



BEN FRANKLIN
TRANSIT

2025

Title VI Service Equity Analysis

2025 Annual Service Plan

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APPENDICES

APPENDIX A - Resolution 26-2014 – PLN-113 Public Involvement Policy



EXECUTIVE SUMMARY

Per the stipulations outlined in Federal Transit Administration (FTA) Circular 4702.1B §4, Chap.4-10, Ben Franklin Transit (BFT) will prepare a Title VI service equity analysis, where applicable, of all major service and fare changes using current FTA guidance. This documentation will be submitted to FTA as well as kept on file at BFT. The analysis will evaluate the proposed changes and their impacts on minority and low-income populations within the BFT service area. The outline will include methods of outreach and public involvement strategies. BFT will also include activities utilized throughout the decision-making process to involve and inform minority, low-income, and limited English-speaking populations.

BFT staff are proposing several fixed-route service changes in the 2025 Annual Service Plan (ASP) that will qualify as a major service change per BFT's Major Service Change Policy. BFT defines a major service change as "any change in service on any individual route that would add or eliminate more than 20% of the route revenue miles or route revenue hours."

The recommendations included in the 2025 ASP will result in a redistribution of fixed route resources from unproductive times of the day to provide more direct and reliable service during peak hours.

Ben Franklin Transit's 2025 Annual Service Plan proposes a series of route modifications aimed at improving efficiency, increasing peak-period service, and enhancing cross-town connectivity. The most significant changes include the introduction of three new limited-stop express routes: METRO 2x, which will provide express service between Richland and Pasco, requiring 4 additional vehicles; Express 4, a limited-stop route between Richland and Kennewick, requiring 1 vehicle; and Express 7, connecting Queensgate to North Richland with 2 vehicles.

Several route realignments and service hour adjustments are proposed. Route 10 will increase to 30-minute service, interlining with Route 20, which will offer 60-minute frequency after 7 PM on Saturdays. Route 41 will be shortened to a 30-minute one-way clockwise loop operating on weekdays only, reducing 1 vehicle. Route 47 will be realigned to provide more frequent service to areas no longer covered by Route 41. Route 65 will be realigned to better serve Pasco High School, while several routes (Routes 26, 42, 48, 50, 65, 170) will end earlier on Saturdays at 7 PM, reflecting a shift in service demand.

Two new interlined routes, Route 67 and Route 68, will offer 30-minute service between 6 AM and 8 PM on weekdays. This adjustment requires 2 additional vehicles. Route 225 will be extended to serve the new Sageview High School from 6 AM to 8 PM on weekdays, requiring 1 additional vehicle. Conversely, Route 268 will be eliminated entirely, resulting in a reduction of 3 vehicles.

Overall, these changes require a net increase of 6 vehicles. The plan prioritizes efficient resource use, reallocating service from underperforming routes to high-demand areas and peak periods. These adjustments aim to reduce customer travel times, improve frequency on key routes, and better connect the region's main transit hub.

As proposed, the service changes will result in more than a 20% change in revenue hours and revenue miles/coverage area. A Title VI service equity analysis will be completed to understand the impacts of these changes and mitigate against any identified potential adverse effects. That said, the recommended service changes would result in an increase in service for all areas impacted.

Upon further analysis, it was concluded that none of the recommended changes will result in a disparate impact to minority populations or disproportionate burden to low-income populations based on BFT's Disparate Impact Policy and Disproportionate Burden Policy. Adverse impacts are not expected, and the recommended changes will result in a net increase in service for those impacted.

For additional clarification and detail as to how BFT operates its programs without regard to race, color, national origin, refer to BFT's 2022 Title VI Program and Language Assistance Plan, which can be found at <https://www.bft.org/civil-rights/>.

BFT MAJOR SERVICE CHANGE POLICIES

Title VI service and fare equity analyses will be conducted when proposed service changes constitute a major service change and exceed the quantitative threshold outlined in BFT's Major Service Change, Disproportionate Burden and Discriminatory Impact policies, which were updated by the BFT Board of Directors via Resolution 26-2014 (Appendix B PLN-113). Additional changes to the Disproportionate Burden and Discriminatory Impact Policy were made via the BFT Board of Directors' adoption of Resolution 47-2022 (Appendix A Title VI Program Update) detailed below.

MAJOR SERVICE CHANGE POLICY

A major service change is defined as any change in service on any individual route that would **add or eliminate more than 20%** of the route revenue miles or route revenue hours. All major service changes will be subject to an equity analysis which includes an analysis of adverse effects. An adverse effect is defined as a geographical or time-based reduction in service which includes but is not limited to a span of service changes, frequency changes, route segment elimination, re-routing, or route elimination.

DISPARATE IMPACT POLICY

The purpose of this policy is to establish a threshold that identifies when adverse effects of a major service change or any fare change disproportionately affect members of a group identified by race, color, or national origin.

If the impact of a major service change proposal or any fare change proposal requires a minority population **to receive benefits 20% less or to bear adverse effects 20% more** than those benefits or adverse effects received or borne by the non-minority population, that impact will be considered a disparate impact.

DISPROPORTIONATE BURDEN POLICY

The purpose of this policy is to establish a threshold that identifies when the adverse effects of a major service change or any fare change disproportionately affect low-income populations.

If the impact of a major service change proposal or any fare change proposal requires a low-income population **to receive benefits 20% less or to bear adverse effects 20% more** than those benefits or adverse effects received or borne by the non-minority population, that impact will be considered a disproportionate burden.

A disproportionate burden on routes with either span of service changes and/or frequency changes will be determined by analyzing all routes with such changes together. The disproportionate burden on routes with segment elimination, re-routing, or route elimination will be determined on a route-by-route basis.

DRAFT

SERVICE AREA DEMOGRAPHIC OVERVIEW

BFT provides public transportation services in Washington State across a 618-square mile Public Transit Benefit Area (PTBA) within Benton and Franklin counties. The PTBA includes the municipalities of Kennewick, Pasco, Richland, West Richland, Benton City, Prosser, and pockets of unincorporated areas in Benton and Franklin County. BFT's operation is accounted for under a single enterprise fund, which uses the same accrual accounting method as a private enterprise. BFT has no sub-recipients and does not pass FTA funds through to sub-recipients.

The estimated population of BFT's PTBA is 287,689 as of Fall 2024 (WA State Office of Financial Management). BFT's PTBA and surrounding areas consist of a diverse population of which 41.2% identify as a minority and 11.4% of the population has a household income at or below the federal poverty line (Figures 1 & 2).

Figure 1: Public Transit Benefit Area Minority Population Percentage

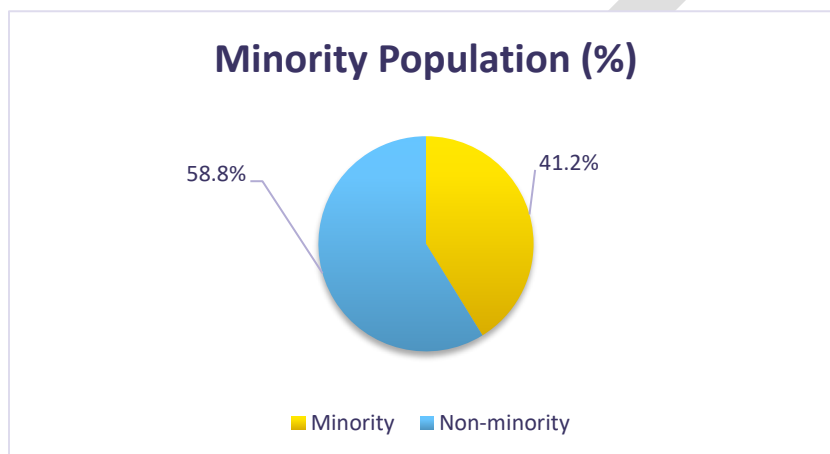
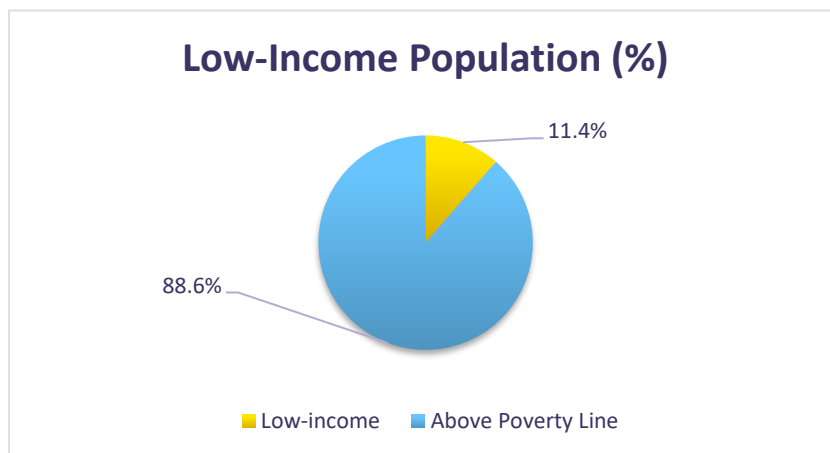
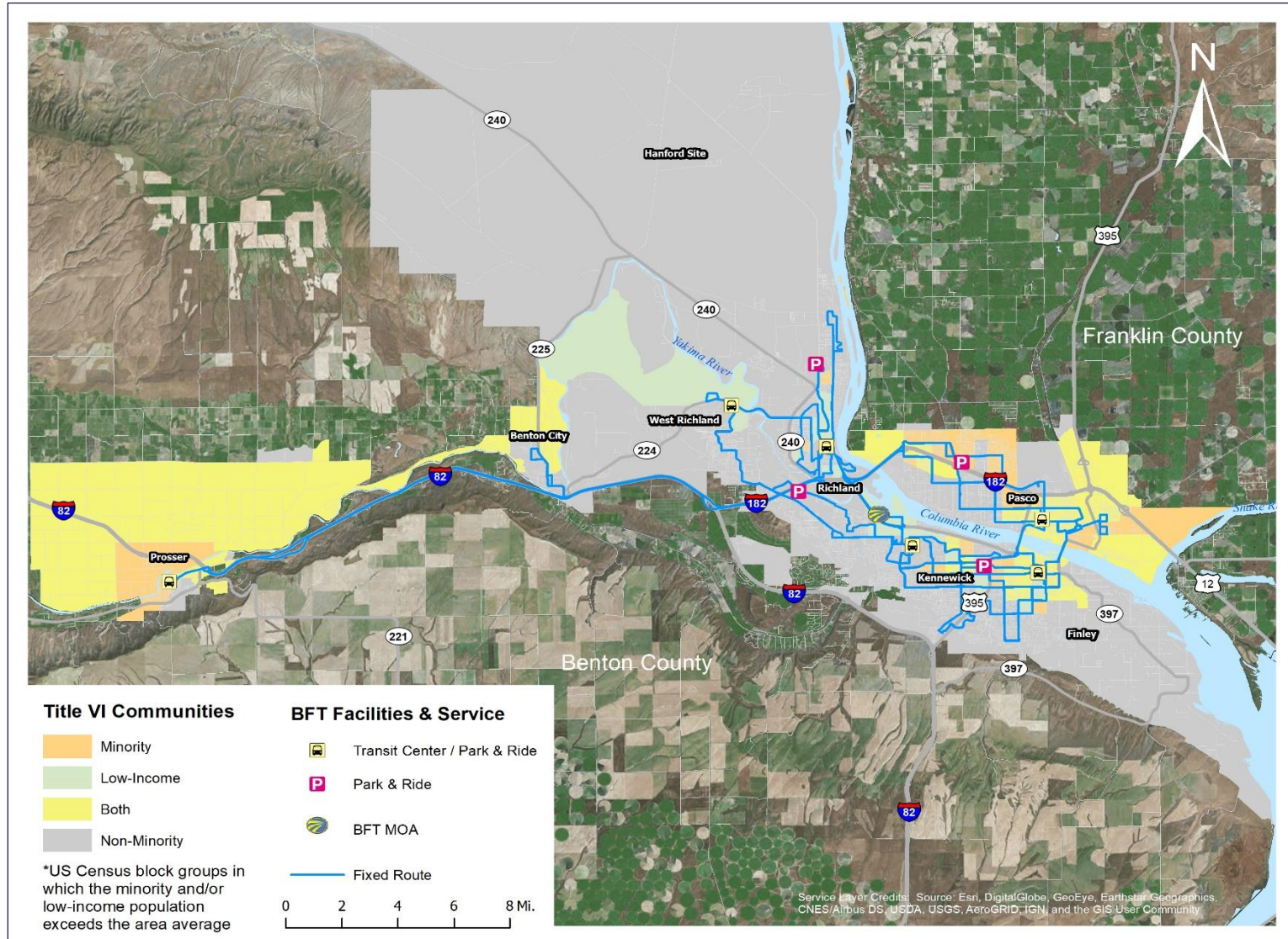


Figure 2: Public Transit Benefit Area Low-Income Population Percentage



Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Map 1: PTBA Block Groups with Minority & Low-Income Populations Over Area Average (Title VI Program)



Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimate

METRO 2X IMPLEMENTATION

RECOMMENDED METRO 2X MAJOR SERVICE CHANGE PROFILE

- ❖ Routing
 - Provides more direct, limited-stop service between Knight St Transit Center (Richland) and 22nd Ave Transit Center during peak times of the day
 - Maintains service to Richland, Columbia Basin College, and 20th Ave (Pasco)
 - Replaces productive portions of Route 268
- ❖ Frequency improvements
 - Peak service only (6-9 AM, 2-6 PM).
 - 15-minute peak service on weekdays between Knight St Transit Center (Richland) and 22nd Ave Transit Centers (Pasco)
 - No service on Saturdays or Sundays
- ❖ Travel Time Improvements
 - More direct service that reduces travel time between Richland and Pasco by approximately 15 minutes.
- ❖ Potential Adverse Impacts on Title VI populations
 - Minority - no disparate impacts anticipated
 - Changes borne by minorities are 14.8% above the service area average
 - Low-income – no disproportionate burdens expected
 - Changes borne by minorities are 8.9% above the service area average
- ❖ No disparate impacts (minority) or disproportionate burdens (low-income) are expected considering change born by minority and low-income populations do not exceed the area average by 20%.
- ❖ Implementation planned for June 2025

Table 1: METRO 2x Demographic Breakdown (New Service)

Recommended METRO 2x*	
Total	3,500
Minority %	58%
Low-Income%	21%

*METRO 2x will cover productive areas of the Route 268 that will be eliminated

METRO 2X ADDITION IMPACTS

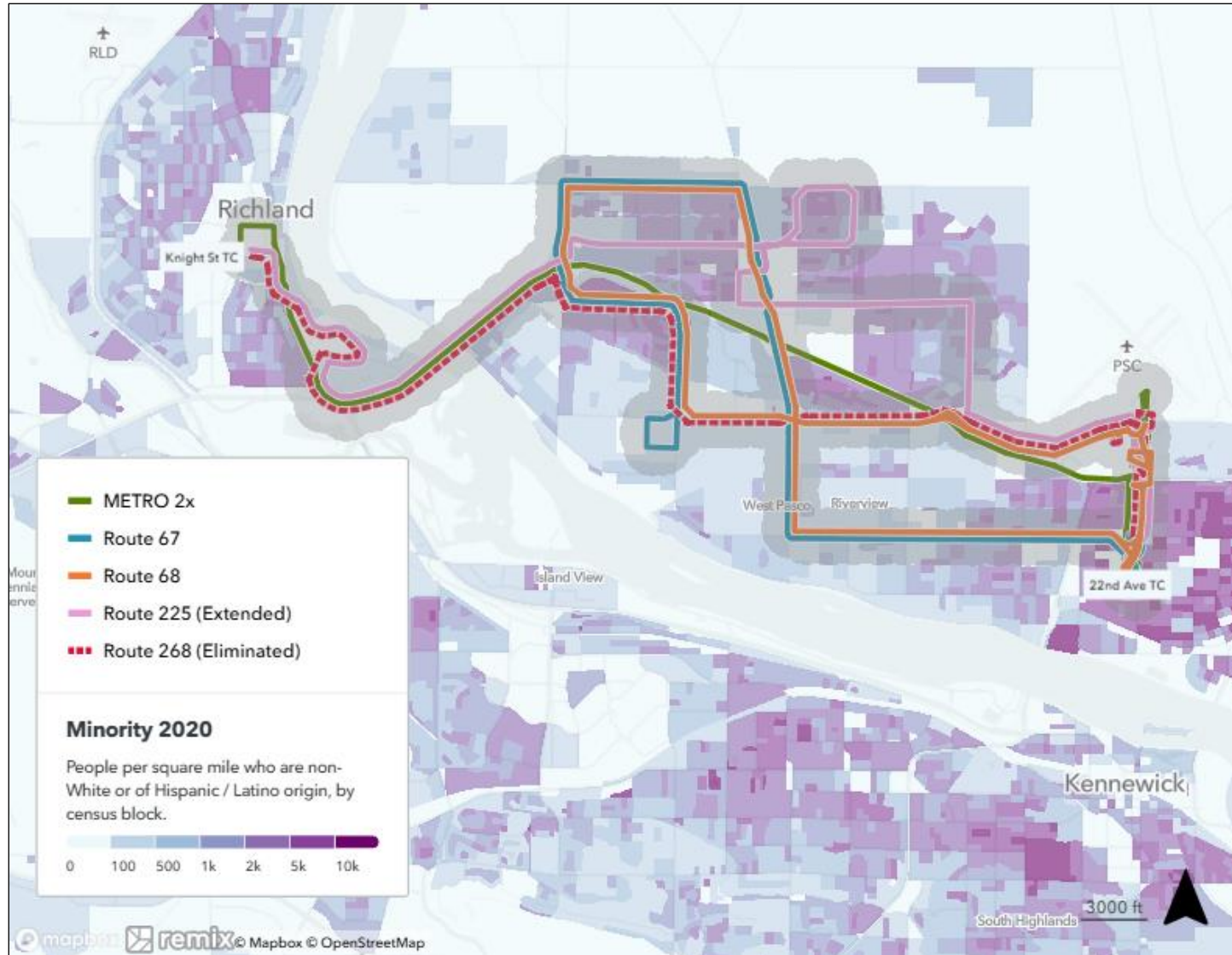
Table 2: Metro 2x Frequency (New Service)

	Weekdays		Saturday		Sunday
	6 AM – 9 AM, 2 – 6 PM	10 AM- 1 PM, 7 PM – 10 PM	6:45 AM – 8:15 PM	8:15 PM – 10 PM	8 AM – 6:30 PM
Metro 2x	15 (Peak)	No Service	No Service	No Service	No Service

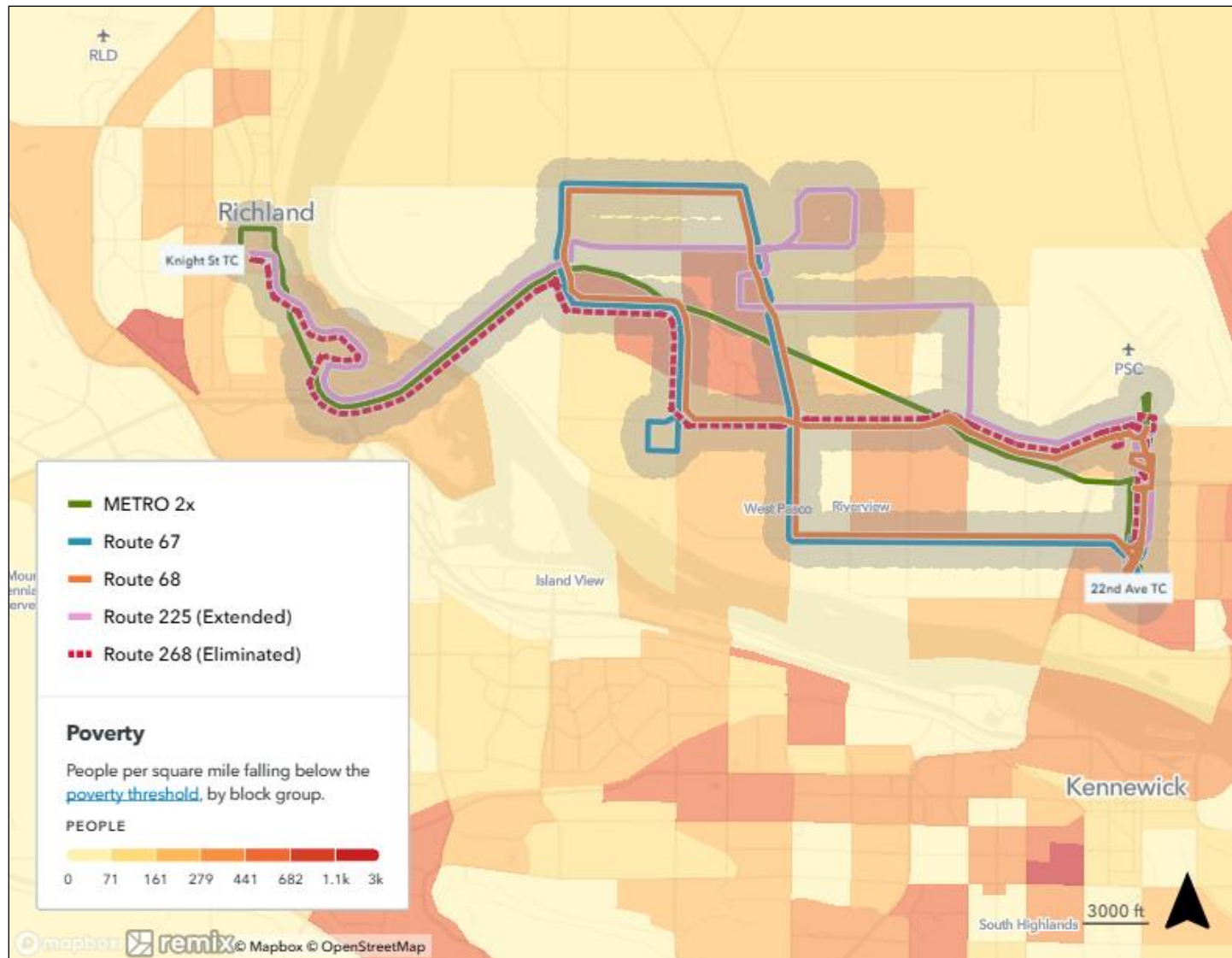
Table 3: Metro 2x Service Span (New Service)

	Weekdays	Saturday	Sunday
Metro 2x	6 AM – 9 AM, 2 – 6 PM	No Service	No Service

Map 2: METRO 2x Implementation (Minority ¼ Mile Buffer)



Map 3: METRO 2x Implementation (Low-Income ½ Mile Buffer)



ROUTE 10 FREQUENCY INCREASE OVERVIEW

RECOMMENDED ROUTE 10 MAJOR SERVICE CHANGE PROFILE

- ❖ Interline with Route 20, increase frequency on Route 10 to 30 minutes, which was a service change originally planned for June 2024
- ❖ Less wait time at West Richland Transit Center, but connections between routes 10 and 20 will be improved due to interline
- ❖ No alignment change
- ❖ No service after 7:15 PM on Saturdays
- ❖ Considered major service change based on the increase in hours and miles
- ❖ Potential Adverse Impacts on Title VI populations
 - Minority - no disparate impact expected
 - Changes borne by minorities are 19% below the service area average, only 1% below the 20% disparate impact threshold
 - Low-income – no disproportionate burdens and mitigation needed
 - Changes borne by minorities are 3.5% below the service area average
- ❖ No disparate impacts (minority) or disproportionate burdens (low-income) are expected considering change born by minority and low-income populations do not exceed the area average by 20%
- ❖ No resource increase needed to double frequency, layover significantly reduced, and efficiency increased
- ❖ June 2025 implementation

Table 4: Route 10 Demographic Breakdown

	Current Route 10	Recommended Route 10
Total	6,100	6,100
Minority %	22%	22%
Low-Income%	4%	4%

ROUTE 10 RECOMMENDED FREQUENCY, SERVICE SPAN, & ROUTING

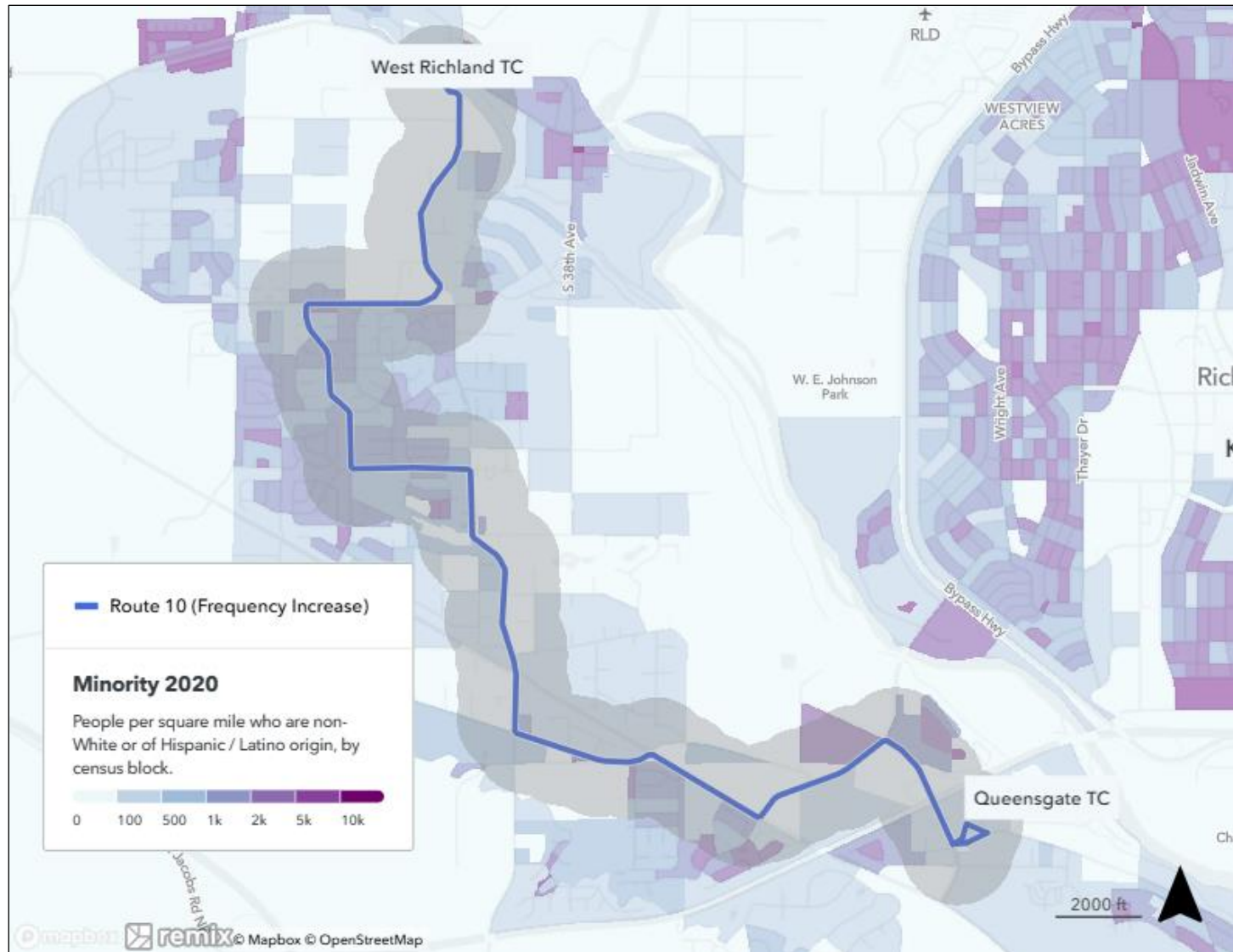
Table 5: Route 10 Frequency Changes

	Weekdays		Saturdays		Sunday
	6 AM – 7:30 PM	7:30 PM – 10 PM	7 AM – 7 PM	7 PM – 10 PM	8 AM – 6:30 PM
Route 10	30	No Service	30	No Service	No Service

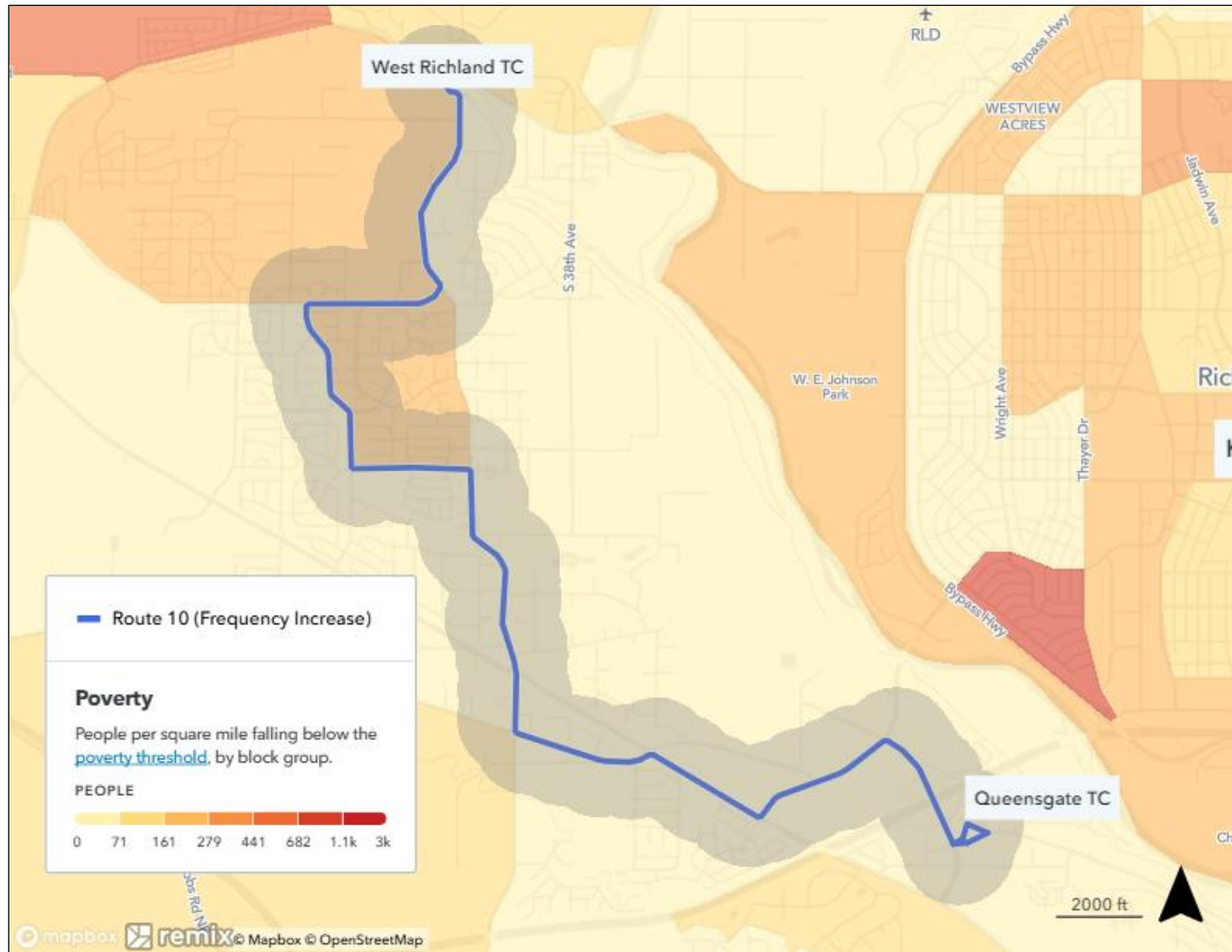
Table 6: Route 10 Service Span Changes

	Weekday	Saturday	Sunday
Route 10	6:15 AM – 7:15 PM	7:15 AM – 7:15 PM	No Service

Map 4: Route 10 Frequency Increase (Minority ¼ Mile Buffer)



Map 5: Route 10 Frequency Increase (Low-Income ¼ Mile Buffer)



ROUTE 4x IMPLEMENTATION OVERVIEW

RECOMMENDED ROUTE 4X MAJOR SERVICE CHANGE PROFILE

- ❖ New, limited-stop service between Dayton Street Transfer Point (Kennewick) and Knight St Transit Center (Richland)
- ❖ Operates Monday through Saturday on hourly frequencies
- ❖ Significantly reduces travel time between Downtown Kennewick and Downtown Richland
- ❖ Maintains service along Fruitland St. and Columbia Dr. that would otherwise be left without service with proposed adjustments to Route 41
- ❖ Provides 60-minute service to Aaron Dr and Wellsian Wy in Richland
- ❖ Considered major service change due to the fact it is new service
- ❖ Potential Adverse Impacts on Title VI populations
 - Minority - no disparate impact expected
 - Changes borne by minorities are 1.9% less than the service area average
 - Low-income – no disproportionate burdens expected
 - Changes borne by minorities are 10.3% more than the service area average
- ❖ No disparate impacts (minority) or disproportionate burdens (low-income) expected
- ❖ June 2025 implementation date if the infrastructure is in place

Table 7: Route 4x Demographic Breakdown (New Service)

Recommended Route 4x	
Total	4,800
Minority %	43%
Low-Income%	24%

ROUTE 4X RECOMMENDED IMPLEMENTATION

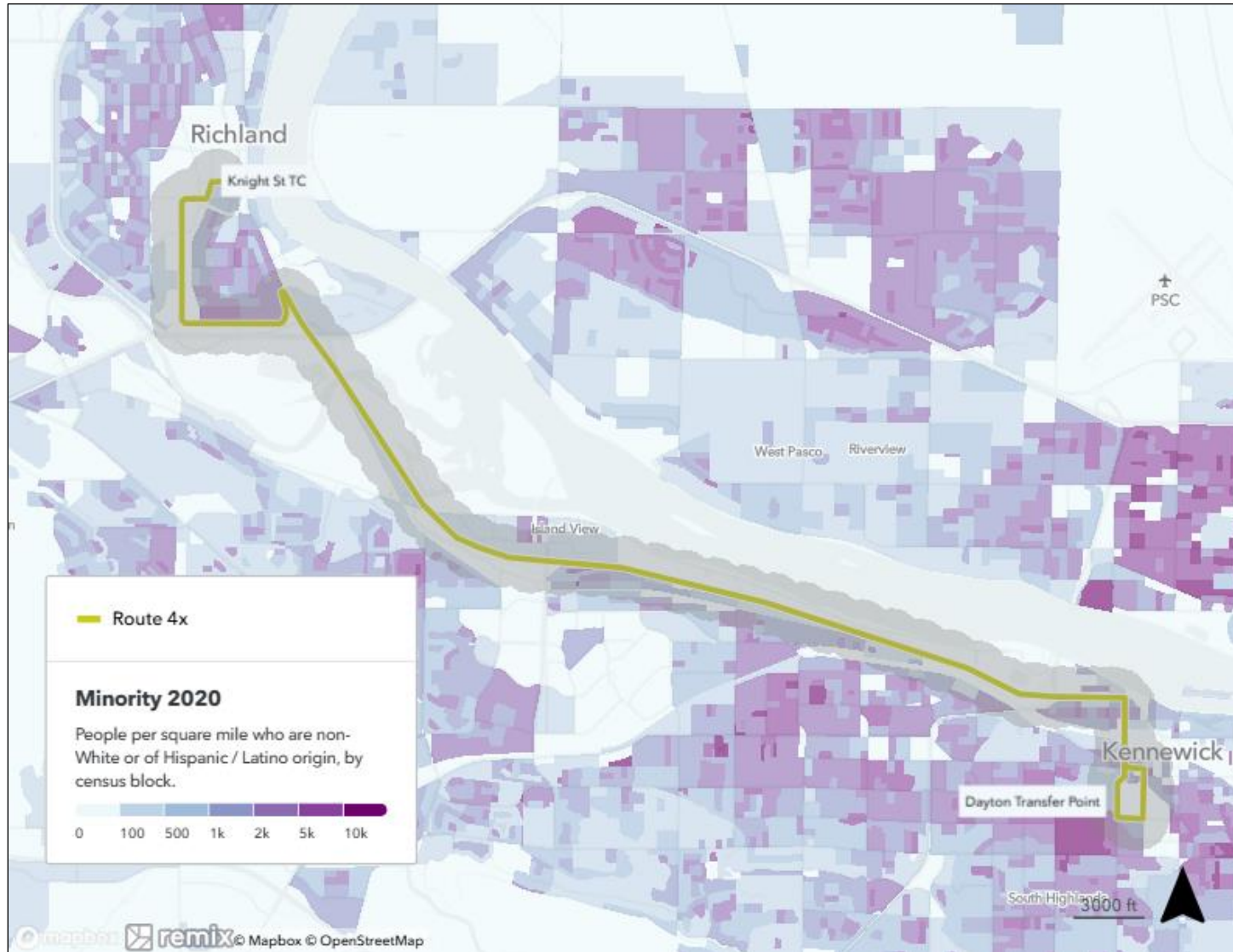
Table 8: Route 4x Frequency (New Service)

	Weekdays		Saturdays		Sunday
	6 AM – 8 PM	8 PM – 10 PM	7 AM – 7 PM	7 PM – 10 PM	8 AM – 6:30 PM
Route 4x	60	No Service	60	No Service	No Service

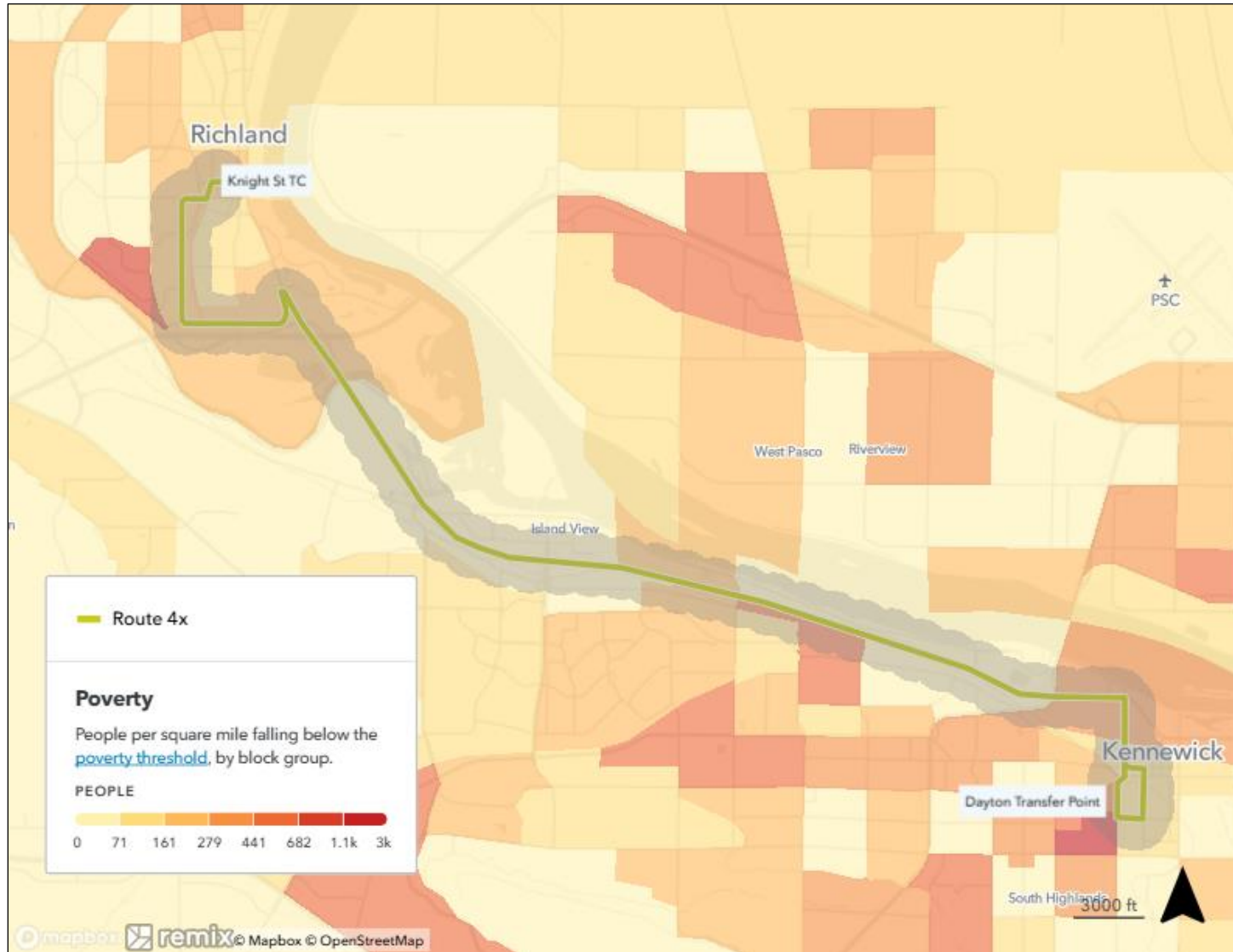
Table 9: Route 4x Service Span (New Service)

	Weekday	Saturday	Sunday
Route 4x	6 AM – 8 PM	7 AM – 7 PM	No Service

Map 6: Route 4x Implementation (Minority ¼ Mile Buffer)



Map 7: Route 4x Implementation (Low-Income ¼ Mile Buffer)



ROUTE 41 REALIGNMENT & FREQUENCY INCREASE OVERVIEW

RECOMMENDED ROUTE 41 MAJOR SERVICE CHANGE PROFILE

- ❖ Realignment of route and reduction of coverage area
- ❖ Operation of clockwise loop only to cover residential areas
- ❖ Increase from 60-minute frequency to 30-minute frequency during most of the day
- ❖ Removal of service along Hood Ave. where riders can utilize frequent service along the Clearwater corridor
- ❖ Gum St. area will be removed from Route 41 and replaced with Route 47 (minor service change) for more frequent, 30-minute service
- ❖ 45th Ave section removed due to low productivity
- ❖ Elimination of Saturday service
- ❖ Considered major service change due to the fact it is new service
- ❖ Potential Adverse Impacts on Title VI populations
 - Minority - no disparate impact expected
 - Changes borne by minorities are 3.5% less than service area average
 - Low-income – no disproportionate burdens expected
 - Changes borne by minorities are 0.2% more than the service area average
- ❖ No disparate impacts (minority) or disproportionate burdens (low-income) expected
- ❖ June 2025 implementation date if the infrastructure is in place

Table 10: Route 41 Demographic Breakdown

	Current Route 41	Recommended Route 41
Total	25,400	15,400
Minority %	42%	45%
Low-Income%	15%	17%

ROUTE 41 RECOMMENDED REALIGNMENT & FREQUENCY INCREASE

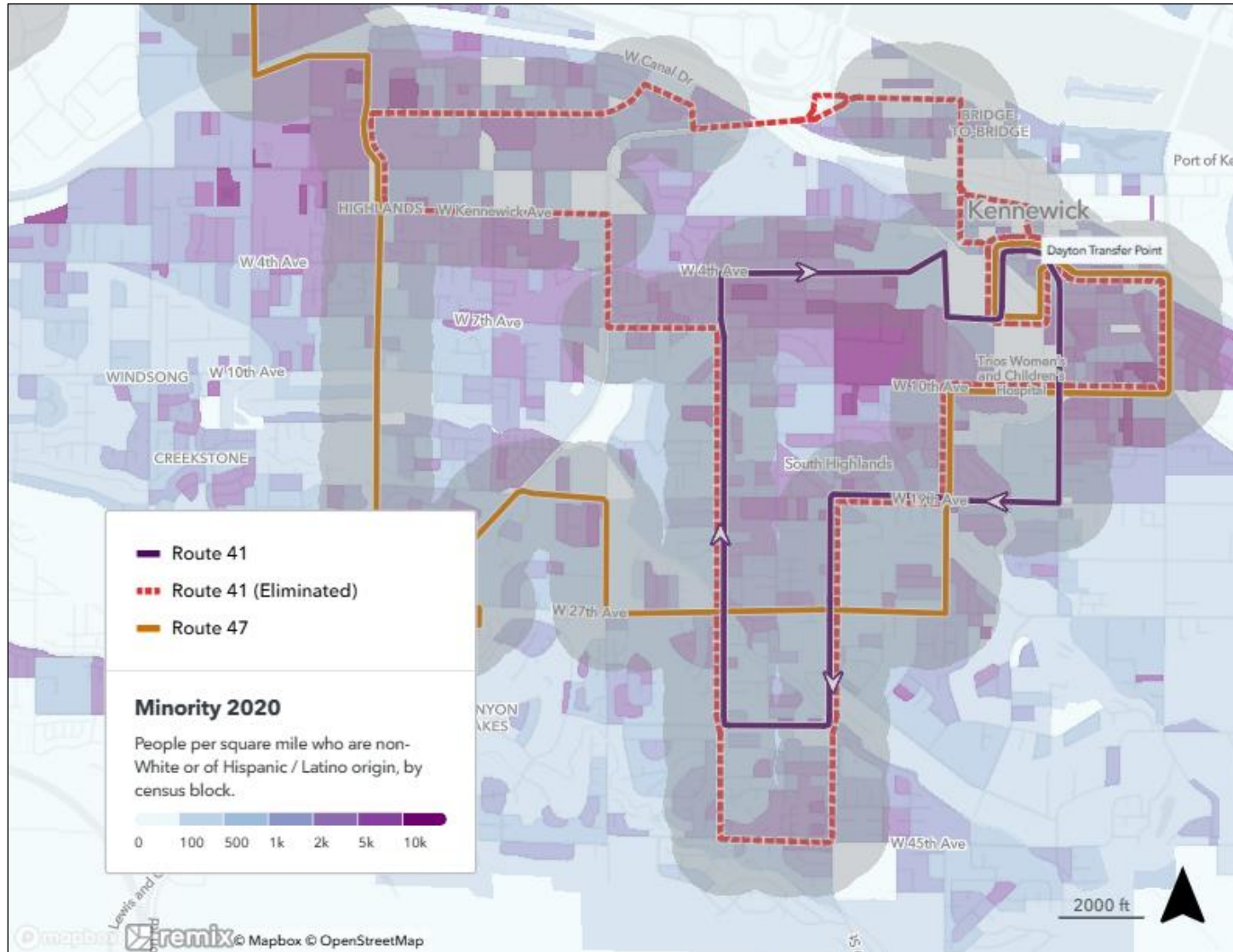
Table 11: Route 41 Frequency Changes

	Weekdays		Saturdays		Sunday
	6 AM – 7:30 PM	7:30 PM – 10 PM	7 AM – 7 PM	7 PM – 10 PM	8 AM – 6:30 PM
Route 41	30	No Service	No Service	No Service	No Service

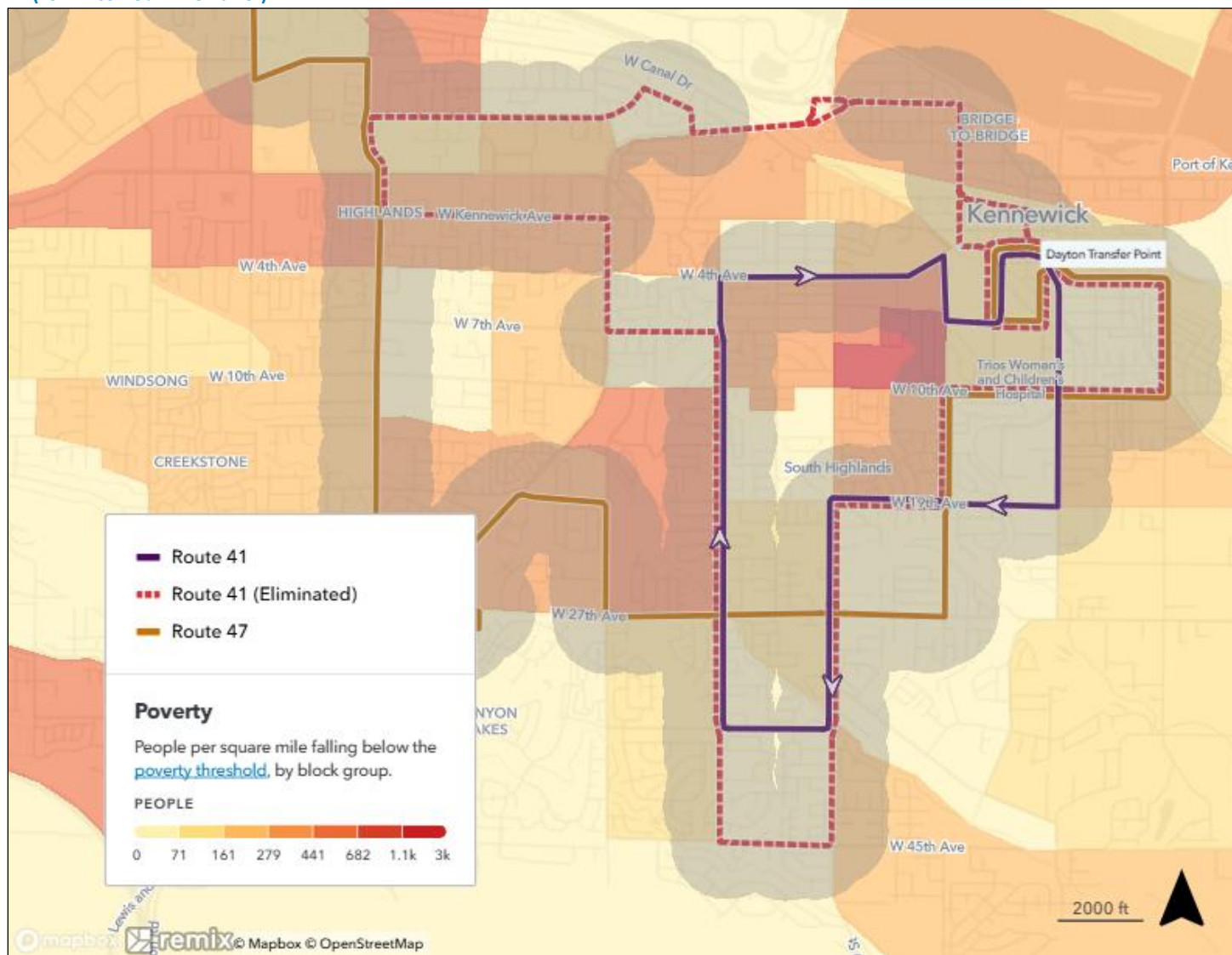
Table 12: Route 41 Service Span Changes

	Weekday	Saturday	Sunday
Route 41	6:00 AM – 7:30 PM	No Service	No Service

Map 8: Route 41 (Minority ¼ Mile Buffer)



Map 9: Route 41 (Low-Income ¼ Mile Buffer)



ROUTES 67 & 68 IMPLEMENTATION OVERVIEW

RECOMMENDED ROUTE 67 & 68 SERVICE CHANGE PROFILE

- ❖ Changes to Route 67 and implementation of Route 68 made to mitigate impacts of Route 2x implementation and discontinuation of Route 268
- ❖ Adjustments to existing Route 67 and implementation of new Route 68 to better address service in West Pasco
- ❖ Extending Route 67
- ❖ Interlining mid-route with new Route 68.
- ❖ The Route 67/68 interline will operate until 8 PM on weekdays, after which the extended Route 67 will provide late evening service on weekdays and Saturdays.
- ❖ 30-minute service on weekdays on Route 68 until 8 PM, Route 67 only after 8 PM
- ❖ Route 67 only on Saturdays
- ❖ Considered major service change due to change in revenue miles and hours
- ❖ Potential Adverse Impacts on Title VI populations
 - Route 67 Minority - no disparate impacts expected
 - Changes borne by minorities are 19.1% more than the service area average, only 0.9% below the 20% disparate impact threshold
 - Route 67 Low-income – no disproportionate burdens expected
 - Changes borne by minorities are 0.2% more than the service area average
 - Route 68 Minority - no disparate impacts expected
 - Changes borne by minorities are 15.6% more than the service area average
 - Route 68 Low-income – no disproportionate burdens expected
 - Changes borne by minorities are 2.0% more than the service area average
- ❖ No disparate impacts (minority) or disproportionate burdens (low-income) expected
- ❖ June 2025 implementation date if the infrastructure is in place

Table 13: Route 67 Demographic Breakdown

	Current Route 67	Recommended Routes 67 & 68
Total	11,277	15,119
Minority %	59%	57%
Low-Income%	11%	13%

ROUTE 67 RECOMMENDED FREQUENCY, SERVICE SPAN, & ROUTING

Table 14: Route 67 Frequency (No Changes)

	Weekdays		Saturdays		Sunday
	6 AM – 8 PM	8 PM – 10 PM	7 AM – 7 PM	7 PM – 10 PM	8 AM – 6:30 PM
Route 67	30	30	30	30	No Service

Table 15: Route 67 Service Span Changes (No Changes)

	Weekday	Saturday	Sunday
Route 67	6:00 AM – 10:00 PM	7:00 AM – 10:00 PM	No Service

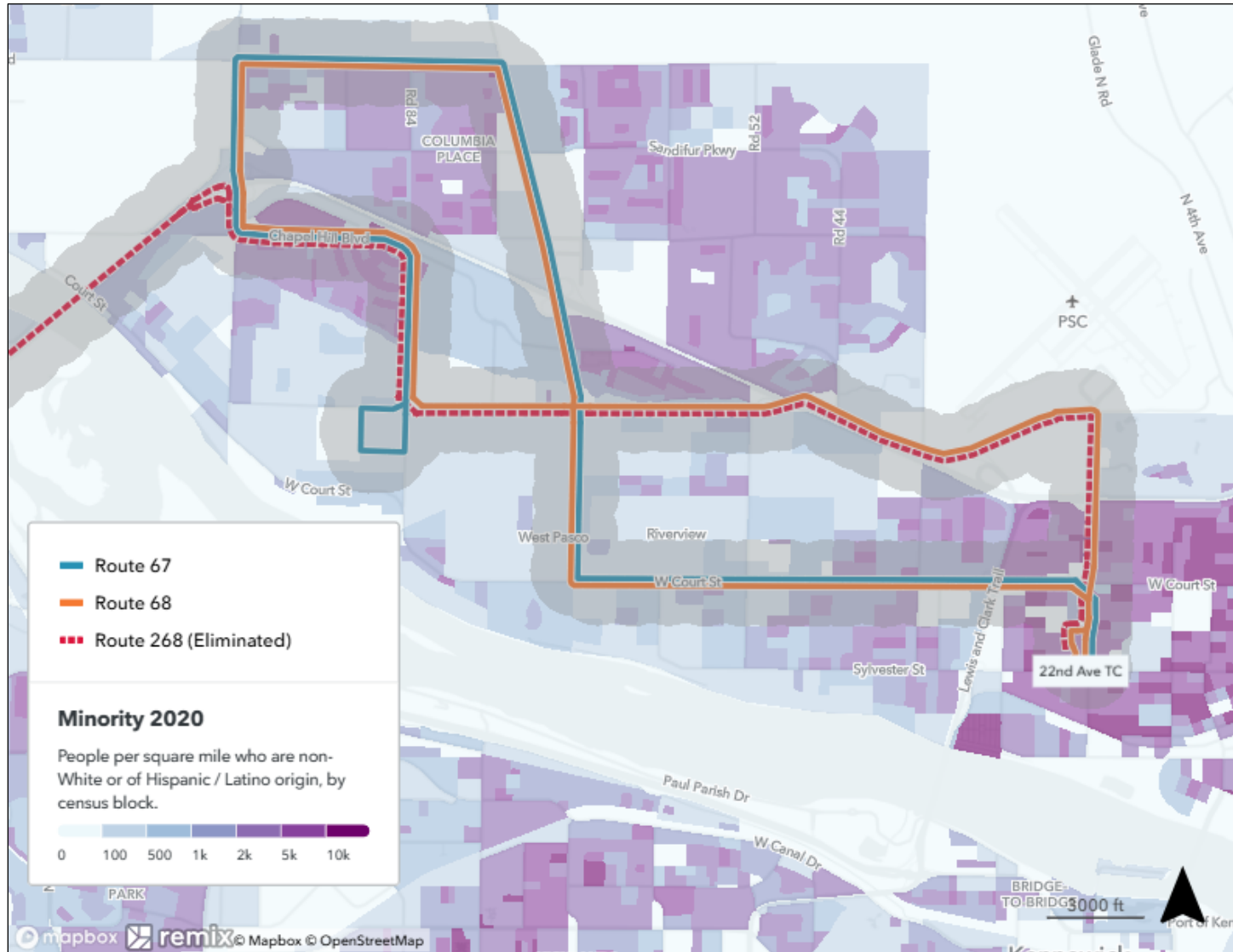
Table 16: Route 68 Frequency (No Changes)

	Weekdays		Saturdays		Sunday
	6 AM – 8 PM	8 PM – 10 PM	7 AM – 7 PM	7 PM – 10 PM	8 AM – 6:30 PM
Route 68	30	No Service	No Service	No Service	No Service

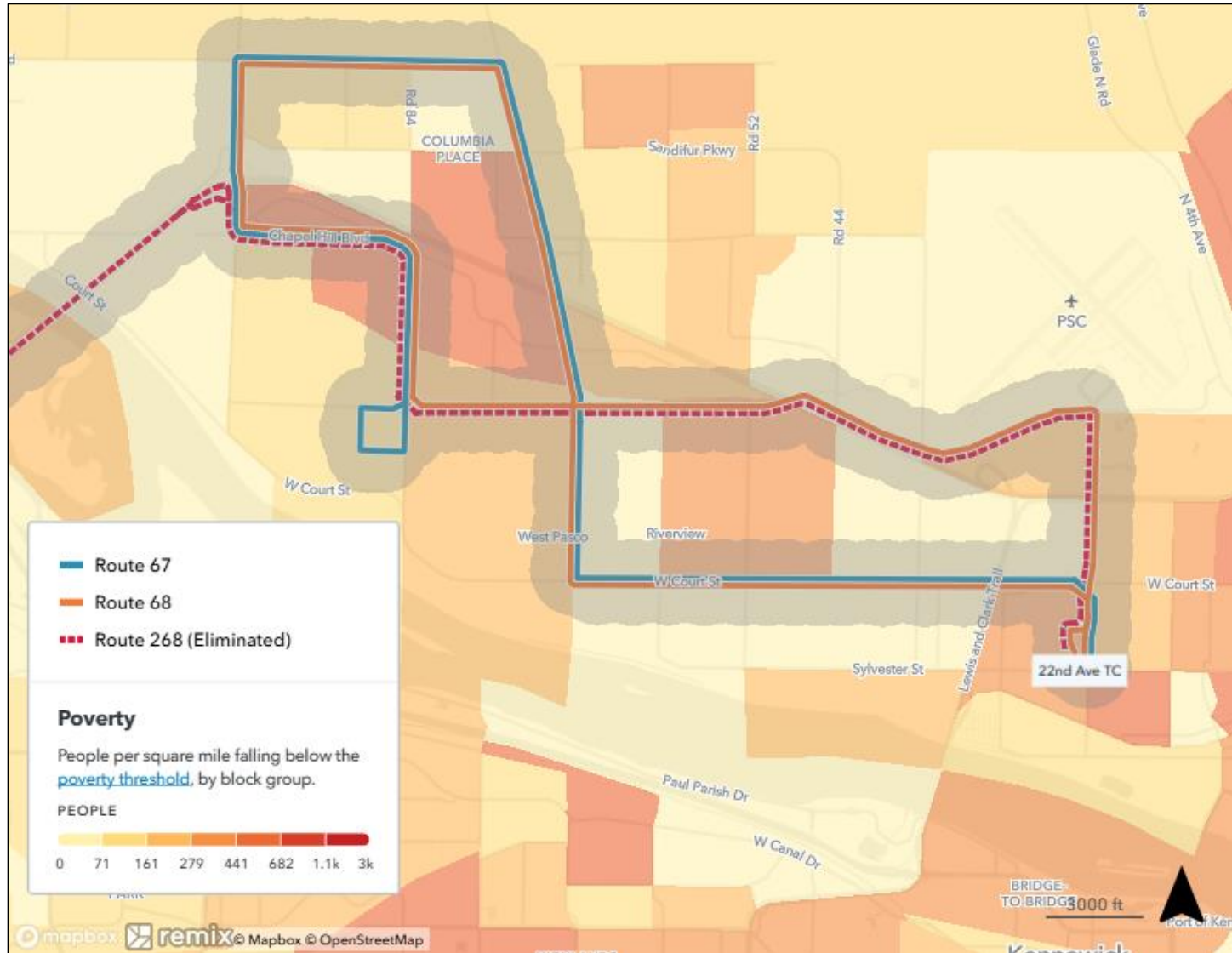
Table 17: Route 68 Service Span Changes (No Changes)

	Weekday	Saturday	Sunday
Route 68	6:00 AM – 8:00 PM	No Service	No Service

Map 10: Routes 67 & 68 Service Changes (Minority ¼ Mile Buffer)



Map 11: Routes 67 & 68 Service Changes (Low-Income ¼ Mile Buffer)



ROUTE 225 EXTENSION OVERVIEW

RECOMMENDED ROUTE 225 MAJOR SERVICE CHANGE PROFILE

- ❖ Adjustments to existing Route 225 to expand coverage and serve Sageview High School and surrounding areas
- ❖ Route extension will operate from 6 AM to 8 PM reverting to current routing after 8 PM and on Saturdays
- ❖ Considered major service change due to change in revenue miles and hours
- ❖ Potential Adverse Impacts on Title VI populations
 - Minority - no disproportionate burdens expected
 - Changes borne by minorities are 14.7% more than the service area average
 - Low-income – no disproportionate burdens anticipated
 - Changes borne by minorities are 2.2% less than the service area average
- ❖ No disparate impacts (minority) or disproportionate burdens (low-income) expected
- ❖ June 2024 implementation date if the infrastructure is in place

Table 18: Route 225 Demographic Breakdown

	Current Route 225	Recommended Route 225
Total	14,925	17,529
Minority %	54%	55%
Low-Income%	10%	10.5%

ROUTE 225 RECOMMENDED FREQUENCY, SERVICE SPAN, & ROUTING

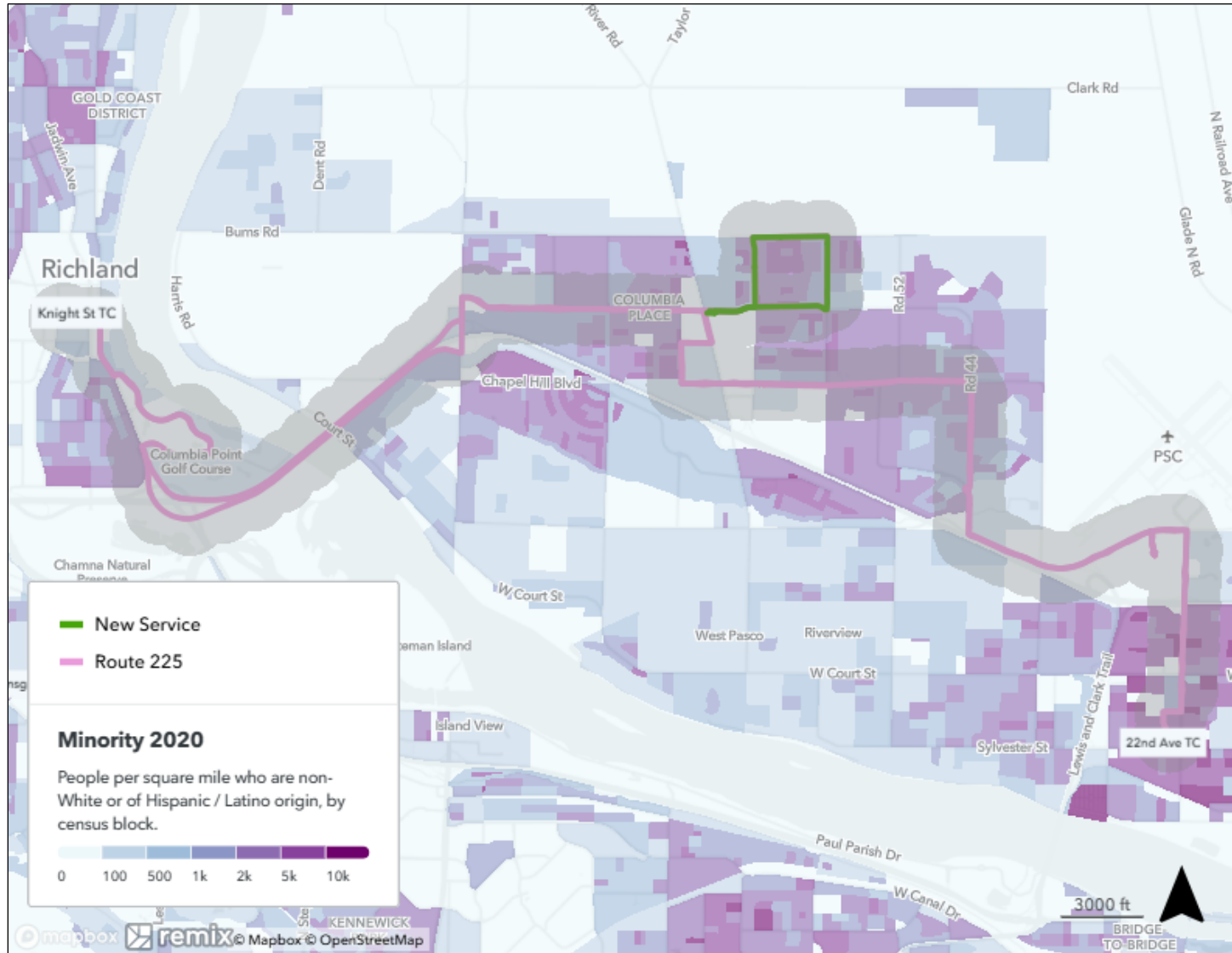
Table 19: Route 225 Frequency

	Weekdays		Saturdays		Sunday
	6 AM – 8 PM	8 PM – 10 PM	7 AM – 8 PM	8 PM – 10 PM	8 AM – 6:30 PM
Route 225	30	30	30	30	30

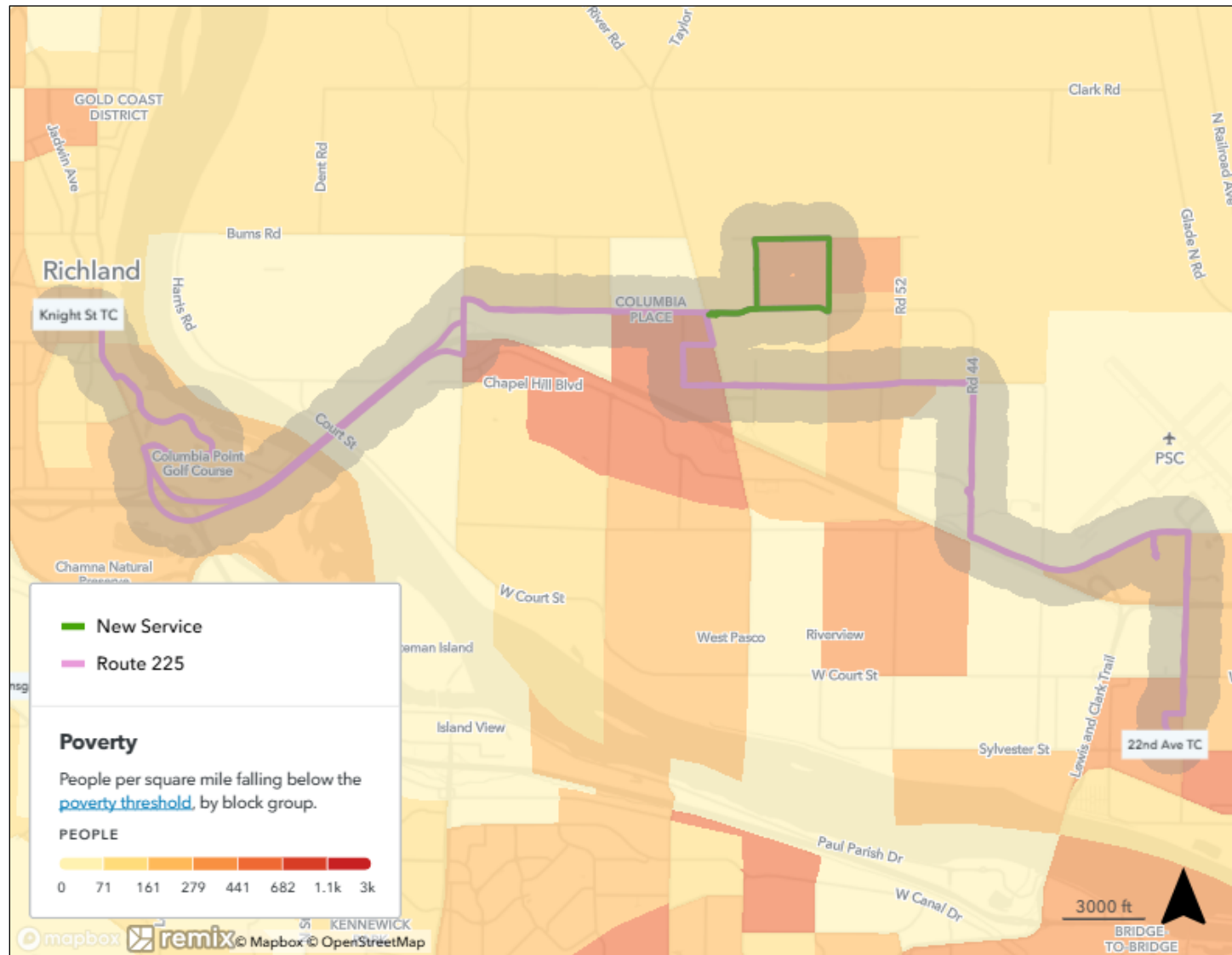
Table 20: Route 225 Service Span Changes

	Weekday	Saturday	Sunday
Route 225	6:00 AM – 10:00 PM	7:00 AM – 10:00 PM	8:00 AM – 6:30 PM

Map 12: Route 225 Extension (Minority ¼ Mile Buffer)



Map 13: Route 225 Extension Low-Income ¼ Mile Buffer)



ROUTE 268 ELIMINATION OVERVIEW

RECOMMENDED ROUTE 268 MAJOR SERVICE CHANGE PROFILE

- ❖ Elimination of Route 268, with resources being reallocated to other routes that will provide same service levels and better serve West Pasco
- ❖ Adjustments to Route 67 and implementation of routes METRO 2x and Route 68 will provide similar levels of service, and better serve West Pasco by providing better circulation and movement between areas north and south of I-82
- ❖ New services being designed to be integrated into a future West Pasco Transit Center
- ❖ Proposed replacement services will provide more trips between Knight St (Richland) and 22nd Ave (Pasco)
- ❖ Considered major service change due to change in revenue miles and hours
- ❖ Potential Adverse Impacts on Title VI populations
 - Minority - no disparate impact expected
 - Changes borne by minorities are 3.5% more than the service area average
 - Low-income – no disproportionate burdens anticipated
 - Changes borne by minorities are 9.5% more than the service area average
- ❖ No disparate impacts (minority) or disproportionate burdens (low-income) expected
- ❖ June 2025 elimination date

Table 21: Route 268 Demographic Breakdown

	Current Route 268	Recommended Route 268
Total	11,172	Covered by new routes
Minority %	51%	N/A
Low-Income%	15%	N/A

ROUTE 268 RECOMMENDED FREQUENCY, SERVICE SPAN, & ROUTING

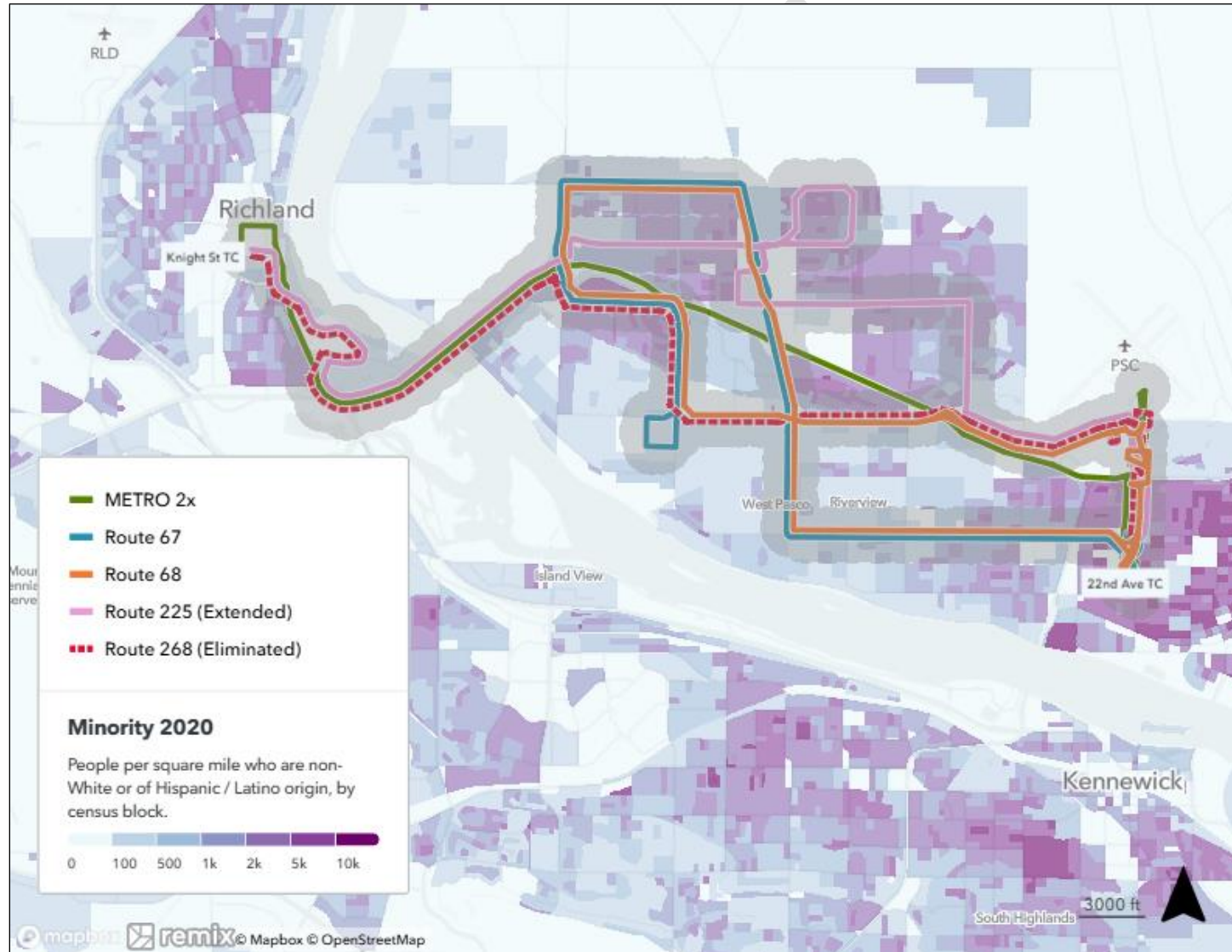
Table 22: Route 268 Frequency

	Weekdays		Saturdays		Sunday
	6 AM – 8 PM	8 PM – 10 PM	7 AM – 8 PM	8 PM – 10 PM	8 AM – 6:30 PM
Route 268	Eliminated	Eliminated	Eliminated	Eliminated	Eliminated

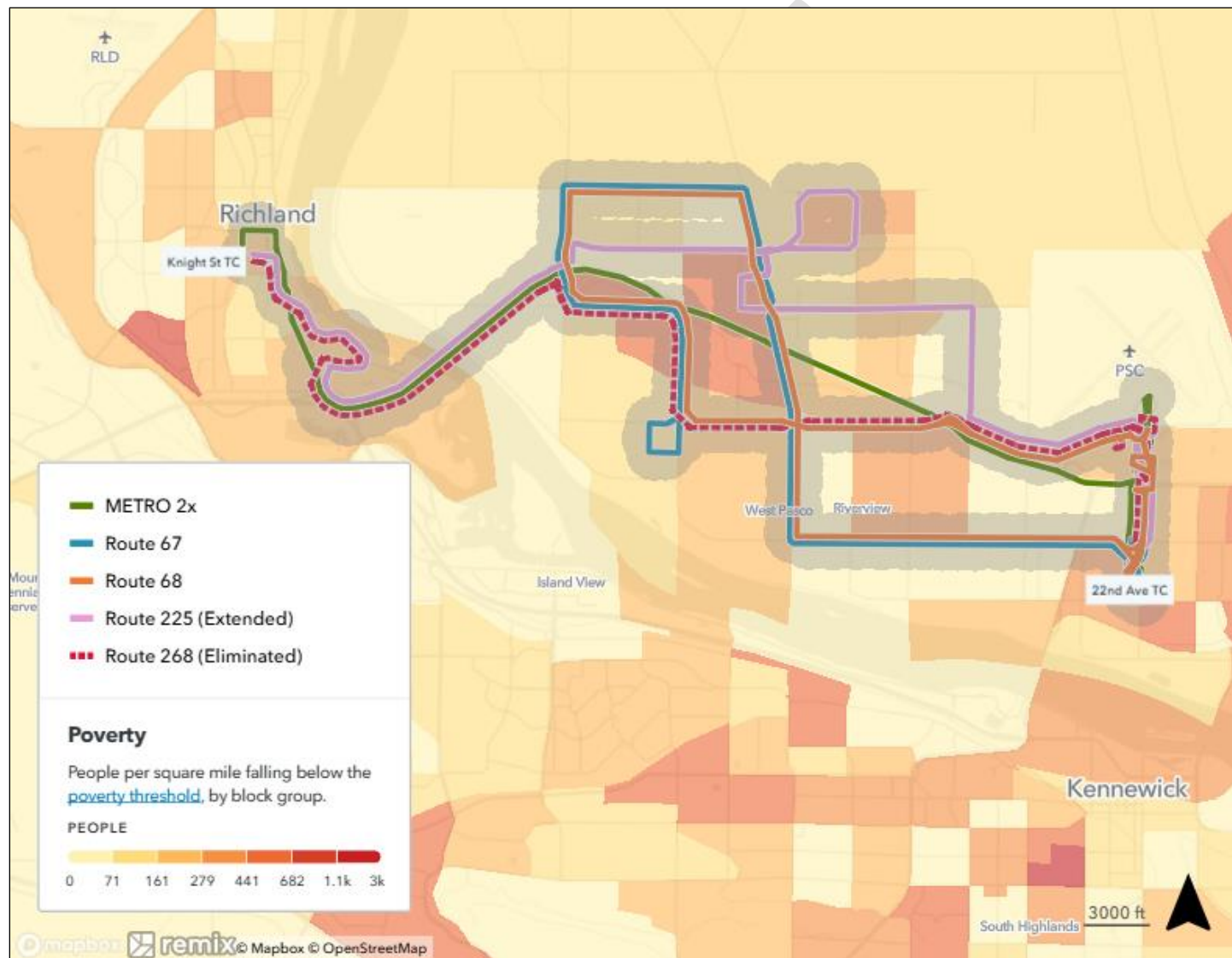
Table 23: Route 268 Service Span Changes

	Weekday	Saturday	Sunday
Route 268	Eliminated	Eliminated	Eliminated

Map 14: Route 268 Elimination (Minority ¼ Mile Buffer)



Map 15: Route 268 Elimination (Low-Income ¼ Mile Buffer)



RECOMMENDED MINOR SERVICE CHANGES

The 2025 Annual Service Plan (ASP) includes minor schedule adjustments to several routes:

- ❖ Route 10 – Will be interlined with Route 20 to enable a resource-neutral frequency increase from hourly to 30 minutes. Service will end at 7 PM on Saturdays due to low productivity.
- ❖ Route 20 – Interline with Route 10 to provide increased frequency on Route 10. Decrease frequency from 30-minute to hourly service after 7 PM on Saturdays.
- ❖ Routes 26, 42, 50, and 170 – Service will end at 7 PM on Saturdays due to low productivity.
- ❖ Route 40 – Service will be extended to 10 PM on Saturdays.
- ❖ Route 47 – The route will be realigned to remove low-ridership areas and provide more frequent service to areas previously served by Route 41.
- ❖ Route 48 – Service will end at 7 PM on Saturdays, with high-productivity areas covered by Route 40 after 7 PM.
- ❖ Route 65 – The route will be realigned to better serve Pasco High School. Service will end at 7 PM on Saturdays.

In addition to these adjustments, BFT staff plan to implement pilot express services to provide more direct connections to large employment centers. These pilot services are still in the early planning stages and were not included in this service equity analysis.

BFT may also need to make minor schedule adjustments to other routes and modify, add, or eliminate overload and tripper services based on demand.

2025 ASP TITLE VI SERVICE EQUITY ANALYSIS RESULTS

This section presents the results of a service equity analysis conducted for the major service changes proposed in the 2025 Annual Service Plan. These changes include the implementation of the METRO 2X, the introduction of Route 4X, a frequency increase on Route 10, a reduction in the coverage area along with a frequency increase on Route 41, a reduction in service hours on Route 67, the introduction of a new Route 68, an extension of Route 225, and the elimination of Route 268.

Ben Franklin Transit (BFT) conducts service equity analyses to prevent adverse effects, disparate impacts, disproportionate burdens, and unfair treatment of minority and low-income populations within its service area. Specifically, BFT staff are required to “evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether those changes have a discriminatory impact.” This service equity analysis was conducted by BFT staff to assess the proposed service changes—excluding fare changes—in compliance with FTA Circular 4702.1B §4, Chap. 4-10.

In conclusion, the recommended service changes are expected to result in increased service and coverage while providing more direct connections between major population centers. These changes are anticipated to increase the number of residents living within walking distance of BFT’s fixed-route system and significantly reduce travel time between key system nodes. Although some areas will experience decreased service frequency or elimination, these areas have been identified as low-productivity zones. None of the recommended changes result in disparate impacts or disproportionate burdens under BFT’s policies; however, a few changes are near the established thresholds. As with all service changes, BFT will prioritize mitigation efforts to prevent potential adverse effects as the changes are implemented in 2025.

Any changes to route nomenclature between the approval and implementation of these service changes will be communicated to both the BFT Board of Directors and the public.

DRAFT

SERVICE EQUITY ANALYSIS METHODOLOGY

BFT staff utilized Remix to conduct this service equity analysis. Remix has the capability to automatically generate a Title VI report (2017-2021 American Community Survey data) by comparing existing fixed routes to the proposed changes.

Remix implements the following methodology to provide accurate service equity analysis data:

1. Calculate low-income and minority population within 1/4 mile of current and proposed fixed route
 - a. For each route, build a shape that represents the area within a quarter mile of any of its route alignment
 - b. Intersect the catchment area with 2017-2021 ACS Census data. Get a list of block groups and the percentage overlap with each.
 - c. For each block group, take the percentage of overlap and multiply it by the block group's statistics
2. Compare the number of people-trips, before and after
 - a. Multiply the population near a route, times the number of trips it makes (per year), to get "people-trips"
 - b. Repeat for low-income and minority populations to get "low-income people-trips" and "minority people-trips"
 - c. Compare these numbers between the current and the proposed versions of the route, to get a set of people-trip differences. Remix compares current routes to proposed routes that have the same name.
3. Get the total difference in people-trips across the transit system
 - a. Repeat the process above for every route in the transit system
 - b. Sum the difference in people-trips. This will return three numbers: total difference in people-trips, the total difference in low-income people-trips, and the total difference in minority people-trips.
4. Calculate the change borne by low-income and minority populations
 - a. Divide the total difference in low-income people-trips by the total difference in people-trips to get the percentage of change borne by those with low-income
 - b. Repeat for minority people-trips
5. Compare the percentage change to the average in the service area
 - a. Calculate the average percentage of low-income and minority populations across the entire service area
 - b. Subtract from the change borne by those populations
 - c. Get two final numbers: the difference between the impact this set of transit changes had on low-income and minority populations compared to any average change

SERVICE EQUITY ANALYSIS SUMMARY

Based on the service equity analysis results relating to the recommended service changes outlined in the 2025 ASP, BFT staff has concluded that no disparate impacts or disproportionate burdens will occur if the recommended service changes are implemented. This conclusion means that there will be no apparent adverse effects on minority or low-income populations resulting from the planned service changes outlined in the 2025 ASP (Table 24). In fact, if implemented, these service changes will result in a notable net gain of service to low-income and minority populations and will benefit all those who utilize BFT's fixed route system (Table 25).

Table 24: Service Equity Analysis Results

People-Trips Difference Total					
Change	People-Trips	Low-Income	Minority		
2025 ASP	+132,243,615	+23,396,372	+45,490,785		

	Low-Income	Minority
Change Borne By	17.7%	34.4%
Area Average	11.4%	41.2%
Difference	6.3%	-6.8%

Table 25: Disparate Impact & Disproportionate Burden Determination

Service Changes	Date Effective	Major Service Change	Disparate Impact	Disproportionate Burden
METRO 2x	June 2025	Yes	No	No
Route 4x	June 2025	Yes	No	No
Route 7x	August 2025	Demo	N/A	N/A
Route 10	June 2025	Yes	No	No
Route 20	June 2025	No	N/A	N/A
Route 26	June 2025	No	N/A	N/A
Route 40	June 2025	No	N/A	N/A
Route 41	June 2025	Yes	No	No
Route 42	June 2025	No	N/A	N/A
Route 47	June 2025	No	N/A	N/A
Route 48	June 2025	No	N/A	N/A
Route 50	June 2025	No	N/A	N/A
Route 65	June 2025	No	No	No
Route 67	June 2025	Yes	No	No
Route 68	June 2025	Yes	No	No
Route 170	June 2025	No	N/A	N/A
Route 225	June 2025	Yes	No	No
Route 268	June 2025	Yes	No	No

MITIGATION EFFORTS

Although the recommended service changes in the 2025 Annual Service Plan (ASP) do not exceed Ben Franklin Transit's (BFT) 20% threshold for disparate impact or disproportionate burdens as outlined in the Agency's Major Service Change Policies, mitigation efforts will still be implemented to address potential concerns. This is particularly important for routes that come close to exceeding these thresholds, ensuring that no adverse effects disproportionately impact minority or low-income populations.

KEY MITIGATION STRATEGIES

REALLOCATION OF SERVICE:

In cases where service is reduced or eliminated on certain routes, BFT has prioritized reallocating resources to other routes that will maintain or expand coverage in impacted areas. For example:

Service reductions on certain routes will often be offset by nearby routes that will either increase frequency or realign to provide coverage to affected areas.

ENHANCED CONNECTIVITY:

The service changes emphasize more direct connections between BFT's main transit centers, reducing travel times and improving access for riders. This network efficiency benefits all users, particularly those dependent on public transit.

POPULATION ACCESSIBILITY INCREASE:

The planned changes will increase the number of people living within ¼ mile walking distance of BFT's fixed-route services by approximately 5,500 residents. This expansion in accessibility will help offset any potential negative impacts of route-specific service reductions.

COMMUNITY ENGAGEMENT AND COMMUNICATION:

To ensure transparency and foster public trust, BFT will engage with affected communities to explain the rationale for these changes and outline available alternatives. This includes public meetings and outreach initiatives to share detailed route adjustments. Providing clear communication about any route nomenclature changes prior to implementation.

MONITORING AND ADJUSTMENTS POST-IMPLEMENTATION:

BFT will actively monitor the impact of these service changes to identify and address any unforeseen challenges. This includes conducting post-implementation reviews to ensure coverage needs are met. Considering adjustments to schedules, frequencies, or route alignments as needed based on rider feedback and demand trends.

SPECIAL FOCUS ON EQUITY CONCERNS:

For routes close to the disparate impact or disproportionate burdens thresholds, BFT will implement targeted measures such as:

Enhanced outreach to minority and low-income populations to ensure awareness of alternative services. Evaluating travel patterns and conducting follow-up equity analyses to confirm that affected riders are not disproportionately burdened.

By focusing on these mitigation efforts, BFT aims to ensure that the 2025 ASP service changes deliver broad benefits, including improved transit accessibility and connectivity, while minimizing potential adverse impacts to **specific communities**.

PUBLIC OUTREACH & COMMENTS

OUTREACH INITIATIVES

The 2025 ASP was open for an informal public comment period during the month of October 2024. Staff provided three opportunities for the community to provide feedback. Sessions were available in person and online. Planning staff also provided two internal open houses during the informal comment period to collect feedback from BFT staff.

The 2025 ASP was open for public comment from January 5, 2024, to February 13, 2025. Staff provided four opportunities for the community to provide feedback. Sessions were available in person and online.*

❖ Open houses

- **January 7, 2025, at 6 p.m.** Pasco Mid-Columbia Library
Location: 1320 W Hopkins St., Pasco, WA 99301
- **January 14, 2025, at 6 p.m.** Three Rivers Transit Center
Location: 7109 W Okanogan Pl., Kennewick, WA 99336
- **January 15, 2025, at 12 p.m.** Virtual session only on Zoom*

Zoom link:

<https://us06web.zoom.us/j/85431965448?pwd=0as0Nv5y4Wz0pB6bND5BX1QrLigNSa.1>

Meeting: 854 3196 5448 Passcode: 593265

By phone: 253-205-0468 or (Toll Free) 833-928-4609

❖ Public hearing

- **February 13 at 6 p.m.** during the Board Meeting
Location: Ben Franklin Transit Board Room located at 1000 Columbia Park Trail, Richland, WA 99352.

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

Meeting: 989 6217 8731 Passcode: 833979

By phone: 253-215-8782 or (Toll Free) 877-853-5247

❖ Feedback was also available in the following ways:

- Email input to CustomerComment@bft.org
- Call **Customer Service** at **509.735.5100**

Translation services were made available in Spanish. Outreach initiatives will be updated after the public comment period. In an effort to expand and modernize outreach to the community, BFT offered an interactive mapping system as a visual tool to gain customer feedback on the proposed route changes. The [interactive map](#) was available during the public comment period. User-friendly video instructions were available in English and in Spanish to help familiarize riders with utilizing the new tool.

PUBLIC FEEDBACK

COMMENTS WILL BE ADDED AFTER PUBLIC OUTREACH PROCESS IS COMPLETE

PUBLIC FEEDBACK

- JANUARU 7 OPEN HOUSE
- JANUARY 14 OPEN HOUSE
- JANUARY 15 OPEN HOUSE (CONTINUED)

INTERACTIVE MAP

To date, the comments received through the interactive map requested expedited service, service to areas not currently served by fixed route, and additional improved service on weekends. Staff will evaluate these requests in the 2025 ASP when infrastructure and staffing are in place.

Table 26: Interactive Map Comments

Route #	Comment	Latitude	Longitude

COMMENTS RECEIVED VIA PLANNING EMAIL

COMMENTS WILL BE ADDED AFTER PUBLIC OUTREACH PROCESS IS COMPLETE

PUBLIC HEARING COMMENTS

COMMENTS WILL BE ADDED AFTER PUBLIC OUTREACH PROCESS IS COMPLETE