishes a public hearing notice as part of the TDP in the local newspaper and posts the following statement on the BFT website:

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

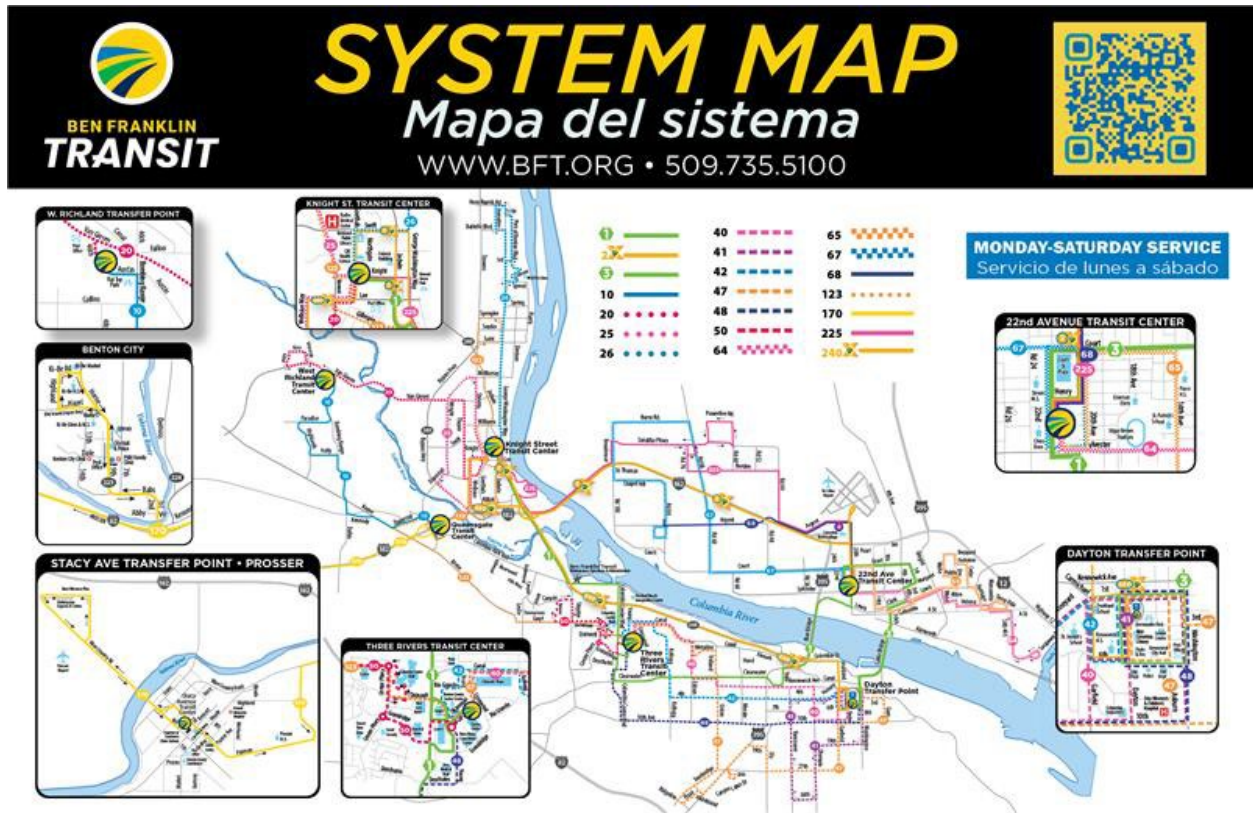
Appendix A: System Maps and PTBA Service Area

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2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

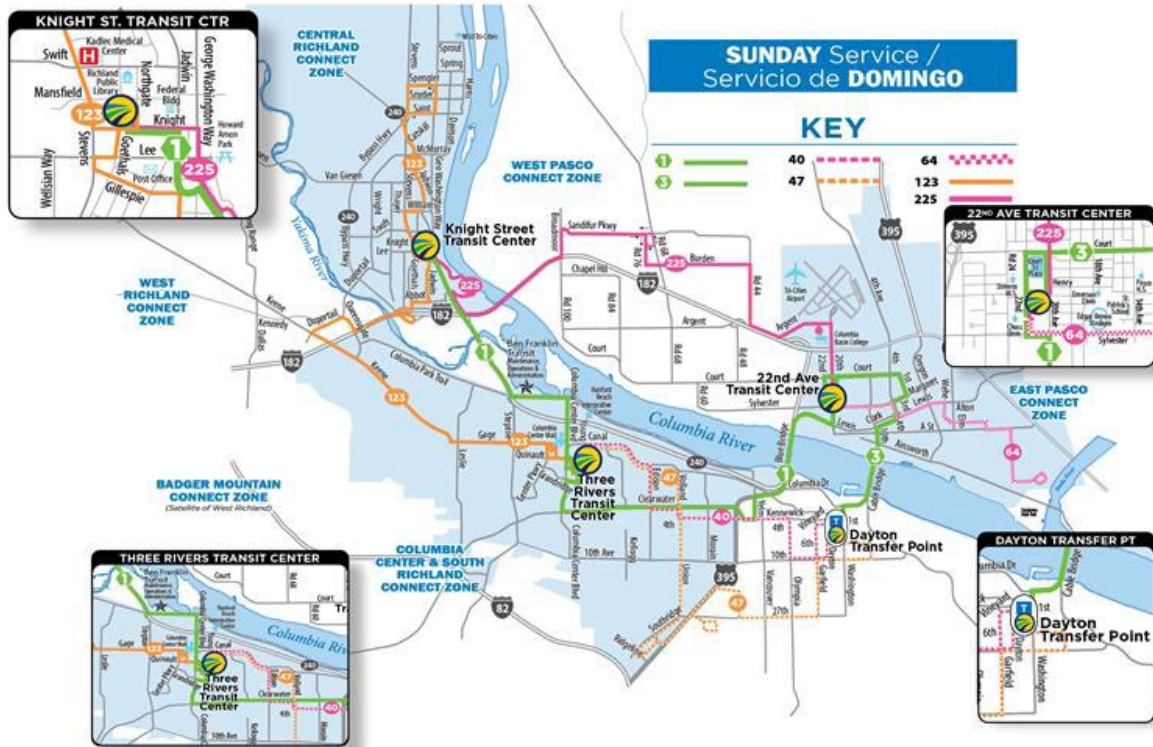
BFT Fixed-Route Route System Weekdays through Saturdays



2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

BFT Fixed-Route System on Sundays



BFT CONNECT Service Zones



Transit centers.

- 1 West Richland
- 2 Knight Street
- 3 Queensgate
- 4 Three Rivers
- 5 22nd Ave
- 6 Dayton Transfer Point

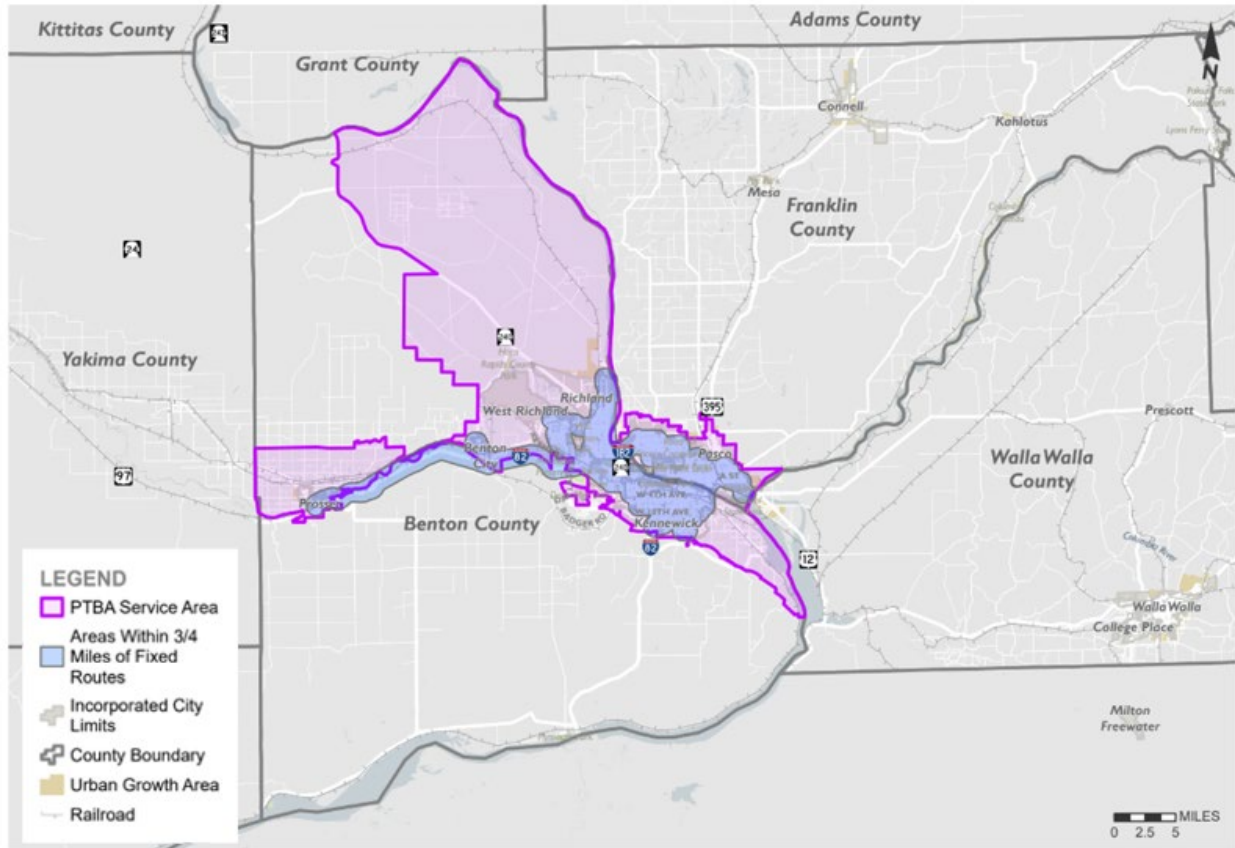
Services.

- 7 Woodspring Hotel
- 8 Desert Hills Middle School
- 9 Pasco Processing
- 10 Columbia Basin Veterans Center
- 11 Riverview High School
-  Transit connection

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

BFT Public Transportation Benefit Area (PTBA)

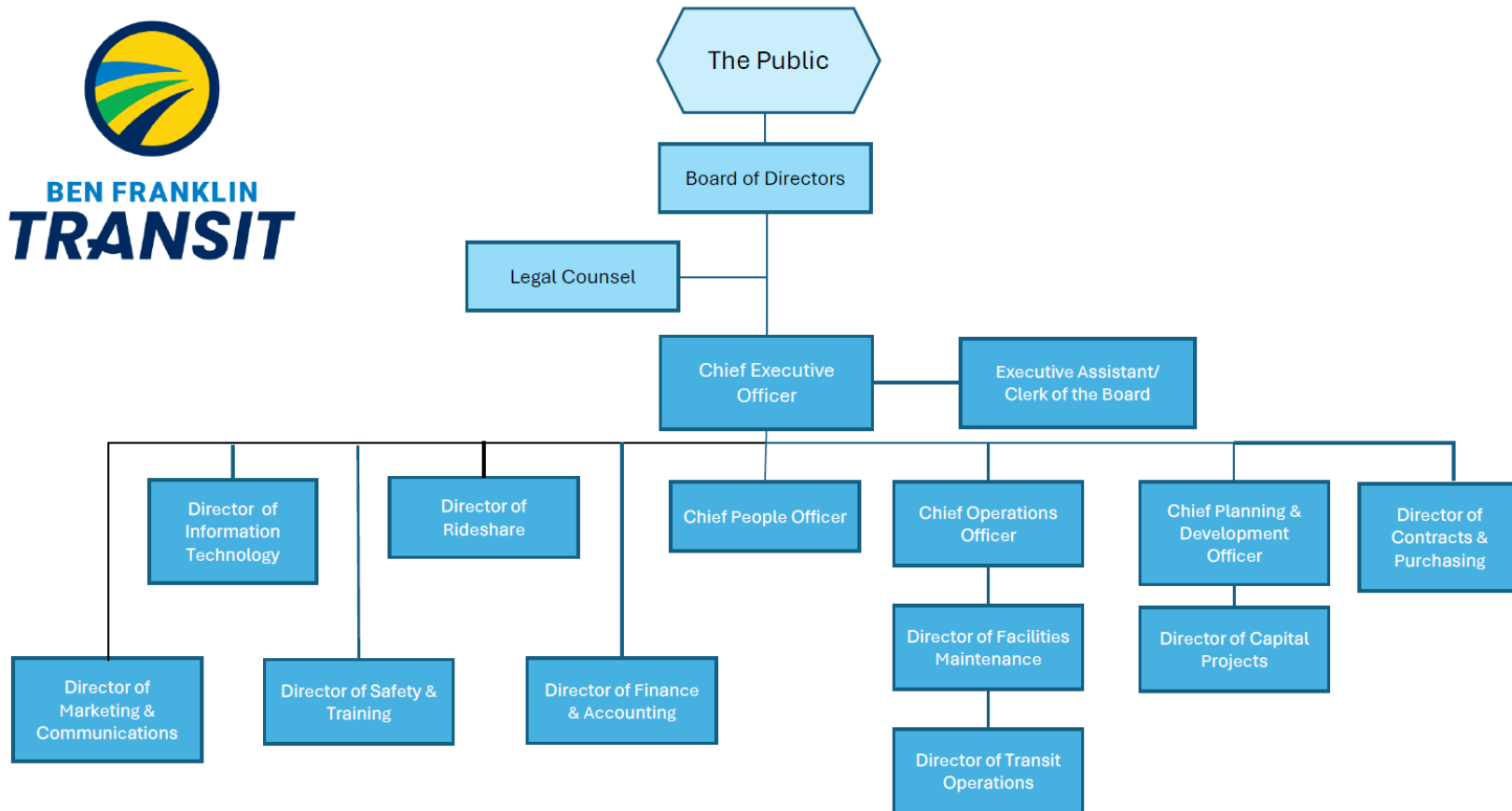


Appendix B: Organizational Chart

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2026-2032 TRANSIT DEVELOPMENT PLAN
Ben Franklin Transit

BFT Organizational Chart (as of June 2026)



6/2026

Appendix C: Ridership Trends

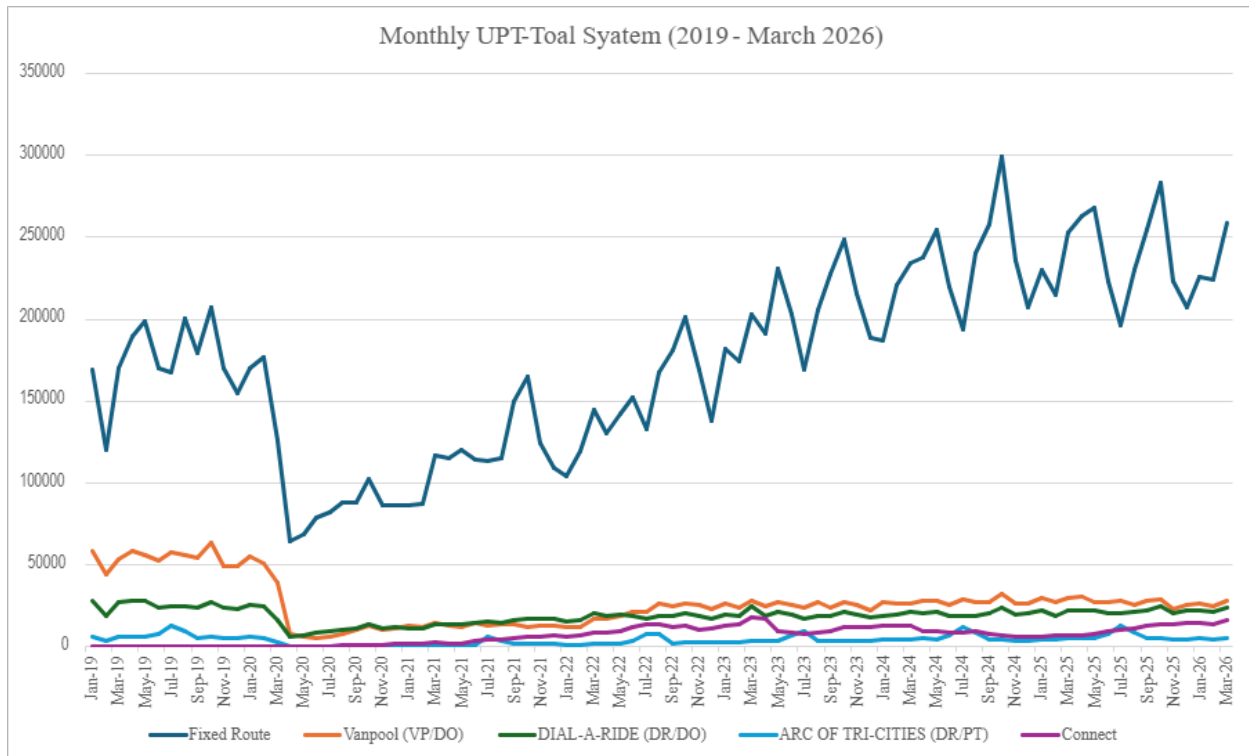
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2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

System Total

The following graphs display the monthly total of unlinked passenger trips (UPT) by mode, with detailed breakdowns for each. In 2023, total system UPT surpassed 2019 pre-pandemic ridership by 2%, adding an extra 43,693 passenger trips. Total systemwide ridership in 2025 added another 94,052 passenger trips compared to 2024, signaling that ridership expansion is now driven by factors significantly beyond post-pandemic recovery, with a notable rise in discretionary riders. The first three months of 2026 saw an additional 3.8% increase in UPT compared to the same period in 2025, resulting in 33,464 more passenger trips.



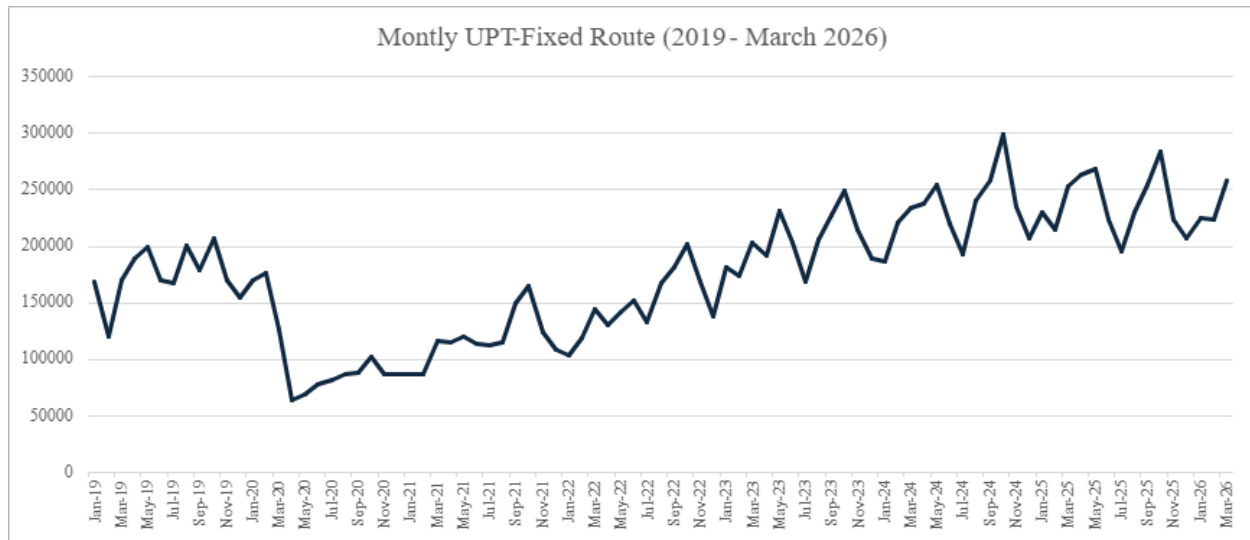
2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Fixed-Route

In 2025, fixed-route ridership surpassed pre-pandemic levels by 36%, adding 749,905 passengers compared to 2019 totals. Ridership growth continued into the first quarter of 2026, with a 1.52% increase over the same period in 2025, translating to an additional 10,615 passengers for the quarter.

Youth Ride Free continued to capture 42% of fixed route ridership, identical to 2023. With ridership growth, this equated to an additional 156,345 rides.

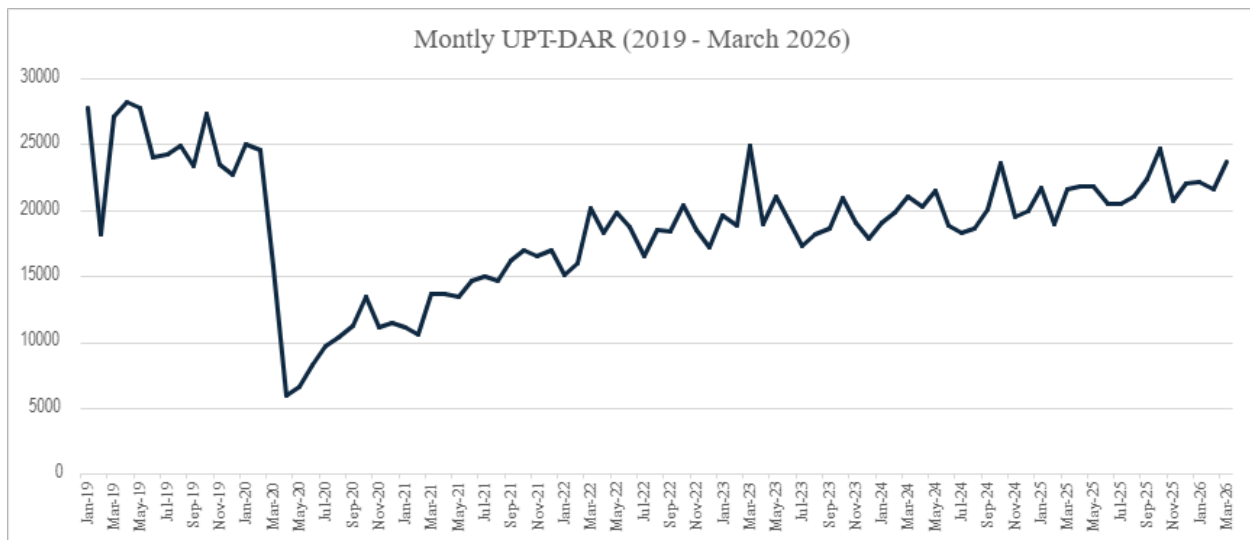


2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Dial-A-Ride

In 2025, total DAR ridership reached 258,191, approximately 86% of pre-pandemic levels. Ridership in 2025 increased by 7% (+17,245) compared to the previous year. Population growth and the development of additional senior housing complexes are expected to continue driving an upward trend in ridership in the coming years. According to BFCOG's 2022 HSTP, 13% of the region's residents are over 65. This portion is expected to increase by 89% in the next 25 years.

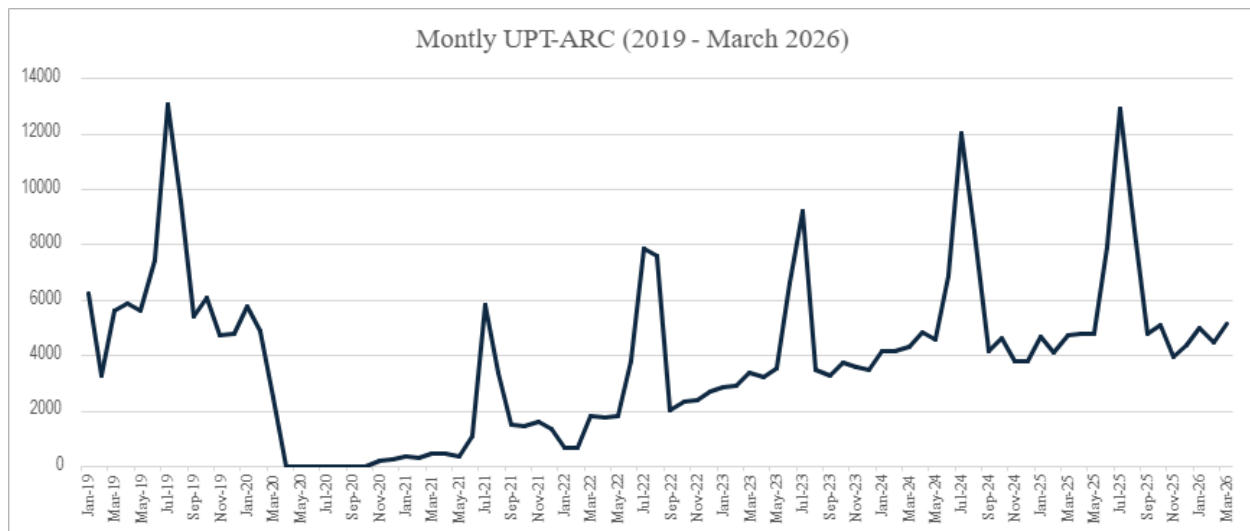


2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

The Arc of Tri-Cities

In 2025, The Arc ridership reached 90% of pre-pandemic levels. Ridership in 2025 increased by 7.4% (+4,898) compared to last year. The first three months of 2026 saw another 7.8% increase compared to the same timeframe the year prior. Large ridership peaks, presented in the graph below, represent The Arc's summer program Partners and Pals.

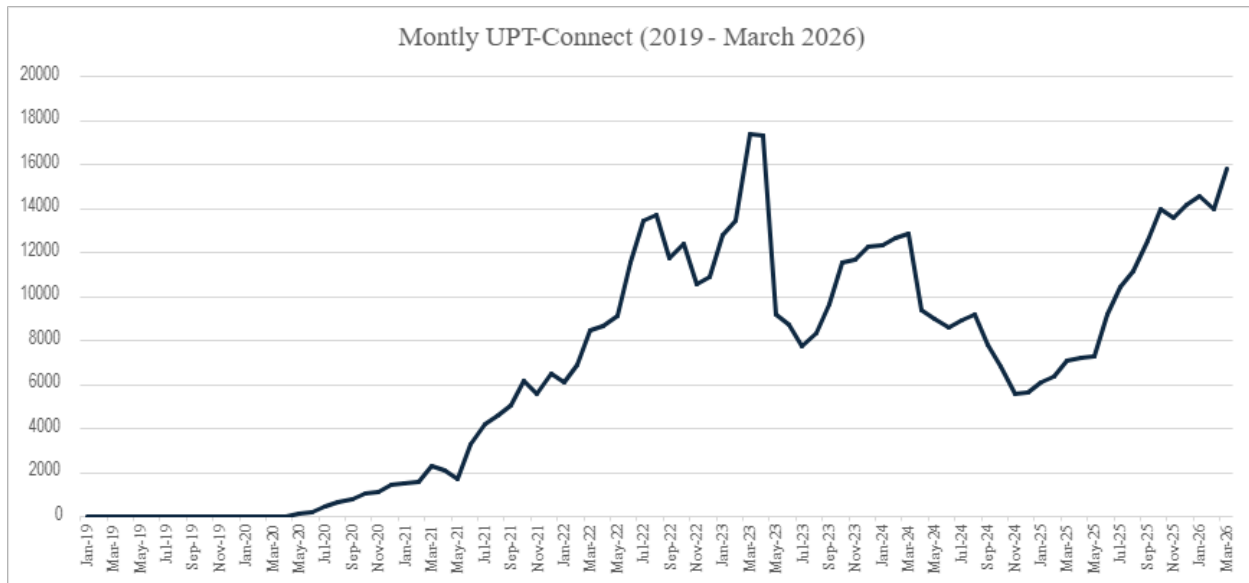


2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

CONNECT

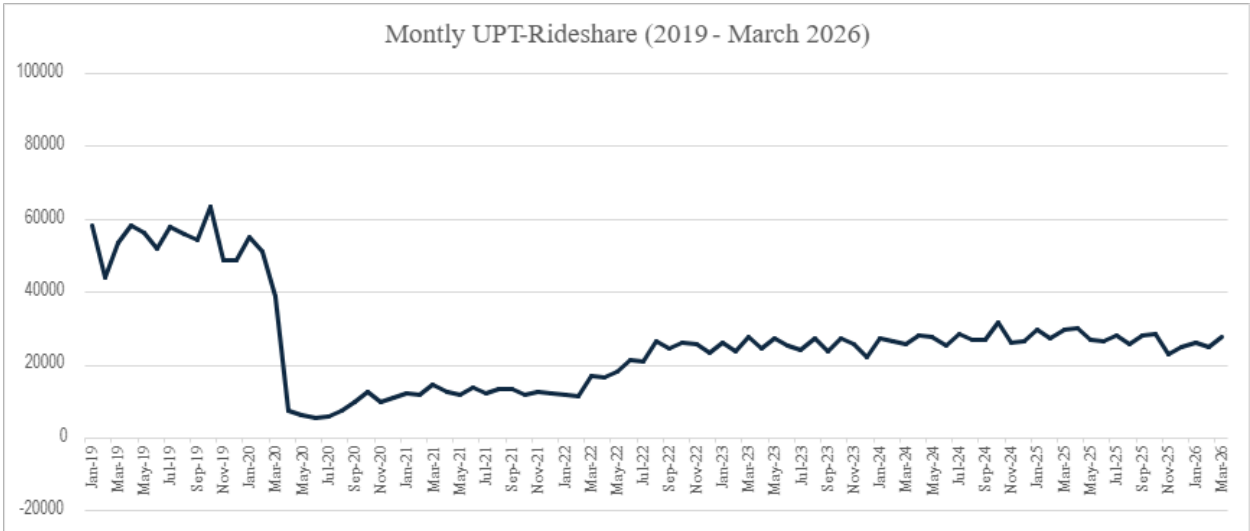
CONNECT ridership has seen significant growth since its launch. From its first full year in 2021 to 2025, ridership increased by 166%, with an additional 74,400 rides. In May 2023, changes were made to encourage better use of fixed routes, and in Spring 2024, updates to the app and fraud prevention measures led to a 22% decrease in ridership (-31,111) in 2024 as the system was fine-tuned. Ridership in the first three months of 2026 was 126% more than the same timeframe in 2025.



2026-2032 TRANSIT DEVELOPMENT PLAN
Ben Franklin Transit

Rideshare

In 2025, the total Rideshare ridership reached 330367, or 50% of pre-pandemic levels. Ridership in the first three months of 2026 was 9.4% lower than the same period in 2025.



Appendix D: Park-and-Ride Lots and Occupancy

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2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Park-and-Ride Lots/Transit Centers Served by BFT – 2025

Park-and-Ride Lot/Transit Center	City	Spaces	Property Ownership	Annual Average Maximum Utilization	Average Maximum Utilization Rate (2025)
22nd Ave Transit Center	Pasco	49	BFT	13.64	27.84 %
SR 224 and SR 240	Richland	89	WSDOT	7.39	8.31 %
9th & Dale	Benton City	37	Leased	11.54	31.19 %
Ed Frost Transit Center	Kennewick	43	BFT	0.36	0.84 %
West Richland Transfer Point (Flat Top)	West Richland	154	Leased	17.26	11.21 %
Knight Street Transit Center	Richland	46	BFT	10.51	22.86 %
WSDOT: Richland "Y"	Richland	250	Leased	68.77	27.51 %
Stacy Ave Transfer Point	Prosser	28	Leased	2.74	9.80 %
HAPO Center	Pasco	179	Leased	47.18	26.36 %
Tulip Lane	Richland	157	Leased	26.95	17.17 %
Port of Benton	Richland	350	Leased	51.56	14.73 %

Additional Park-and-Ride Lots in BFT Service Area

Park-and-Ride Lot	City	Spaces	Property Ownership
Kiona I/C - Red Mountain P&R	Benton City	49	WSDOT
Horne Dr/Hanford Rte. 10 (SR 240)	Benton City	18	WSDOT
Union & 27th	Kennewick	50	WSDOT
W Falls Ave (US 395 west of Yelm St.)	Kennewick	39	WSDOT

2026-2032 TRANSIT DEVELOPMENT PLAN
Ben Franklin Transit

Average Maximum Park-and-Ride Occupancy Rate by Month (2025)

Park-and-Ride Lot/Transit Center	Spaces	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
22nd Ave Transit Center	49	21.9%	25.5%	26.5%	28.5%	25.1%	26.5%	30.2%	32.2%	26.5%	23.4%	32.6%	34.6%
SR 224 and SR 240	89	4.2%	6.1%	8.9%	4.4%	5%	6.7%	10.1%	10.1%	10.1%	10.6%	13.4%	9.5%
9th & Dale	37	16.8%	22.9%	24.3%	33.7%	47.3%	28.3%	31.7%	36.4%	37.8%	33.7%	36.4%	24.3%
Ed Frost Transit Center	43	8.1%	0.78%	0%	0%	0%	0%	1.1%	0%	0%	0%	0%	0%
West Richland Transfer Point	154	4.8%	5.6%	8.1%	10.7%	12.6%	8.1%	10.7%	15.5%	17.2%	13.3%	12%	15.5%
Knight Street Transit Center	46	29%	27.1%	25%	27.1%	28.2%	22.8%	20.1%	17.9%	17.3%	17.9%	23.3%	18.1%
WSDOT: Richland "Y"	250	25.9%	21.7%	28.8%	27%	19.4%	31.6%	36%	31%	34%	23%	25.6%	26%
Stacy Ave Transfer Point	28	18.7%	17.8%	17.8%	3.5%	1.7%	1.7%	8.3%	21.4%	0%	9.52%	10.7%	5.9%
HAPO Center	179	22.2%	21.2%	28.4%	26.2%	28.7%	29.3%	25.9%	25.1%	28.2%	26.8%	27.3%	26.5%
Tulip Lane	157	17%	14.4%	18.7%	18.7	19.1%	17.2%	18.7%	16.2%	17.5%	14.9%	16.5%	16.5%
Port of Benton	350	10.2%	12.2%	15.1%	15.4%	14.4%	20.8%	12.8%	20.7%	19.8%	12.1%	12.1%	10.7%

Appendix E: Plan Review

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Benton & Franklin Council of Governments (BFCOG)

BFCOG 2022	Policies and Goals Relevant to BFT
Human Services Transportation Plan	A major focus of the HSTP is to identify public transportation resources for the youth and ageing populations, people with disabilities, and low-income individuals that are dependent on public transportation. 13% of the region's residents are over 65. This portion is expected to increase by 89% in the next 25 years. Identified needs and gaps: • Lower cost public transit • Transportation access to food (foodbanks) • Transportation connections for seniors/ senior social access • Transit service to Burbank area/Walla Walla County • Expanded door-to-door service for those with mobility issues • Language barrier assistance • Transportation for students without access to school bus • Need for more transit stop amenities • Revisit criteria for special needs qualification • Increased service to Yakima immigration services Strategies and activities identified to reduce gaps: • Free transit fares at certain times of day, pre-paid cards or badges for low-income and disabled people • Fixed route and on-demand service in HSTP study areas of Prosser, Connell, and Mesa to stops at medical facilities in Pasco, Kennewick, and Richland • Driving Miss Daisy style pilot program to connect seniors with social gatherings • Increased regular service connections between upper Yakima valley to mid-Columbia area • More stops for transit service for medical appointments via contracted services • Bi-lingual travel trainers and mobility managers • Expanding fixed route areas serving students • Security cameras and anti-theft devices • Updated amenities report (BFT in process) • Create a panel of medical professionals to make recommendations on application criteria • Scheduled shuttle to Yakima immigration office

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

BFCOG 2045 Metropolitan Transportation Plan	Policies and Goals Relevant to BFT
	• Population projections indicate the demand for additional public transportation services will be significant • BFCOG 2045 model forecasts a 30% increase in transit trips • Additional future needs identified through stakeholder engagement were: ○ Additional transit options outside of the BFT service area, especially for elderly and disabled persons ○ First and Last mile connections in areas where BFT is not available ○ More education and communication about public transportation resources ○ Additional frequency, days, and spans of service for certain existing routes

Local Jurisdictions – Cities

Benton City

Benton City 2017 Comprehensive Plan	Policies and Goals Relevant to BFT
	TE Goal 7: Maintain and expand public transportation service for all demographics traveling through Benton City and the surrounding area TE Goal 7 Policy 1: Continue inclusion of the City in BFTs PTBA TE Goal 7 Policy 2: Continue implementation of a shuttle van service to the Tri-Cities area, including coordination of interconnecting bus, train, and airplane schedules

Connell

Connell 2022 Comprehensive Plan	Policies and Goals Relevant to BFT
	Connell relies heavily on automobile travel and does not have fixed-route, regular service to the city though there are some vanpools operating. • Land Use Goal 4, policy 1: place multi-family residential developments next to arterial streets, along public transportation routes, or near commercially designated areas

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Kennewick

Kennewick 2026 Comprehensive Plan (DRAFT)	Policies and Goals Relevant to BFT
	• Policy T-1.3: Coordinate with Ben Franklin Transit to improve access to transit, transit priority treatments, transit stop safety, and transit stop amenities. • Policy T-1.6: Coordinate the planning, implementation, and operation of a safe and efficient multimodal transportation system with stakeholders including WSDOT, Benton County, the Benton Franklin Council of Governments, Ben Franklin Transit, the cities of Richland, Pasco, and West Richland, as well as various community groups. • Policy T-2.8: Incorporate the principles of Complete Streets by planning and implementing improvements that provide facilities with all users in mind, including pedestrians, bicyclists and transit riders. • Policy T-3.2: Support transit service by establishing LOS standards for bus stops in coordination with Ben Franklin Transit.

Kennewick 2040 Transportation Systems Plan	Policies and Goals Relevant to BFT
	The Kennewick TSP coordinates and plans for the development of a balanced, multimodal transportation system by recognizing the regional nature of the transportation system and the need for continuing interagency coordination. The plan contains policies encouraging and supporting alternative travel modes including transit. • Priority corridors for additional pedestrian crossings: ○ Clearwater Ave ○ 10th Ave ○ Columbia Dr ○ Steptoe St ○ Ely St ○ Washington St ○ Olympia St • Priority bike corridors: ○ Columbia Park Trail ○ Canal Dr ○ 4th Ave ○ 10th Ave ○ Bob Olson Pkwy/Hildebrand Blvd ○ Olympia St ○ Ely St ○ Volland St ○ Kellogg St ○ Steptoe St

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Richland

Richland 2027-2032 Transportation Improvement Program (Draft)	Projects Relevant to BFT Richland has programmed a diverse portfolio of transportation projects, including roadway expansions, intersection upgrades, safety enhancements, Complete Streets initiatives, and active transportation investments. The city continues to prioritize multimodal mobility through new pedestrian crossings, multi-use pathways, bicycle facilities, and Safe Routes to School projects, which will improve access to transit and support future ridership growth. In addition, several corridor, intersection, and capacity improvement projects are expected to enhance overall network connectivity and may create opportunities for future transit service enhancements, including higher-frequency service and potential Bus Rapid Transit (BRT) investments.
Richland 2017 Comprehensive Plan	Policies and Goals Relevant to BFT Richland desires to create an economically prosperous city center and has established priorities for reinvigorating commercial centers in part through creation of bicycle and pedestrian friendly connections between downtown areas and residential neighborhoods. In addition to a well-connected network of paths, trails, and sidewalks, the city also values the implementation of mixed-uses, higher density, access to transit, safety improvements, streetscape elements and building orientation to create an active mode-friendly community. • Urban Design Goal 2: Revitalize commercial areas, such as areas in the CBD including Uptown retail area and Island View area ○ Policy 2: Ensure adequate public transit, bicycle, and pedestrian access in the commercial centers along with parking and landscaping • Transportation Goal 3: Encourage the use of transportation modes that promote energy conservation, circulation efficiency, and an active lifestyle ○ Policy 1: Support increased use of transit, bicycling, and pedestrian travel ○ Policy 4: Encourage new developments to be pedestrian friendly and compatible with the public transportation system

West Richland

West Richland 2017 Comprehensive Plan	Policies and Goals Relevant to BFT
	• LU Policies and Strategy 7: Give preference to locating new high-density development areas where residents will have access to walking and bicycling amenities, and to public transit • Place multi-family developments next to arterial streets, along public transportation routes, or on the periphery of commercial designating areas • LU Policies and Strategy 36: Encourage commercial and mixed-use developments located on current or planned transit corridors and encourage transit-oriented site planning and design • LU Policies and Strategy 41: Encourage a multimodal transportation system that allows local residents to move easily from their homes to their jobs and to other necessary services without exclusive dependence upon the single-occupancy vehicle • Environmental Policies and Strategies 10: Encourage non-motorized forms of transportation, carpooling and other trip-reduction measures • Housing Policies and Strategies 11: Work with transit and transportation providers to increase access between special needs housing and community facilities and programs in West Richland and the surrounding area • Transportation Policies 1b: Consider TDM commute trip reduction methods to decrease traffic congestion, especially if traffic exceeds the City's LOS standard • Transportation Policies 1c: Support access and circulation by pedestrians, bicycles, transit buses and other roadway users • Transportation Policies 4f: Develop a transportation system that facilitates mass transit, driving, walking, biking, and equestrian uses. Streets shall be designed in accordance with the Complete Streets Policy. • Transportation Policies 4g: Obtain rights of ways and easements prior to or concurrent with development and retain options for alternative transportation modes, bicycle, pedestrian, and equestrian use • Transportation Policies 4h: Promote public transportation service accessibility for elderly, disabled, low and moderate income, youth, and other mobility disadvantaged people • Transportation Policies 6c: encourage trip making by walking, biking, carpooling, and transit ridership to reduce criteria pollutant emissions and improve water quality

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Pasco

Pasco 2018-2038 Comprehensive Plan	Policies and Goals Relevant to BFT Most of Pasco's transportation goals and policies support transit use and collaboration with BFT and other regional transportation partners. In addition, policy 4F under the City's Land use goals supports smart growth and transit-oriented development, or at the very least, development that considers and creates amenities that support the use of transit and alternative transportation modes. - Land Use Goal 4: Increase community accessibility through proper land use planning - Policy 4F: Support mixed use, smart growth, infill, and compact developments with transit and pedestrian amenities that promote a healthy community - Transportation Goal 2: Encourage efficient, alternative, and multi-modal transportation systems - Policy 2A: Maintain the Multimodal Passenger Terminal - Policy 2B: Collaborate with BFT in programming transit routes, transit stops, and supporting facilities that increase user accessibility during the development process - Policy 2C: Encourage the use of public transportation including ridesharing, and BFT's vanpool program - Policy 2D: Encourage pedestrian and bicycle travel by providing safe and purposeful bicycle and pedestrian routes - Policy 2E: Encourage Park and Rides for bicycles and/or automobiles - Policy 2G: Collaborate with transit agencies on the design of arterial streets to improve transit access
Pasco 2025-2030 Transportation Improvement Program	Projects Relevant to BFT Pasco has programmed a comprehensive mix of roadway expansion, intersection modernization, safety, active transportation, and multimodal connectivity projects throughout the city. Significant investments in pedestrian crossings, multi-use pathways, bicycle facilities, Safe Routes to School improvements, and trail connections will improve access to schools, neighborhoods, employment centers, and transit services. The city is also advancing several major corridor, interchange, overpass, and roadway extension projects that are expected to enhance regional mobility, support future growth, and improve the efficiency and reliability of the overall transportation network
Pasco 2022 Transportation System Master Plan	Policies and Goals Relevant to BFT - Goal TR-1: Coordinate with Regional partners on shared transportation investments 1-C: Collaborate with BFT in programming transit routes, transit stops, and supporting facilities that increase user accessibility during the development process

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

- Goal TR-3: Preserve existing roads, sidewalks, trails and transit facilities
 - 3-A: Ensure maintenance of the existing facilities
- Goal TR-7: Develop a Complete Multimodal Transportation system
 - 7-A Collaborate with BFT in programming transit routes, transit stops, and supporting facilities that increase user accessibility during the development process
 - 7-B: Encourage the use of public transportation including ride-sharing and BFT's vanpool program
 - 7-C encourage park & ride lots for bicycles and/or automobiles
- Additional relevant information:
 - Mobility data for the Tri Cities region indicated that 48 percent of Pasco's employed residents travel to jobs outside of the city. Commuting residents generally travel to jobs in Richland, Kennewick, or the Hanford nuclear Site. The other half work in or near central and downtown Pasco, at commercial businesses along SR 395, or in the industrial areas of east Pasco.
 - Other large traffic generators include higher level schools including Chiawana High School, Pasco High School and the Columbia Basin College.
 - Wider sidewalks to be built on arterial and collector streets to accommodate future development and upgrade of ADA compliant transit facilities
 - Portions of the city that do not support non-drivers include portions of Burns Rd, Sandifur Pkwy, Burden Blvd, Court St, and Sylvester St. Long block lengths, limited access options and concentrated vehicular volumes at limited crossings increase the distance and hazard for pedestrians and bicyclists trying to access transit or other destinations
 - Limited street connectivity increases the distance to transit access for many residents, despite stops being located between ¼ - ½ mile apart as the crow flies
 - As growth occurs, Pasco sees an opportunity to improve the quality and consistency of transit connections as part of new neighborhood designs
 - The primary area identified for growth is north of I-182 in the greater Broadmoor Blvd area. As new streets are developed in these areas, providing safe, convenient, and direct access for pedestrians and bicyclists to existing and planned transit routes "will be critical to maintaining safe and reliable transportation options for our residents." Expect higher office, retail and mixed use in Broadmoor area. Potential location for future park-and-ride.

Prosser

Prosser 2018 Comprehensive Plan	Policies and Goals Relevant to BFT
	• Land Use policy 2.1 Place residential developments next to arterial streets, along public transportation routes, or on the periphery of commercially designated areas • LU policy 2.5: Locate new residential development so that residents will have access to walking and bicycle trails and public transit • Transportation Policy 1.3: Focus efforts to address the transportation needs of mobility disadvantaged groups, such as the elderly, disabled or low and moderate income, and youth • Transportation Policy 2.3: Support local and regional public transportation agencies in providing service to Prosser and connectivity to nearby communities • Transportation Goal 3: Distribute transportation costs and benefits equitably; and provide for consistency and fairness in establishing priorities for transportation expenditures • Transportation Policy 3.1: Support the transportation needs of traditionally underserved neighborhoods and vulnerable populations through equitable investments throughout the City, including potential catch-up investment for areas in need as necessary • Transportation Policy 3.2: Establish clear and objective criteria for evaluating costs to public benefit when considering transportation system improvements • Transportation Policy 5.4: Designate safe walkway and bikeway routes from residential areas to schools, parks, transit, and other activity centers • Transportation Goal 6: Develop and support a public transportation system and regional transportation strategies that address the special needs of the transportation disadvantaged and provide mobility options and access for all • Transportation Policy 6.1: Offer a public transportation system that conveniently serves Prosser and offers easy connection to regional destinations • Transportation Policy 6.2: Work with transit providers to maintain and expand frequent service in Prosser to support community needs • Transportation Policy 6.3 Work cooperatively with public transportation agencies to develop access management agreements for transit routes within the city • Transportation Policy 6.4: Identify, dedicate, and preserve necessary right-of-way for transit facilities including bump-outs, bus stops, turn lanes, etc.

Local Jurisdictions – Counties

Benton & Franklin Counties 2026-2028 Community Health Improvement Plan	Policies and Goals Relevant to BFT
	Establishes the groundwork for addressing some of the most pressing health challenges facing the bi-county region and fosters more equitable health outcomes and well-being for all residents. The goal of the plan is to improve the health of people living in Benton and Franklin counties by aligning public health related services, programs, and policies throughout the counties to meet the needs of residents. The plan shows that transit is an important means of access to health care services, employment, and adequate food and water resources for many members of the community. Access to Health Goal 1: Individuals and families have access to comprehensive, high-quality health care services in Benton and Franklin counties. Objective 1.3: Reduce inequities in access to healthcare that may contribute to disparities in health outcomes. Goal 2: Families and individuals in our communities have the support they need to work, learn, and live sustainably. Objective 2.3: Increase equitable access to safe and active transportation.

Benton County

Benton County 2017 Comprehensive Plan	Policies and Goals Relevant to BFT
	• Land Use Goal 1, Policy 5: Encourage multi-modal connectivity between land uses that enhances community access and promotes healthier and more active lifestyles for residents • LU goal 3, policy 2: Encourage well-designed compact developments within the UGAs to save taxpayers and ratepayers money, conserve water, reduce water pollution, and support transit use • LU G7, P3: Develop a site master plan that functionally integrates various land uses with motorized and non-motorized circulations systems that are accessible to public transportation where available and connect with open spaces for public use • Housing Goal 1, Policy 3: Work with cities to provide housing for all economic segments of the population and seek to create the conditions necessary for the construction of affordable housing at appropriate densities within each of the jurisdiction types • TE Goal 1 policy 2: Encourage transportation projects that: ○ Conform with and serve the land use element ○ Facilitate the flow of people, goods, local products, and services to strengthen and assist the expansion of the local and regional economy

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

	○ Enable the conservation of energy • TE Goal 1 Policy 7: Plan to expand transportation capacity by using existing facilities and rights-of-way, where practical and feasible • TE Goal 1 Policy 9: Create an integrated network of safe pedestrian ways and or bicycle routes along arterial and other roadways • TE Goal 1 Policy 12, support the development of a complete streets policy that would make accommodations for pedestrian, bicycle, and transit users on appropriate roadways • TE Goal 3 Policy 1: Avoid and or minimize adverse social, economic, and environmental impacts and costs • TE Goal 4, Policy 2: work with transit, rail, port authorities, and other transportation agencies to promote a coordinated transportation system
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Franklin County

Franklin County 2018-2038 Comprehensive Plan	Policies and Goals Relevant to BFT
	• Transportation Goal 2: Actively influence the future character of the County by managing land use change and developing facilities and services in a manner that directs and controls land use patterns and intensities • Transportation Goal 3, Policy 5: Connect all transportation modes by coordinating planning of transportation programs, operation of facilities, and project site design • Transportation Goal 3, Policy 17: Promote energy efficient modes such as high occupancy vehicles, bicycling and walking • Transportation Goal 4: Recognize bicycle and pedestrian movement as basic means of circulation and ensure adequate accommodation of bicycle and pedestrian travel facilities • Transportation Goal 6, Policy 3: Strive to plan, construct and maintain transportation facilities in such a manner as to promote positive social, economic, and environmental impacts • Transportation Goal 9: Provide public transportation service accessibility for elderly, disabled, low and moderate income, youth, and other mobility disadvantaged people between northern Franklin County communities and the Tri-Cities • Transp. Goal 9 policy 1: Pursue inclusion in BFT PTBA when need and public sentiment become evident • Transp. Goal 9 policy 2: Consider implementation of shuttle van services to the Tri-Cities, including coordination of interconnecting bus, train and plane schedules • Transp. Goal 9 policy 3: Support future transit feasibility by encouraging and facilitating high-density residential development in the rural towns and settlement areas

Appendix F: Facilities and Fleet Inventory Summary

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2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Facilities Summary

Year Built	Facility Name	Address	Section of Larger Facility	Facility Type	Condition Rating
1984	Admin Building	1000 Columbia Park Trail, Richland, WA, 99352	Yes	Administrative Office/ Sales Office	4
1984	Maintenance Building	1000 Columbia Park Trail, Richland, WA, 99352	Yes	Maintenance Facility (Service and Inspection)	3
1986	Huntington Station	N Huntington St., Kennewick, WA, 99336	No	Bus Transfer Center	1
1989	22nd St Station	N 22nd Avenue, Pasco, WA, 99302	No	Bus Transfer Center	2
2005	Three Rivers Station	W. Okanogan Pl, Kennewick, WA 99336	No	Bus Transfer Center	3
2005	Fuel Island	1000 Columbia Park Trail, Richland, WA, 99352	Yes	Vehicle Fueling Facility	2
2008	Bus Wash	1000 Columbia Park Trail, Richland, WA, 99352	Yes	Vehicle Washing Facility	3
2008	Richland "Y"	SR 240 & Columbia Park Trail, Richland, WA 99352	No	Surface Parking Lot	4
2016	Tulip Lane	Windmill Rd & Columbia Park Trail, Richland, WA, 99354	No	Surface Parking Lot	5
2020	Knight Street Station	Knight Street, Richland, WA 99352	No	Bus Transfer Center	3
2024	Operations Building	1000 Columbia Park Trail, Richland, WA, 99352	Yes	Operations	5
2024	Queensgate Station	655 Windmill Rd, Richland, WA 99352	No	Bus Transfer Center	5

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Fixed-Route Fleet Summary

Year in Service	Make/Model	Units	Length (Feet)	Seating Capacity	Wheelchair Capacity	Condition Rating
2013	Gillig Low Floor	7	40	37	2	3
2014	Gillig Low Floor	4	40	37	2	3
2015	Gillig Low Floor	9	40	37	2	3
2016	Gillig Low Floor (Trolley)	2	35	30	2	3
2018	Gillig Low Floor	6	29	23	2	4
2018	Gillig Low Floor	13	35	30	2	4
2022	Gillig Low Floor	9	40	37	2	5
2023	Gillig Low Floor	5	35	33	2	5
2023	Gillig Low Floor	14	40	37	2	5
2024	Gillig Low Floor BEB	2	40	37	2	5
Total		71				

Dial-A-Ride Fleet Summary

Year in Service	Make/Model	Units	Length (Feet)	Seating Capacity	Wheelchair Capacity	Condition Rating
2014	Eldorado National Aerotech 220	10	24	6	3	3
2014	Eldorado National Aerotech 240	10	24	11	3	3
2018	Eldorado Aerotech 240	26	24	11	3	3
2018	Eldorado Aerotech 220	3	22	6	4	3
2020	Eldorado Aerotech 220	10	24	6	3	4
2020	Eldorado Aerotech 240	22	24	11	3	4
Total		81				

The Arc of Tri-Cities Fleet Summary

Year in Service	Make/Model	Units	Length (Feet)	Seating Capacity	Wheelchair Capacity	Condition Rating
2006	Dodge Grand Caravan	1	16	7	0	2
2008	Chevy Express	1	17	12	0	2
2009	Chevy Express	9	19	12	0	3
2010	Chevy Express	3	19	12	0	3
2013	Dodge Grand Caravan	2	16	7	0	3
2014	Chevy Express	1	19	12	0	3
2014	Dodge Grand Caravan	1	16	7	0	3
2014	Eldorado National Aerotech 240	4	24	11	3	3
2018	Eldorado Aerotech 240	6	24	11	3	3
2020	Eldorado Aerotech 240	4	24	11	3	4
2024	Dodge New England	3	24	14	2	5
2024	Chrysler Pacifica	2	17	4	1	5
Total		37				

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Rideshare Fleet Summary

Year in Service	Make/Model	Units	Seating Capacity	Condition Rating
2009	Chevy Express	1	12	2
2010	Chevy Express	9	12	2
2013	Dodge Grand Caravan	1	7	3
2014	Chevy Express	13	12	3
2014	Chevy Express	7	15	3
2014	Dodge Grand Caravan	3	7	3
2017	Chevy Express G3500	54	15	3
2018	Dodge Grand Caravan	6	7	3
2019	Dodge Grand Caravan	7	7	4
2023	Chrysler Pacifica Touring	25	7	5
2024	Chrysler Pacifica Touring	42	7	5
2024	Ford Transit	26	15	5
2024	Chevy Express	4	12	5
2025	Ford Explorer	18	7	5
Total		216		

Non-Revenue Fleet Summary

Year in Service	Make/Model	Units	Seating Capacity	Condition Rating
1994	Triton Flatbed Trailer	1	-	3
1998	Triton Flatbed Trailer	1	-	2
2003	Iron Eagle Trailer	1	-	3
2005	Chevy Silverado 350	1	3	2
2009	Chevy Express	1	2	3
2013	Dodge Grand Caravan	3	7	3
2014	Ford F150 Pickup	1	3	2
2014	Dodge Grand Caravan	25	7	3
2016	Landa Trailer (Trv 3500)	1	-	3
2015	Ram 3500	1	5	3
2017	Ford F-150	1	5	3
2018	Kubota M7060Hdc12	1	1	4
2018	Kubota Rtv X1100C	3	2	4
2018	Chevy Silverado 3500Hd	1	3	4
2018	Pjtm T6223 Flatbed Trailer	1	-	4
2018	Toyota 8Fgu30 Forklift	1	-	4
2019	Kubota Attachment Spreader	1	-	4
2020	Ford Ranger	10	5	4
2021	Isuzu Nnr Nu2 54	1	-	4

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Year in Service	Make/Model	Units	Seating Capacity	Condition Rating
2021	Honda Snowrator	1	-	4
2023	Ford F-550 4x4 DRW	1	3	5
2024	Ford F-250	2	6	5
2024	Chevy Equinox	6	5	5
2025	Evolution D5 Ranger	5	4	5
Total		71		

Appendix G: 2026-2032 Capital Improvement Plan (CIP) Details: Open and New Projects

Fleet

Project Code	Description	Order Year	Up To	2027 Approved Budget Project Amount	2027 Approved Budget Authority	Remaining Budget Authority
FLT0037	BUS	2025	7	\$4,994,920	\$4,994,920	\$4,994,920
FLT0040	VAN	2025-2026	22	\$1,725,721	\$1,725,721	\$1,725,721
FLT0042	DAR	2026	11	\$2,673,440	\$2,673,440	\$2,673,440
FLT0046	BUS - Alternative Fuels	2025-2027	13	\$14,300,000	\$14,300,000	\$14,300,000
FLT0047	DAR	2027-2029	30	\$8,166,150	\$8,166,150	\$8,166,150
FLT0048	Non-Revenue: Service Truck	2026	1	\$275,652	\$275,652	\$275,652
FLT0049	Non-Revenue: Service Truck	2027	1	\$173,259	\$173,259	\$173,259
FLT0051	BUS	2027	7	\$6,265,623	\$6,265,623	\$6,265,623
FLT0052	DAR - 5310 Funds	2026	2	\$222,943	\$222,943	\$222,943
FLT0053	DAR	2030	7	\$2,134,090	\$2,134,090	\$2,134,090
FLT0054	BUS	2028	7	\$7,017,500	\$7,017,500	\$7,017,500
FLT0055	BUS	2029	7	\$7,859,600	\$7,859,600	\$7,859,600
FLT0056	BUS	2030	5	\$5,030,144	\$5,030,144	\$5,030,144
FLT0058	DAR - 5310 Funds	2027	2	\$249,696	\$249,696	\$249,696
FLT0059	DAR - 5310 Funds	2028	2	\$279,660	\$279,660	\$279,660
FLT0060	DAR - 5310 Funds	2029	2	\$313,219	\$313,219	\$313,219

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Project Code	Description	Order Year	Up To	2027 Approved Budget Project Amount	2027 Approved Budget Authority	Remaining Budget Authority
FLT0061	DAR - 5310 Funds	2030	2	\$350,805	\$350,805	\$350,805
FLT0062	DAR - 5310 Funds	2031	2	\$392,902	\$392,902	\$392,902
FLT0064	Non-Revenue: Service Truck	2030	1	\$181,922	\$181,922	\$181,922
FLT0065	Non-Revenue: Service Truck	2031	1	\$191,018	\$191,018	\$191,018
FLT0068	VAN	2027	20	\$1,456,440	\$1,456,440	\$1,456,440
FLT0069	VAN	2028	20	\$1,631,220	\$1,631,220	\$1,631,220
FLT0070	VAN	2029	20	\$1,826,960	\$1,826,960	\$1,826,960
FLT0071	VAN	2030	20	\$2,046,200	\$2,046,200	\$2,046,200
FLT0072	VAN	2031	20	\$2,291,740	\$2,291,740	\$2,291,740
FLT0073	BUS - Expansion	2027	4	\$3,200,000	\$3,200,000	\$3,200,000
FLT0074	DAR - 5310 Funds	2032	2	\$440,050	\$440,050	\$440,050
Total			238	\$75,690,874	\$75,690,874	\$75,690,874

Facilities

Project Code	Description	2027 Approved Budget Project Amount	2027 Approved Budget Authority	Project Expenses Thru 03/30/2026	Remaining Budget Authority
FAC0002	Maint Facility Upgrades: Hoist, Auto Fluid Disp, DEF, Maint Bays Upgrade, Oil Tank, Compressors	\$10,713,461	\$10,713,461	\$613,104	\$10,100,357
FAC0015	Passenger Amenities Improvements/Construction	\$14,315,964	\$14,315,964	\$4,025,120	\$10,290,844
FAC0015A	Long Range Corridor	\$8,695,388	\$8,695,388	\$305,257	\$8,390,131

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Project Code	Description	2027 Approved Budget Project Amount	2027 Approved Budget Authority	Project Expenses Thru 03/30/2026	Remaining Budget Authority
FAC0015B	Frequent Service Corridor: Bus Stop Amenities	\$2,800,000	\$2,800,000	-	\$2,800,000
FAC0022A	W. Pasco Transit Hub	\$7,711,533	\$7,711,533	\$155,316	\$7,556,217
FAC0027	Land Acquisition	\$9,000,000	\$9,000,000	-	\$9,000,000
FAC0031	22nd Avenue Transit Center Renovation	\$13,056,400	\$13,056,400	\$285,606	\$12,770,794
FAC0032	Benton City Transit Facility	\$1,500,000	\$1,500,000	-	\$1,500,000
FAC0033	Prosser Transit Facility	\$1,500,000	\$1,500,000	-	\$1,500,000
FAC0034	Southridge Transit facility	\$1,500,000	\$1,500,000	-	\$1,500,000
FAC0037	Maintenance Facility Upgrades	\$160,000	\$160,000	-	\$160,000
FAC0039	3 Rivers: Building Updates	\$250,000	\$250,000	-	\$250,000
Total		\$71,202,746	\$71,202,746	\$5,384,403	\$65,818,343

Equipment

Project Code	Description	2027 Approved Budget Project Amount	2027 Approved Budget Authority	Project Expenses Thru 03/30/2026	Remaining Budget Authority
EQP0012	DAR & Coach Dispatch Equipment Upgrade	\$610,500	\$610,500	-	\$610,500
EQP0018	Rolling Stock Overhauls	\$588,089	\$588,089	-	\$588,089
EQP0019	Misc Shop Equipment	\$410,000	\$410,000	-	\$410,000
Total		\$1,608,589	\$1,608,589	-	\$1,608,589

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Transit Technologies

Project Code	Description	2027 Approved Budget Project Amount	2027 Approved Budget Authority	Project Expenses Thru 03/30/2026	Remaining Budget Authority
TEC0010	IT Related Projects: (Telephone System, ITS Replacement, etc.)	\$4,263,909	\$4,263,909	\$426,778	\$3,837,131
TEC0012	IT Related Projects - Operations Software	\$2,158,000	\$2,158,000	-	\$2,158,000
Total		\$6,421,909	\$6,421,909	\$426,778	\$5,995,131

Planning / Studies

Project Code	Description	2027 Approved Budget Project Amount	2027 Approved Budget Authority	Project Expenses Thru 03/30/2026	Remaining Budget Authority
PLN0007	Short Range Plan	\$425,000	\$425,000	-	\$425,000
Total		\$425,000	\$425,000	-	\$425,000

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Other

Project Code	Description	2027 Approved Budget Project Amount	2027 Approved Budget Authority	Project Expenses Thru 03/30/2026	Remaining Budget Authority
OTH0001	Enterprise Business Systems (EBS)	\$8,000,000	\$8,000,000	\$3,186,374	\$4,813,626
OTH0005	Business Continuity IT Equipment & Infrastructure	\$200,000	\$200,000	-	\$200,000
Total		\$8,200,000	\$8,200,000	\$3,186,374	\$5,013,626

MOA Campus

Project Code	Description	2027 Approved Budget Project Amount	2027 Approved Budget Authority	Project Expenses Thru 03/30/2026	Remaining Budget Authority
FAC0005	Campus Improvements	\$1,824,996	\$1,824,996	-	\$1,824,996
FAC0023	Facility Maintenance Building	\$9,500,000	\$9,500,000	\$125,102	\$9,374,898
FAC0024	Alternative Fuel Vehicles Infrastructure & Stations	\$1,280,000	\$1,280,000	\$165,699	\$1,114,301
TSS0001	Security Plan (consulting, campus imp., equipment)	\$1,925,000	\$1,925,000	\$86,875	\$1,838,125
Total		\$14,529,996	\$14,529,996	\$377,676	\$14,152,320

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Combined Project Totals

	2027 Approved Budget Project Amount	2027 Approved Budget Authority	Project Expenses Thru 03/30/2026	Remaining Budget Authority
Totals	\$178,079,114	\$178,079,114	\$9,375,230	\$168,703,884

Appendix H: 30-Day Public Comment and Public Hearing Notice

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2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

The TDP 30-day public comment period will be June 9 to July 9, 2026. The following legal notice was posted in Tri-City Herald on June 10.

BEN FRANKLIN TRANSIT

30-Day Public Comment & Public Hearing Notice: Transit Development Plan

Ben Franklin Transit will hold two open houses and a public hearing regarding the agency's updated Transit Development Plan.

The first virtual open house will take place on **June 23 from 12 p.m. – 1 p.m. via Zoom.**

Zoom Link: <https://us02web.zoom.us/j/83882425786?pwd=HXxf1tFM1sMsuSZe7luhmxeBMG44Qf.1> Meeting ID: 838 8242 5786 Passcode: 025473 One tap mobile +12532050468, 83882425786# US +12532158782, 83882425786# US (Tacoma)

A second open house will take place on **June 25 from 5:30 p.m. – 6:30 p.m. at Three Rivers Transit Center** located at 7109 W Okanogan Pl., Kennewick, WA 99336 **with a Zoom virtual option.**

Zoom Link: <https://us02web.zoom.us/j/83708814362?pwd=5j5bbWDL1xMf0EQO8KetKGEf86f4gl.1> Meeting ID: 837 0881 4362 Passcode: 814071 One tap mobile +12532050468, 83708814362# US +12532158782, 83708814362# US (Tacoma)

The public hearing will take place on **July 9** during the regularly scheduled BFT Board of Directors meeting that begins at **6 p.m.** The meeting can be accessed via Zoom or in-person at 1000 Columbia Park Trail, Richland, WA 99352.

Zoom Link: <https://us06web.zoom.us/j/98962178731?pwd=OGg1amhEQXA0RG5QRTdqNnFpRGN5dz09> Meeting ID: 227 388 001 437 1 Passcode: Xj3sF96A **Dial in by phone +1 253-527-1980, 56269608# US, Tacoma (844) 640-7974,,56269608# US**

Members of the public are encouraged to review the plan and provide feedback.

Details are available at bft.org

Additional comments will be accepted during a 30-day public comment period. Commenters can submit input by mail, email, or phone call to the Ben Franklin Transit Planning Department through **Thursday, July 9, 2026.**

BFT operates its programs without regard to race, color, and national origin. To receive additional information on BFT's discrimination obligations, including our complaint procedures, please contact BFT's Title VI coordinator at (509) 734-5107. If information is needed in another language, contact (509) 735-5100

***Spanish version available upon request**

***Versión en español disponible a solicitud**

Mailing Address

Ben Franklin Transit Planning Department
1000 Columbia Park Trail
Richland WA, 99352

Email

Planning@bft.org

Phone call

Customer Service comment line at **509-735-5100**

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Spanish:

BEN FRANKLIN TRANSIT

Aviso de 30 días de comentarios públicos y sesiones públicas: Actualización del Programa Transit Development Plan

Ben Franklin Transit tendrá dos puertas abiertas y una sesión pública en relación con la actualización del Programa de Transit Development Plan de la agencia.

La primera puerta abierta virtual se llevará a cabo el **23 de junio de 12 p.m. a 1 p.m.** a través de Zoom.

Enlace Zoom: <https://us02web.zoom.us/j/83882425786?pwd=HXxf1tFM1sMsuSZe7luhmxeBMG44Qf.1>

Meeting ID: 838 8242 5786 Passcode: 025473 One tap mobile +12532050468, 83882425786# US
+12532158782, 83882425786# US (Tacoma)

La segunda puerta abierta se llevará a cabo el **25 de junio de 5:30 p.m. a 6:30 p.m. en el Centro de Transito de Three Rivers Transit Center**, localizada en 7109 W Okanogan Pl., Kennewick, WA 99336, **con opción virtual de Zoom**.

Enlace Zoom: <https://us02web.zoom.us/j/83708814362?pwd=5j5bbWDL1xMf0EQO8KetKGEf86f4gl.1>

Meeting ID: 837 0881 4362 Passcode: 814071 One tap mobile +12532050468, 83708814362# US
+12532158782, 83708814362# US (Tacoma)

La sesión pública se llevará a cabo el **9 de julio** durante la reunión regular de la Junta Directiva de BFT que comienza a las **6 p.m.** Puede participar en la reunión a través de Zoom o en persona en 1000 Columbia Park Trail, Richland, WA 99352.

Enlace Zoom: <https://us06web.zoom.us/j/98962178731?pwd=OGg1amhEQXA0RG5QRTdqNnFpRGN5dz09>

Meeting ID: 227 388 001 437 1 Passcode: Xj3sF96A **Llamar por teléfono +1 253-527-1980, 56269608# US, Tacoma (844) 640-7974, 56269608# US**

Se anima al público a revisar el plan y brindar comentarios.

Los detalles están disponibles en bft.org

Se aceptarán comentarios adicionales durante un período de comentarios públicos de 30 días. Los participantes pueden enviar sus comentarios por carta en correo, correo electrónico o llamada telefónica al departamento de planificación de Ben Franklin Transit hasta el **jueves 9 de julio de 2026**.

BFT opera sus programas sin distinción de raza, color ni origen nacional. Para obtener más información sobre las obligaciones de BFT en materia de discriminación, incluyendo nuestros procedimientos de quejas, comuníquese con el coordinador del Título VI de BFT al (509) 734-5107. Si necesita información en otro idioma, comuníquese al (509) 735-5100.

***Versión en español disponible a solicitud.**

Por correo

Ben Franklin Transit Planning Department
1000 Columbia Park Trail
Richland WA, 99352

Correo electrónico

Planning@bft.org

Teléfono

Línea de comentarios del servicio al cliente en **509-735-5100**

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Comments received by jurisdictions and the public during the comment period resulted in the following updates.

Public Notice & Comment Period

- Corrected website notice posting date (June 3 to June 9, 2026)
- Corrected Tri-City Herald notice date (June 3 to June 10, 2026)
- Corrected public comment period dates (June 7 to June 10 through July 9, 2026) and matching legal notice date

Ridership & Population Data (p. 4–6)

- Added clarifying statement above the Dial-A-Ride ridership image noting the figures reflect 2025 total ridership, not 2026 projections
- Added/improved definition of "General Demand" at first use (also appears on pp. 8, 11)
- Added OFM population estimates for Benton and Franklin Counties, clearly distinguished from PTBA-only population figures
- Added ACS household vehicle access data (Table B08201) for Benton and Franklin Counties, with reference to transit propensity analysis and zero-vehicle block group findings

Service Descriptions (p. 8–20)

- Added city location for each planned 2026 expansion service
- Corrected CONNECT ridership figure (previously matched 2025 numbers in error)
- Clarified VOMS chart (Figure 5) discrepancy between 57 and 62 vehicles
- Added statement on existing electric bus fleet section covering current EVs, VW settlement funding, charging infrastructure capacity, and BFT's phased/prudent EV expansion strategy
- Added location identifiers for regional transit partners (e.g., Kayak Public Transit – Pendleton, OR, serving Hermiston, OR)
- Added service start date for Express 2X
- Added transit–economic vitality linkage language: workforce access, labor pool expansion, household cost savings, and corridor economic activity
- Added BFT OTP goals: 90% fixed-route / 95% Dial-A-Ride, noting goals are met the majority of months
- Clarification – included anticipated start dates of Routes 60, 61, and 66
- Clarification – included Dayton Transfer Point as also receiving 15-minute service from Route 3

Capital Improvement Plan (p. 30–41)

- Added project codes to CIP line items
- Removed Huntington Training Center project
- Corrected Pasco Flea Market date discrepancy (recommendation vs. estimated start date)
- Updated Zero-Emission Transition Plan terminology to match Alternative Fuels Transition Plan

Planned Operating Changes (p. 41)

2026-2032 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

- Added additional language regarding anticipated service additions in West Richland due to accelerated growth.

Financial Plan (p. 47)

- Corrected "next five years" to "next six years"
- Corrected Figure 30 year range from "2026–2032" to "2027–2032"

Program of Projects (p. 52)

- Updated to only include Federal Fiscal Year 2027

Fleet Summary (p. 83)

- Corrected Fixed Route Fleet Summary total (72 matches Figure 1's 71)
- Corrected Rideshare Fleet Summary total (217 matches Figure 1's 216)
- Corrected The Arc Fleet Summary total (33 to 37)

No comments received during the final public hearing.

Appendix I: Board Adoption

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[Continuation Below]

Memorandum

Date: July 9, 2026

To: Brian Lubanski, Chief Executive Officer

From: Kevin Sliger, Chief Planning & Development Officer

Re: Resolution 29-2026 Adoption of the 2026-2032 Transit Development Plan and Capital Improvement Plan

Background

An annual Transit Development Plan (TDP) is required under RCW 35.58.2795 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 of each year.

The TDP must include:

- An annual update of Ben Franklin Transit's progress in 2026, primarily as it relates to cost-effectiveness
- A Capital Improvement Program (CIP) that can be reasonably achieved in the 2026-2032 time frame
- A Transit Asset Management assessment that ensures the fleet and facilities remain in a State of Good Repair
- A *fully constrained* budget for the committed projects and services in the years 2026 and 2027
- A financial forecast of revenues and expenses required to implement planned service, preservation, and capital improvements over the remaining 2028-2032 horizon
- A published process for the public, agencies, and jurisdictions to comment on the Plan before its adoption by the Board of Directors

The TDP is a reference document 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 CIP and Program of Projects (POP) will be revised and reformatted before the end of 2026 and ready 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 final TDP document.

To meet the statutory deadlines, the BFT Board of Directors must adopt the annual TDP at its regular board meeting in August of each year.

Public Comment & Outreach

Ben Franklin Transit received feedback on the 2026–2032 Transit Development Plan from the City of West Richland, Franklin County, and Citizens Advisory Network (CAN) members. West Richland expressed concern that the plan did not adequately reflect the city's rapid growth and transit needs. Franklin County submitted comments on a range of topics including regional population data, service performance standards, and the connection between transit and economic vitality. CAN members provided detailed feedback on data accuracy, terminology, and document consistency throughout.

In response, BFT updated the TDP to incorporate OFM regional population estimates, household vehicle access data, on-time performance goals, and language linking transit to economic vitality. Several technical corrections flagged by CAN members were also addressed. Items such as West Richland's request for a transfer station study and several of Franklin County's service-related questions remain under internal review.

Capital Improvement Plan Update

The 2026–2032 Capital Improvement Program reflects a net reduction of \$27.2 million (13.2%) compared to the prior TDP, declining from \$205.3 million to \$178.1 million. This reduction is driven by scope adjustments across all six categories, with the most significant changes occurring in Facilities – Maintenance & Admin (down \$15.1 million, or 35.8%) and Non-Revenue Vehicles (down \$2.6 million, or 75.9%). The Facilities reduction primarily reflects the removal of the Huntington Training Facility and the West Pasco Maintenance Base from the current planning horizon.

Revenue Vehicles remain the largest category at \$74.9 million and declined modestly by 5.3%, while Technology and Transit Planning & Analysis also saw reductions of 13.9% and 53.8% respectively. Facilities – Passenger & Operations, at \$60.3 million, held relatively steady with a 3.9% reduction and continues to represent the second-largest area of capital investment. Combined, facilities spending accounts for approximately 49% of the total 2027 CIP, reflecting BFT's continued prioritization of infrastructure to support long-term service delivery.

Intent of the TDP

The narrative describes how BFT can help meet Benton and Franklin Counties' long-range priorities for public transportation. The document is organized to align with state and local goals, objectives, and action strategies. BFT uses both targets and examples of achievement to ensure these principles have been applied and to reassure that citizens' tax dollars and government awards are meeting the expanding demands of the Public Transportation Benefit Area.

Funding

Budgeted: N/A

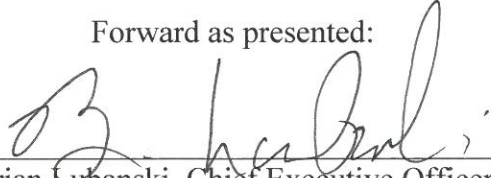
Budget Source: N/A

Funding Source: N/A

Recommendation

Request the Board of Directors adopt Ben Franklin Transit's 2026-2032 Transit Development Plan (TDP) and Capital Improvement Plan (CIP).

Forward as presented:



Brian Lubanski, Chief Executive Officer

BEN FRANKLIN TRANSIT

RESOLUTION 29-2026

A RESOLUTION TO ADOPT THE 2026-2032 TRANSIT DEVELOPMENT PLAN (TDP) AND CAPITAL IMPROVEMENT PLAN (CIP) AS PRESENTED

WHEREAS, BFT has completed its annual Transit Development Plan (TDP) and Capital Improvement Plan (CIP), as required by statute; and

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

WHEREAS, the TDP outlines BFT's Program of Projects, communicating to federal partners the federally funded projects and services included in BFT's program.

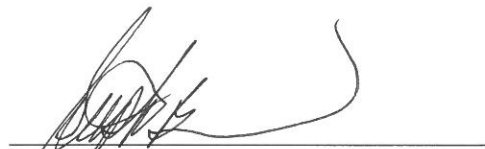
NOW, THEREFORE, BE IT RESOLVED BY THE BEN FRANKLIN TRANSIT BOARD OF DIRECTORS THAT:

Ben Franklin Transit's 2026-2032 Transit Development Plan (TDP) and Capital Improvement Plan (CIP) have been adopted.

APPROVED AT A REGULAR BEN FRANKLIN TRANSIT BOARD OF DIRECTORS MEETING held Thursday, July 9, 2026, at 1000 Columbia Park Trail, Richland, Washington.

ATTEST:


Pauline Escalara, Clerk of the Board


Stephen Bauman, Chair

APPROVED AS TO FORM BY:


Jeremy J. Bishop, Legal Counsel