



BEN FRANKLIN
TRANSIT

2025-2031

Transit Development Plan



Prepared By:
Planning & Service Development

2025-2031 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

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1: Public Hearing and Distribution

Introduction

The Ben Franklin Transit (BFT) 2025-2031 Transit Development Plan (TDP) provides a roadmap for enhancing mobility, sustainability, and service quality in the BFT service area. By aligning with state and regional goals, BFT aims to deliver efficient and equitable transit solutions for the community.

This TDP outlines BFT's operational and capital plans for 2025-2031, in alignment with Washington State Department of Transportation (WSDOT) guidelines and regional transportation goals.

Public Hearing and Distribution

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing planning@bft.org or by calling customer service at 509.735.5100. Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711 or 800.833.6384.

Title VI Notice to Public

Ben Franklin Transit (BFT) board approved a policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. For additional information on our Title VI policy or process, visit our bft.org/civil-rights or call 509.734.5107.

Plan adoption

The 2025-2031 TDP is scheduled for adoption by the BFT Board of Directors on August 14, 2025. The Board memorandum and resolution will be added to Appendix I after approval.

Public participation process: Public comment period from July 13 to August 14, 2025.

Comment submission

Email: planning@bft.org or by phone 509.735.5100. **Mail or in person:** 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 August 14, 2025, at 6:00 p.m. in the BFT Maintenance and Operations Center (MOA) Board Room, 1000 Columbia Park Trail, City of Richland, WA 99352. A formal public hearing will be conducted to discuss the highlights of BFT's TDP as part of a regular Board of Directors meeting. The purpose of the public hearing will be to obtain public testimony or comments before significant changes that impact the community are enacted. The process will meet all the Legal/Open-Government Public Meetings Act requirements

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including print media to solicit public comment for the 30-day period specified in the approved Public Participation Plan. A copy of the public notice is available in Appendix H.

Notice posted to the website: BFT posted a notice of the hearing on the Transit Development Plan to its website at www.bft.org on July 13, 2025.

Notice published in the local paper: The Tri-City Herald published a notice of the hearing for the Transit Development Plan on July 13, 2025.

Requests for paper or digital copies: Starting July 13, 2025, BFT allowed the public to download a draft copy of the digital Transit Development Plan (TDP). The public could also request a paper copy of the draft TDP by emailing planning@bft.org or calling 509.735.5100.

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

- Three Rivers Transit Center: 7109 W. Okanogan Place, Kennewick, WA 99336
- Virtual Open House
- Transit Development Plan page on BFT's website (<https://www.bft.org/transit-development-plan/>)

Plan distribution

Following public hearing and BFT Board of Directors adoption scheduled for August 14, 2025, BFT intends to distribute the adopted TDP to:

- Washington State Department of Transportation (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

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 (formerly Vanpool), 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 Benton and Franklin Counties, including the cities of Benton City, Kennewick, Pasco, Prosser, Richland, West Richland, and select unincorporated areas. The Tri-Cities area is part of the Public Transit Benefit Area (PTBA) and continues to expand as cities annex new territories. Per [2024 Public Transportation Benefit Area Population Estimates](#), the PTBA population is 287,689, while Benton and Franklin counties together have an estimated population of 319,428 (based on population estimates from the U.S. Census Bureau).

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.

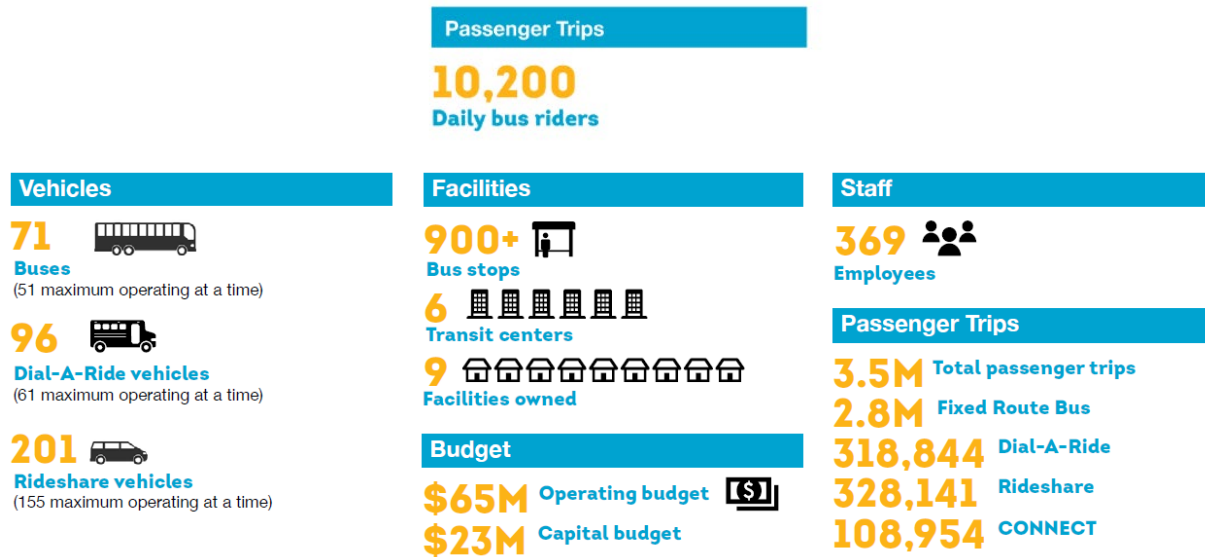
BFT's primary source of funding is voter-approved local sales tax revenue, which is sensitive to economic conditions. A sharp decline in 2001 led to service reductions, but a sales tax increase approved in 2002 helped restore financial stability. The agency also receives supplemental funding through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

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

Figure 1 BFT 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 Metropolitan 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.

Among the Tri-Cities, Pasco is expected to experience the most substantial growth. With a population of approximately 82,000 in 2024 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 2024 population of approximately 87,000, could grow by 34%, reaching an estimated 116,237 by 2040. Meanwhile, Richland, with approximately 64,000 residents in 2024, is expected to grow by 28%, reaching around 81,366 by 2040.

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

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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.

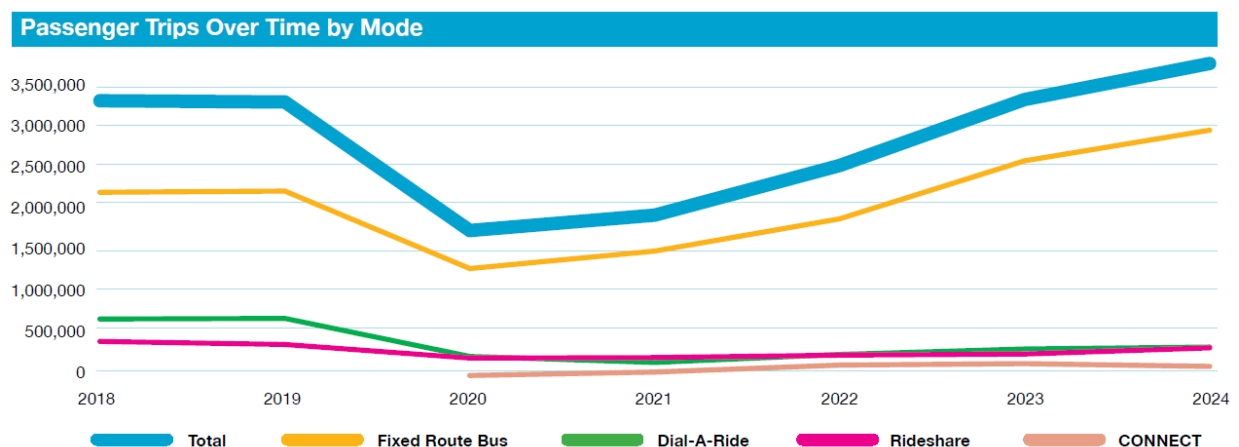
Services

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 the new Queensgate Transit Center. In addition to regular fixed-route service, BFT also offers general public DAR services to both Benton City and Prosser.

Figure 2 displays trends in total unlinked passenger trips (UPT) by mode from 2018 to 2024. In 2023, total system ridership surpassed 2019 pre-pandemic ridership by 2%, adding an extra 51,687 passenger trips. Total systemwide ridership in 2024 increased by another 356,195 passenger trips, signaling that ridership expansion is now driven by factors significantly beyond post-pandemic recovery, with a notable rise in discretionary riders. The first four months of 2025 saw an additional 7% increase in UPT compared to the same period in 2024, resulting in 75,163 more passenger trips. Additional analysis of ridership trends is available in Appendix C.

Figure 2 BFT Passenger Trips by Mode



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Fixed Route

As of June 2025, BFT's fixed-route system consists of 22 routes, including new limited-stop express service between Richland and Pasco, as well as between Richland and East Kennewick. 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 Express 2X** and **Express 240X** were launched, offering 15-minute peak-hour service between Kennewick, Pasco, and Richland. BFT has also received a WSDOT Regional Mobility Grant to support operating costs for **Express 27X**. This route will provide a more direct route from Queensgate Transit Center to North Richland's employment and educational areas, an area currently partially served by Route 26, with the goal of introducing a park-and-ride system. While BFT hopes to implement Express 27X in December 2025, the final timeline will be confirmed based on operator availability.

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 rides to the general public Monday through Friday, with required booking 24 hours in advance.

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 a majority of the vans used by The Arc of Tri-Cities. Transportation services are offered to eligible persons with intellectual and developmental disabilities to The Arc, Goodwill Industries, Adult Day Care, and Columbia Industries. This collaboration helps create a more inclusive and supportive environment, enabling individuals to engage in society to their fullest potential.

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

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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.

In 2024, BFT made significant improvements to the CONNECT service, enhancing accessibility and convenience for riders. A new BFT CONNECT app was introduced, streamlining the booking process and offering real-time ride updates. Additionally, the integration of various fare types simplified the user interface, allowing for a seamless experience across different passes. In response to community feedback, more points of interest were added to increase service coverage and flexibility where fixed routes are unavailable.

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 impact 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 2025. Through a separate planning process, BFT is also exploring new fare structure options for Rideshare. BFT's existing fare structure is shown in Figure 3.

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Figure 3 BFT Fare Structure (as of May 2025)

Ticket Prices

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

Special Shuttle Events	Monthly Pass	10-Ride Ticket	Cash Fare
Adults 19+			\$1.50
Seniors & Reduced			\$0.75
Youth 18 & Younger			Free

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

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 a comprehensive inventory of bus stops again in 2025. With careful planning and anticipation of growth, staff have achieved steady progress, typically increasing ADA compliance by approximately 3% each year through various construction and installation contracts. By 2024, compliance is estimated to have risen to nearly 25% systemwide. Looking ahead to 2031, BFT intends to review its implementation plan to ensure continued prioritized annual improvements to bus stops, even if additional partnership agreements are required.

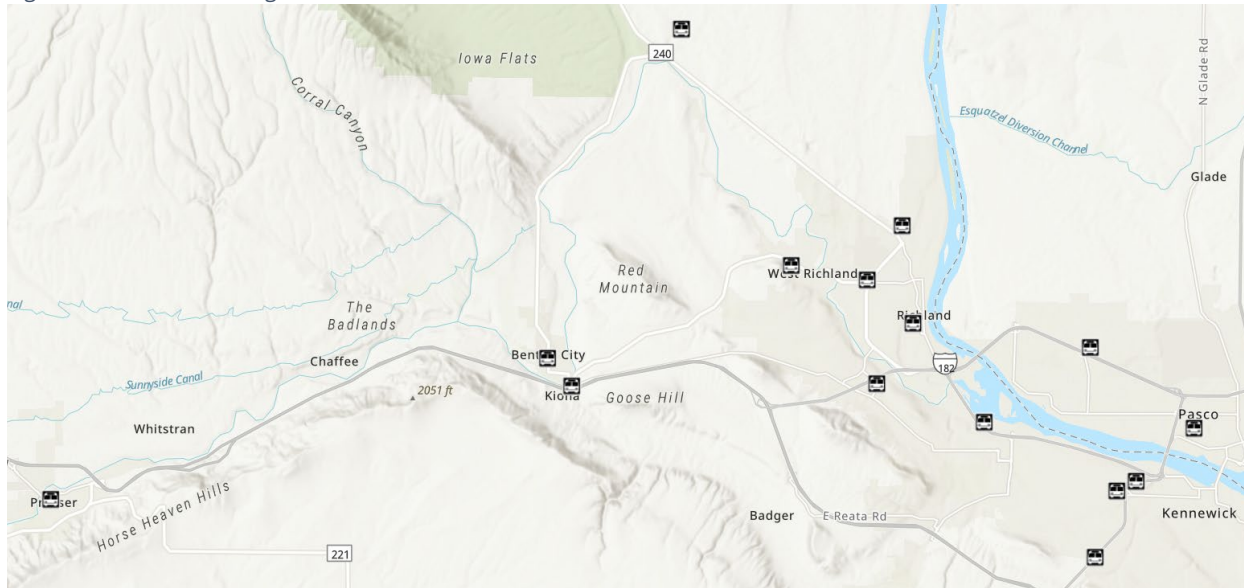
Park-and-Ride Lots

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

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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>)

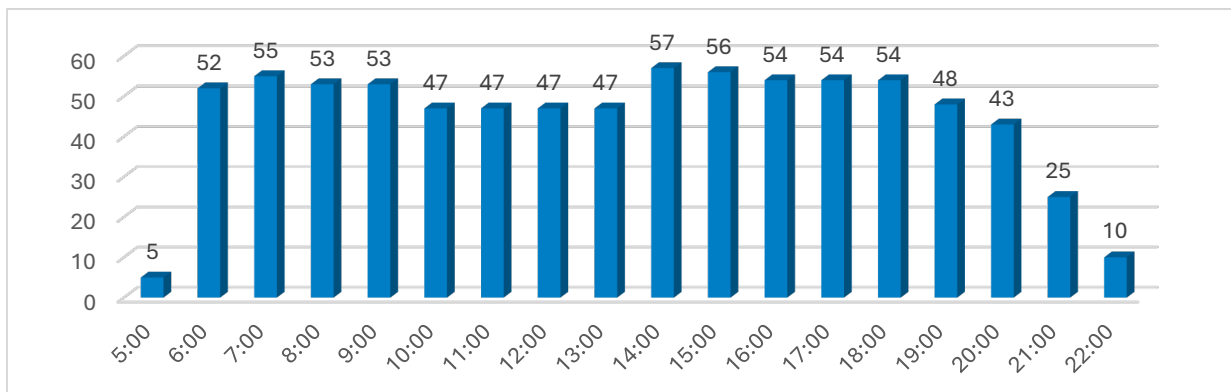
Vehicle Fleet

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 G. As of June 2025, BFT's fleet is comprised of the following available vehicles:

- **Fixed-Route:** 70 vehicles
- **DAR:** 81 vehicles
- **The Arc of Tri-Cities:** 29 vehicles
- **Rideshare:** 214 vehicles
- **Non-Revenue:** 72 vehicles

As a result of anticipated 2025 improvements to the fixed-route network, Vehicles Operated in Maximum Service (VOMS) are expected to grow from 51 to 57 on weekdays (Figure 5). The reason for this significant increase is the focus on providing more service during peak hours of the day. This expansion will be possible with BFT's current fleet size and will also help BFT reach Federal requirements around vehicle spare ratio, which should be no more than 20%.

Figure 5 2025 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.

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, and Gold 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 and Pasco, linking passengers with FlixBus (formerly Greyhound), Amtrak, BFT, and Valley Transit (the transit agency operating in Walla Walla). BFT has been involved in WSDOT's recent Travel Washington Intercity Bus Program study and has provided feedback on the Grape Line's interface at the 22nd Avenue Transit Center. BFT coordinates schedules with the Grape Line to enable easy transfers between local BFT services and intercity routes, including connections to the Tri-Cities Airport, Amtrak, and FlixBus.

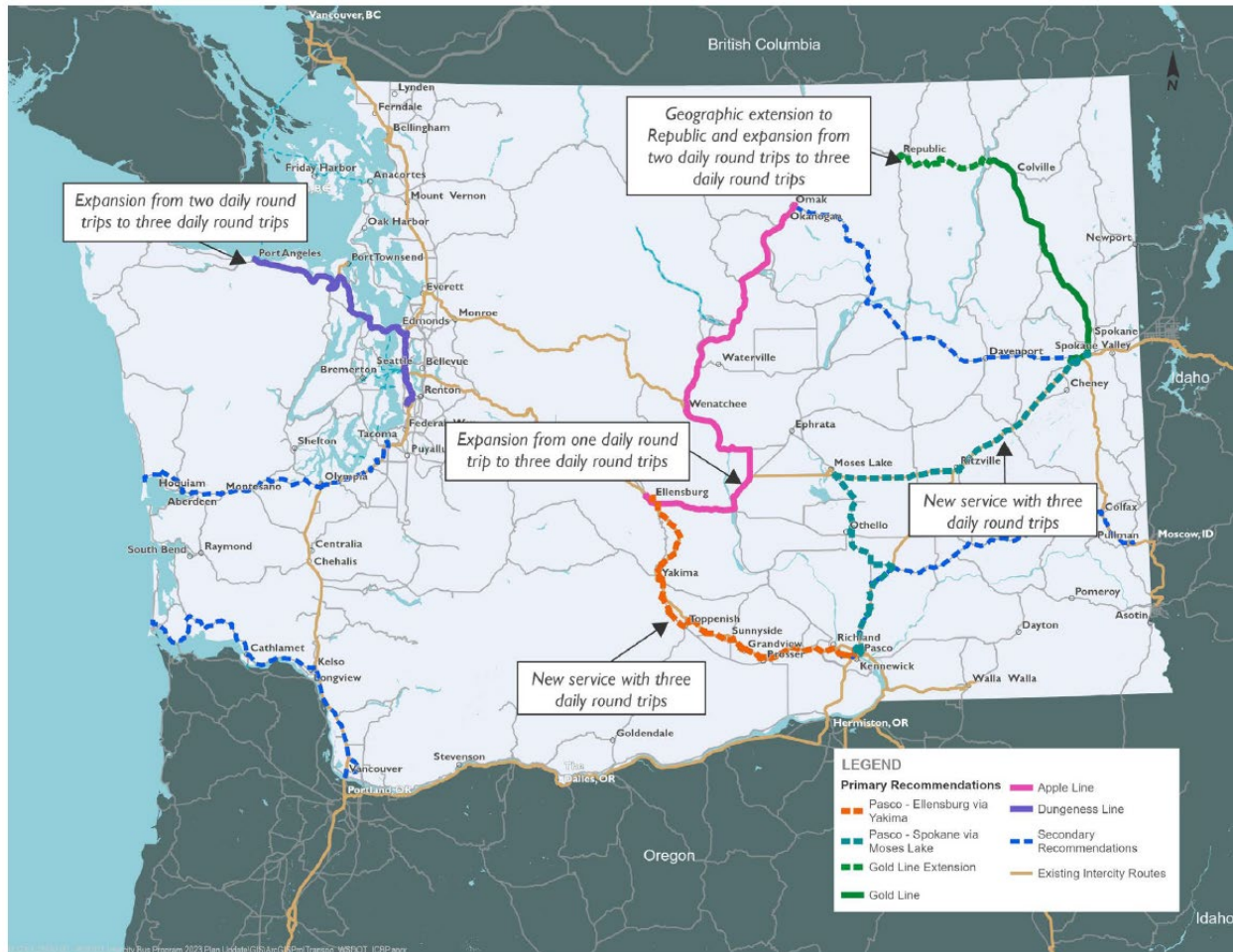
As part of the broader intercity bus planning efforts, WSDOT's Intercity Bus Program appears poised to expand service to the Tri-Cities. The final plan identifies two priority routes: one connecting to Ellensburg and another to Spokane (Figure 6). As these developments unfold, BFT aims to remain a visible and supportive partner by offering space and resources where possible.

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Figure 6

WSDOT Travel Washington Intercity Bus Plan Proposed Service Recommendations



Regional Partnerships

In the future, BFT plans to continue active collaboration with regional transit agency partners, including Kayak Public Transit and Valley Transit, 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 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. Effective coordination of transit services to the Burbank area, which currently falls within Valley Transit's jurisdiction, would be necessary to support travel needs in the area. Additionally, there is growing recognition of the need to improve transit access for Tri-Cities residents traveling to the Jonathan M. Wainwright Memorial VA Medical Center facility in Walla Walla, a location that currently lacks direct service.

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Kayak Public Transit

Kayak Public Transit, the transit system in Hermiston, OR., is currently coordinating efforts to reestablish a route connecting to the Tri-Cities and has engaged in discussions with BFT. This route was previously in operation but discontinued. A team of consultants is assessing the feasibility of reinstating the service with Kayak as the operator.

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. 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.

In May 2025, WOW hosted a ribbon-cutting ceremony at BFT's 22nd Avenue Transit Center in Pasco to mark the installation of a new EV charging station. The event highlighted the collaborative effort to improve EV infrastructure in the region. The charging station is part of WOW's ongoing EV carshare and infrastructure expansion projects, which aim to provide underserved communities with access to clean transportation options. Locating the charger at a major transit hub improves accessibility for residents who rely on public transit and supports integration between shared electric vehicles and existing transportation networks.

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. BFT is currently developing a long-range transit plan (LRTP) to prepare for what services will look like between now and 2045.

As part of this effort, BFT will revisit its agency goals and mission statement in late 2025. As of May 2025, 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.

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Figure 7

BFT Draft Strategic Directions (2025 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.

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.

The agency's commitment to economic vitality, such as the completion of the new Queensgate Transit Center, the development of new transit hubs funded by WSDOT Regional Mobility Grants, and the ongoing negotiations for the West Pasco Transit Center highlight BFT's proactive efforts in addressing community needs and supporting economic development. These projects are crucial to BFT's broader mission of fostering sustainable growth and improving regional mobility.

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 2025 and early 2026.

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

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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. 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 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).

On-Time Performance

On-time performance (OTP) standards vary by mode. For fixed-route services, a bus is considered early if it departs at a scheduled time point no more than one minute earlier and late if it arrives more than five minutes after the scheduled time. For Demand Response services, a paratransit vehicle is considered late if it arrives more than 30 minutes after the scheduled time. BFT has set an internal goal of 90% OTP for its fixed-route bus operation and 95% for its on-demand DAR service.

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 routes 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's distribution and investment in transit amenities are based on several factors, with ridership demand being the most important. This demand is influenced by both current and projected development in the communities BFT serves.

Originally, amenity distribution was guided by productivity standards established in the BFT Stop Guidelines and Amenities Policy, adopted by the Board of Directors in May 2018. BFT is currently revising these standards to incorporate lessons learned from the first round of improvements. This updated policy will reflect the new standards. BFT uses a scoring system based on ridership and frequency to determine the types of amenities provided at each stop, as well as the expected development in the area served by the stop. The availability of right-of-way (ROW) space determines the priority of improvements, which are then assigned a timeline based on the stop's priority group. Stops are assigned labels based on a score calculated by dividing the number of boardings by the route frequency, which helps define the minimum amenities required at each fixed-route stop.

The labels are categorized as follows:

- **Basic:** Less than five average weekday boardings.
- **Enhanced:** Five to 15 average weekday boardings.
- **Shelter:** More than 15 average weekday boardings.

The average weekday boarding thresholds for amenity placement are based on the best practices outlined in TCRP Report 19, which have been adapted and modified for BFT (Figure 10). Additional factors influencing amenity placement include whether the stop is located on a Metro route and if there are any constraints that could prevent BFT from installing the recommended amenities, such as: right-of-way limitations, property owner objections, jurisdictional disapproval, etc.

BFT's service area spans multiple jurisdictions, including six cities across two counties. Each jurisdiction has its own procedures, development patterns, standards, and differing approaches to ROW permitting, other permits, and the processes BFT must follow to perform work within the ROW. Due to inconsistent development along BFT's fixed routes, policies for distributing transit amenities cannot always be applied uniformly across the service area. Nevertheless, BFT is committed to ensuring the equitable distribution of transit amenities to the best of its ability.

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Figure 10 Amenities Distribution by Stop (Average Weekday Boardings)

Amenity	Basic <5 daily boardings	Enhanced 5-15 daily boardings	Shelter >15 daily boardings
No Parking Restriction	Recommended at all stops		
ADA 5' x 8' Landing Pad & 3' x 5' Clear Floor Space	Required at all stops unless reasonably justified		
Bus Stop Sign on Separate Pole	Recommended at all stops		
Lean Rail	Optional	Optional	Optional
Bench	Optional	Recommended	Provide
Shelter	Optional	Optional	Recommended
Display Case	Optional	Optional	Optional
Lighting	Optional	Optional	Recommended
Trash Can	Optional	Recommended	Provide
Rider Information Panel	Optional	Recommended	Provide
Bicycle Rack*	Optional	Optional	Optional
Bicycle Repair Station*	Optional	Optional	Optional

*Bicycle Infrastructure recommended in locations near multi-use/bike trails

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.

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

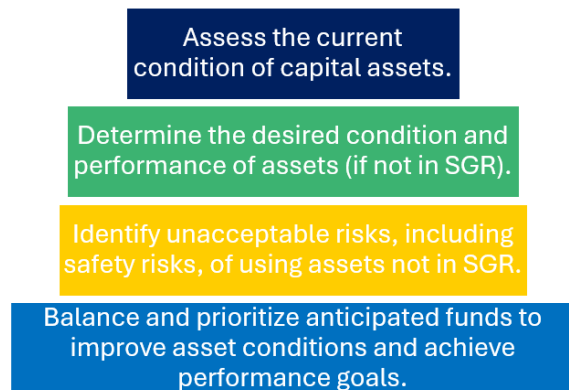
BFT's Transit Asset Management (TAM) plan allows the agency to predict the impact of policies and investment decisions on asset conditions throughout their life cycle, as well as the ability to enhance or maintain State of Good Repair (SGR) by proactively investing in assets before their conditions deteriorate.

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 is able to 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 sufficient information 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 11). 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.

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Figure 11

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 have 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 G.

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.

Fleet Management Plan

- A forecast model based on vehicle useful life.

Vehicle Master Reports

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

Asset Master Reports

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

Facilities Condition Assessment

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

Investment Prioritization

BFT engages in an iterative capital planning process where capital investment needs and requests are evaluated by the Capital Improvement Committee (CIC). 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 and supports a Safety Management System (SMS) approach to safety risk management. SMS is a comprehensive framework of policies, processes, and practices designed to ensure a formal, proactive, and data-driven approach to managing safety risks. The goal of SMS is to enhance transit system safety by proactively identifying, assessing, and mitigating safety risks. This approach is both flexible and scalable, allowing transit agencies of all types and sizes to effectively meet fundamental federal requirements.

Between 2022 and 2023, BFT's emphasis on incident reporting and safety measures has led to several significant improvements. The modernization and upgrade of safety reporting software to Trackit Manager now enables staff to submit incident and driver reports more efficiently, streamlining and accelerating the process. As a result, there has been an increase in recorded incidents for 2023 and 2024, as the previous manual reporting process was less comprehensive. This shift reflects improved monitoring and heightened awareness of safety issues across all departments.

The agency's Safety team has also launched an awareness campaign aimed at reducing incidents and providing safety tips, with a particular focus on fixed route and DAR operations. Past reports highlighted the need for increased safety awareness and a more proactive approach to identifying and addressing safety concerns. With the transition to digital reports, the agency can now quickly identify areas that require immediate attention and improvement. Staff will focus on emerging issues, particularly in divisions that were previously incident-free, allowing for more targeted safety interventions and preventive measures to reduce future incidents.

By recognizing these improvements and continuing to refine safety protocols, BFT staff will be better equipped to enhance the overall safety and reliability of the agency's transit operations.

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

- **2025: Comprehensive Driver Training Programs**
 - **Target:** Develop and implement comprehensive driver training and ride/drive programs along with an annual refresher training program.
 - **Measure:** All drivers will be equipped with essential skills for safe and efficient transit operations.
 - **Goal:** Achieve a 15% reduction in incidents related to driver error.
- **2025: Defensive Driving Focus**
 - **Target:** Intensify emphasis on defensive driving techniques via the Smith System Defensive Driving method.
 - **Measure:** All drivers will undergo advanced defensive driving training and receive annual driver performance evaluations.
 - **Goal:** Reduce collision rates by 15% across the transit system.
- **2026: Organization-Wide Training and Talent Development**

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- **Target:** Expand training efforts to include organization-wide training and talent development, along with the implementation of a Learning Management System (LMS) training integration.
- **Measure:** All staff will participate in skill refinement and safety enhancement programs.
- **Goal:** Improve overall safety performance metrics by 25%.

BFT strives to enhance communication, safety, and customer service standards, ensuring consistent excellence and reliability in service delivery to the communities it serves through ongoing and targeted training. BFT will strengthen its safety culture and improve operational efficiency by achieving these performance measures and targets.

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 F. 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 12 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	2021 Comprehensive Plan	▪ Comprehensive Plan promotes a multimodal transportation system and coordination with BFT. ▪ Policies support pedestrian and bicycle access to transit and the implementation of Complete Streets.

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Jurisdiction/ Agency	Document	Goals and Policies Relevant to BFT
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	2024-2029 Transportation Improvement Program (TIP) (Draft)	▪ TIP includes multimodal projects to support transit use.
Richland	2019 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	2023-2028 Transportation Improvement Program	▪ TIP aims to enhance multimodal connections due to projected traffic increases.
Pasco	Transportation System Master Plan	▪ 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	2023-2025 Community Health Improvement Plan	▪ Community Health Improvement Plan highlights transit as vital for accessing healthcare and food resources. ▪ Strategies include promoting free bus fares for vulnerable populations.

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Jurisdiction/ Agency	Document	Goals and Policies Relevant to BFT
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 \$192 million, with nearly one-third of funding derived from state and federal sources.

Figure 13 through Figure 22 provide detailed information about CIP expenses, funding sources, timeline, and projects.

Figure 13 2025-2031 CIP Summary by Project Category and Funding Source

Planned Capital Expense	Funding Source			Total Cost
	Local	State	Federal	
Revenue Vehicles	\$27,108,044	\$11,600,312	\$40,349,080	\$79,057,436
Non-Revenue Vehicles	\$3,412,708	\$-	\$-	\$3,412,708
Facilities – Maintenance & Administration	\$41,996,179	\$-	\$98,210	\$42,094,389
Facilities – Passenger & Operational	\$46,443,319	\$16,363,000	\$-	\$62,806,319
Technology	\$16,982,919	\$-	\$-	\$16,982,919
Transit Planning & Analysis	\$920,000	\$-	\$-	\$920,000
Total	\$136,863,169	\$27,963,312	\$40,447,290	\$205,273,771

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Figure 14

2025-2031 CIP Summary by Project Category

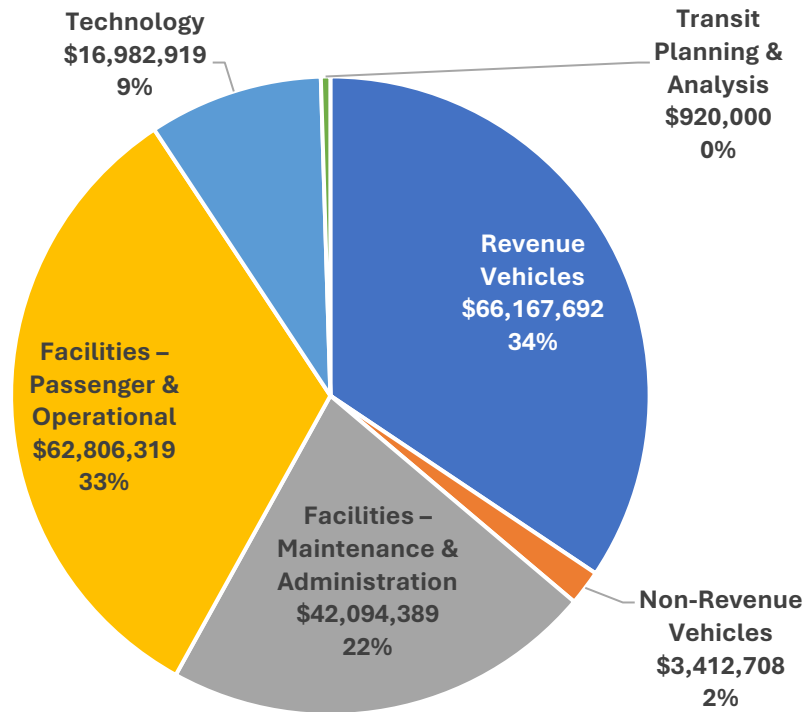
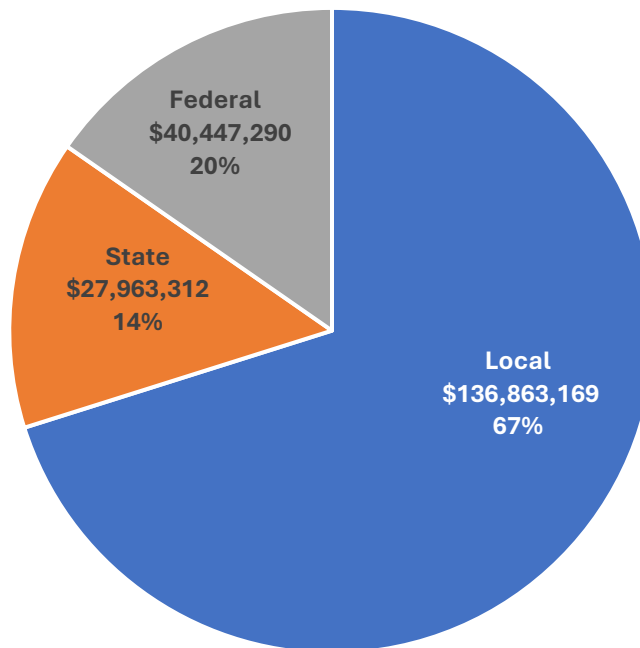


Figure 15

2025-2031 CIP Summary by Project Category and Funding Source



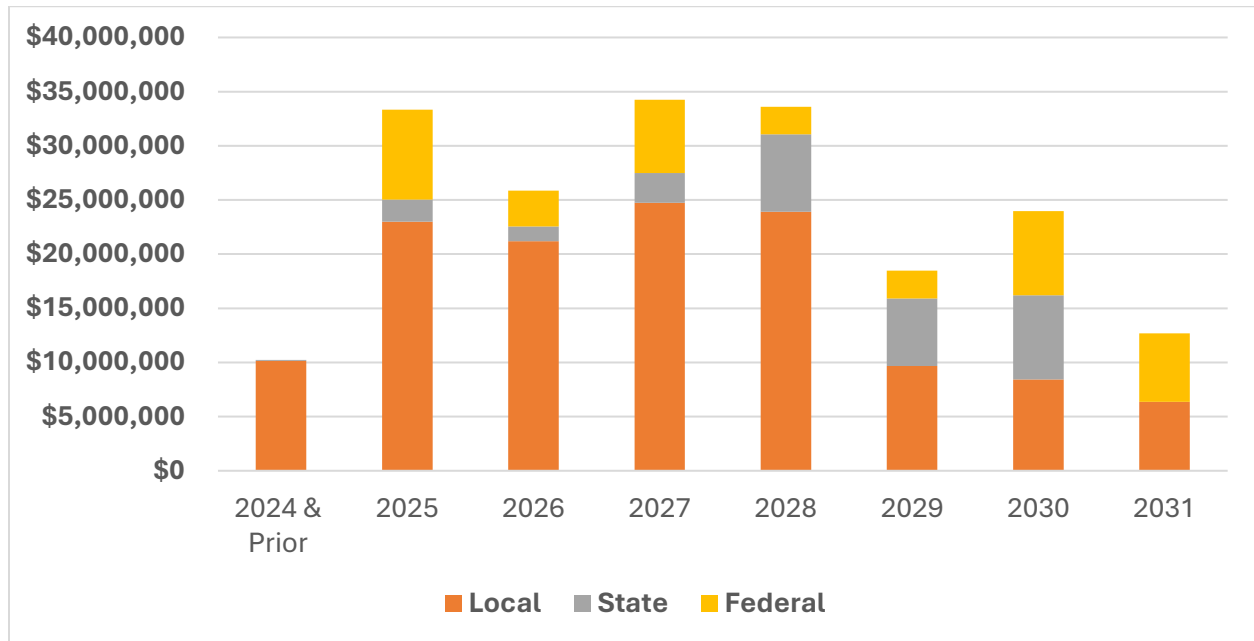
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Figure 16 2025-2031 CIP Summary by Year and Funding Source

Year	Funding Source			Total Cost
	Local	State	Federal	
2024 & Prior	\$ 10,155,819	\$ 70,801	\$ -	\$ 10,226,620
2025	\$ 26,025,749	\$ 2,030,350	\$ 10,262,367	\$ 38,318,466
2026	\$ 23,277,227	\$ 6,224,198	\$ 2,461,926	\$ 31,963,351
2027	\$ 28,044,164	\$ 8,423,194	\$ 983,490	\$ 37,450,848
2028	\$ 25,162,115	\$ 2,271,434	\$ 6,334,739	\$ 33,768,288
2029	\$ 9,755,024	\$ 543,335	\$ 7,002,358	\$ 17,300,717
2030	\$ 8,365,189	\$ 8,400,000	\$ 8,792,821	\$ 25,558,010
2031	\$ 6,077,882	\$ -	\$ 4,609,589	\$ 10,687,471
Total	\$ 136,863,169	\$ 27,963,312	\$ 40,447,290	\$ 205,273,771

Figure 17 2025-2031 CIP Summary by Year and Funding Source



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Figure 18 2025-2031 CIP: Vehicles

Year	Planned Capital Expense	Description	Quantity	Funding Source			Total Cost
				Local	State	Federal	
2027-2031	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.	34	\$6,481,706	\$10,560,000	\$15,536,337	\$45,467,787
2025-2031	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	\$3,412,708	-	-	\$3,412,708
2025-2031	Paratransit Vehicles	Replaces paratransit vehicles on a regular schedule, in alignment with the established fleet replacement plan.	95	\$7,879,848	-	\$13,856,461	\$21,736,309
2025-2031	Rideshare Vehicles	The acquisition and replacement of rideshare vehicles, in alignment with the established fleet plan.	140	\$10,813,028	\$1,040,312	-	\$11,853,340
Total			297	\$28,587,290	\$11,600,312	\$29,392,798	\$69,580,400

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Figure 19

2025-2031 CIP: Facilities – Maintenance & Administration

Year	Planned Capital Expense	Description	Funding Source			Total Cost
			Local	State	Federal	
2024-2031	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.	\$23,171,179	-	\$98,210	\$23,269,389
2024-2026	Miscellaneous Equipment & Fixtures	Provides funding for smaller capital projects, including routine upgrades to fixtures, equipment, and minor facility improvements.	\$2,870,000	-	-	\$2,870,000
2025-2026	Facility Maintenance Building	Plans for the development and construction of a new facility maintenance building to support efficient and reliable transit operations (located at 1000 Columbia Park Trail).	\$5,575,000	-	-	\$5,575,000
2026-2027	Huntington Training Center	Plans for the development and construction of a dedicated training center to support workforce development and enhance operational excellence (located in Kennewick).	\$10,380,000	-	-	\$10,380,000
Total			\$41,996,179	-	\$98,210	\$42,094,389

Figure 20

2025-2031 CIP: Facilities – Passenger & Operational

Year	Planned Capital Expense	Description	Funding Source			Total Cost
			Local	State	Federal	
2024-2031	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.	\$14,949,774	\$4,250,000	-	\$19,199,774

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Year	Planned Capital Expense	Description	Funding Source			Total Cost
			Local	State	Federal	
2024-2025	Transit Center Upgrades	This program invests in existing transit centers to enhance customer experience, modernize infrastructure, improve safety, and expand capacity where feasible.	\$522,212	-	-	\$522,212
2024-2029	Land Acquisition	Acquisition of land and property to support the expansion of BFT services and accommodate the continued growth of the PTBA.	\$11,000,000	-	-	\$11,000,000
2024-2029	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.	\$4,814,933	\$3,713,000	-	\$8,527,933
2025-2029	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).	\$13,056,400	-	-	\$13,056,400
2030	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	\$2,100,000	\$8,400,000	-	\$10,500,000

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Year	Planned Capital Expense	Description	Funding Source			Total Cost
			Local	State	Federal	
		Prosser, and are intended to improve transit access, enhance service efficiency, and meet the evolving transportation needs of these growing communities.				
Total			\$46,443,319	\$16,363,000	-	\$62,806,319

Figure 21

2025-2031 CIP: Technology

Year	Planned Capital Expense	Description	Funding Source			Total Cost
			Local	State	Federal	
2024-2027 2029-2030	Computer Equipment Preservation & Updates	Supports the routine acquisition and replacement of the agency's IT-related assets, including but not limited to computers, hardware, and associated equipment.	\$3,775,469	-	-	\$3,775,469
2024-2027	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.	\$8,100,000	-	-	\$8,100,000
2024-2025	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
2024-2026	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.	\$1,589,450	-	-	\$1,589,450

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Year	Planned Capital Expense	Description	Funding Source			Total Cost
			Local	State	Federal	
2025-2026	Fare Collection Program	Invests in updated hardware and software for fare collection systems to improve efficiency, reliability, and customer experience. Upgrades may include modern fareboxes, mobile payment technologies, and backend processing systems.	\$1,000,000	-	-	\$1,000,000
2025-2026	Security Technology	Provides security and access control technology for agency-operated parking facilities and park & ride lots. This includes, but is not limited to, the acquisition and replacement of mobile video monitoring equipment to enhance safety, deter vandalism, and support law enforcement efforts.	\$360,000	-	-	\$360,000
Total			\$16,982,919	-	-	\$16,982,919

Figure 22 2025-2031 CIP: Transit Planning & Analysis

Year	Planned Capital Expense	Description	Funding Source			Total Cost
			Local	State	Federal	
2024-2025	Transit Service Analysis and Long-Range Development	Comprehensive Operations Analysis (COA) to evaluate BFT's transit system and identify opportunities to improve efficiency, accessibility, and service quality	\$520,000	-	-	\$520,000
2025-2026	Planning Future Transit Initiatives	This program establishes preliminary funding to support potential initiatives emerging from the agency's strategic planning process. Once these initiatives are identified, evaluated, and prioritized, only those that qualify as capital improvements will be included in future updates to the Capital Improvement Plan (CIP).	\$400,000	-	-	\$400,000
Total			\$920,000	-	-	\$920,000

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.

2025 ASP recommendations (Figure 23) 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 2025 ASP service recommendations.

Additional recommendations for the TDP time horizon are shown in Figure 24 and Figure 25



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Route	Recommendations	Est. Vehicle Change	2025 ASP Est. Annual Rev Hour Change
Pasco "Hopper"	Weekend shuttle pilot service	1	225
Flea Market Shuttle	Weekend shuttle pilot service	1	225
Total		2	550

Note: As of June 2025, these services are still in the pilot planning phase. The initial pilot is anticipated to operate from Summer to end of October in 2025. If successful, service would operate in future years from the end of March to end of October.

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 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.

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. Furthermore, there have been requests to extend services to Burbank and industrial sites in Wallula, creating new connections and enhancing regional mobility. Expansion of service area is currently being evaluated in BFT's ongoing LRTP, which is tentatively planned to be brought to the Board of Directors for approval in late 2025. A summary of public comments gathered as part of the LRTP process that helps inform service improvement recommendations is available in Appendix D.

The Aerospace, Innovation, and Manufacturing (AIM) Center, a transformative project spearheaded by the Port of Pasco, represents a significant opportunity for transit expansion. Spanning 450 acres near the Tri-Cities Airport, the AIM Center will become a hub for innovation, community engagement, and economic development over the next two decades. Reliable transit service to this location will be essential to support the workforce and visitors it will attract. In addition, Pasco's residential growth, particularly in its northern neighborhoods, continues to drive the need for expanded bus services.

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BFT plans to further define the PTBA expansion process in 2025 and identify areas currently outside of the PTBA that could potentially become part of our service area in the future such as Badger Canyon. These investments in public transportation infrastructure will not only address current needs but also position the region to accommodate future growth while reducing traffic congestion and improving mobility for residents across the area.

Figure 23 2025 Annual Service Plan Planned Operating Changes

Route	Recommendations	Est. Vehicle Change	2025 ASP Est. Annual Rev Hour Change
Express 2X	METRO route with limited-stop express service between Richland and Pasco	4	7,378
Express 240X	Limited-stop express service between Richland and Kennewick	1	4,348
Express 27X	Limited-stop express service between Queensgate and N Richland	2	3,842
Route 10	30-min. service (Rt. 20 interline). End at 7 p.m. on Saturdays.	0	1,419*
Route 20	Interline for increased frequency on Route 10. 60 minutes after 7 p.m. on Saturdays.	0	-1,639*
Route 26	End at 7 p.m. on Saturday	0	-226
Route 40	Extend to 10 p.m. on Saturday	0	104
Route 41	Route shortened to a 30-min one-way clockwise loop running weekday only	-1	-4,771
Route 42	End at 7 p.m. on Saturday	0	-208
Route 47	Route realignment to remove low ridership areas and provide more frequent service to some areas no longer covered by Rt. 41	0	84
Route 48	End at 7 p.m. on Saturday	0	-206
Route 50	End at 7 p.m. on Saturday	0	-104
Route 65	Route realignment to better serve Pasco High School. End route at 7 p.m. on Saturday.	0	-261
Route 67	30-min. mid-route interline with new Route 68 from 6 a.m.-8 p.m. weekdays. 2024 ASP extension after 8 p.m. weekdays and Saturdays. End at 7 p.m. on Saturdays.	1	2,240
Route 68	Mid-route interline with Route 67 every 30-minutes from 6 a.m. to 8 p.m. weekdays only.	1	5,597
Route 170	End at 7 p.m. on Saturdays.	0	-104
Route 225	Extend to serve new Sageview High School from 6 a.m. to 8 p.m. weekdays. Current routing after 8 p.m. weekdays and all-day Sat. and Sun.	1	3,698
Route 268	Route eliminated.	-3	-12,784
Total		6	8,406

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Route	Recommendations	Est. Vehicle Change	2025 ASP Est. Annual Rev Hour Change
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*Combined total revenue hours from interline: -220.

Figure 24 Additional Proposed 2025 Service Improvements

Route	Recommendations	Est. Vehicle Change	2025 ASP Est. Annual Rev Hour Change
Pasco "Hopper"	Weekend shuttle pilot service	1	225
Flea Market Shuttle	Weekend shuttle pilot service	1	225
Total		2	550

Note: As of June 2025, these services are still in the pilot planning phase. The initial pilot is anticipated to operate from Summer to end of October in 2025. If successful, service would operate in future years from the end of March to end of October.

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Figure 25

Planned Operating Projects (2026-2031)

Recommended Operating Changes (2026-2031)	
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 - Aerospace, Innovation, and Manufacturing (AIM) Center - Pasco residential growth areas, especially northern neighborhoods
Consider options to expand regional service	- Burbank - Wallula - Walla Walla - Hermiston
Evaluate options tailored to vulnerable populations	- Veterans - Low-income - Minority - Persons with disabilities - Limited-English Proficiency
Investigate new service types to promote access and economic development	“Hopper” shuttle routes in Richland and Kennewick
Identify potential PTBA expansion areas	Badger Canyon
Evaluate options for new transfer center locations	- South Kennewick (near Trios Southridge Hospital) - 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

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Dial-a-Ride

BFT is committed to providing reliable and accessible paratransit service throughout Benton and Franklin Counties within the PTBA. As BFT looks toward 2025, the focus will be on maintaining the 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 key objective for 2025 is to improve DAR staffing levels. BFT understands that staff dedication and expertise directly affect the rider experience. To meet this goal, BFT will implement strategic initiatives to attract and retain qualified personnel, ensuring sufficiently trained staff to meet the demands of the service.

In cases where staffing shortages temporarily impact service; the operations team is exploring solutions to minimize disruptions. If necessary, the team may collaborate with a third-party provider to maintain service reliability and meet rider needs.

CONNECT

In 2025, 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.

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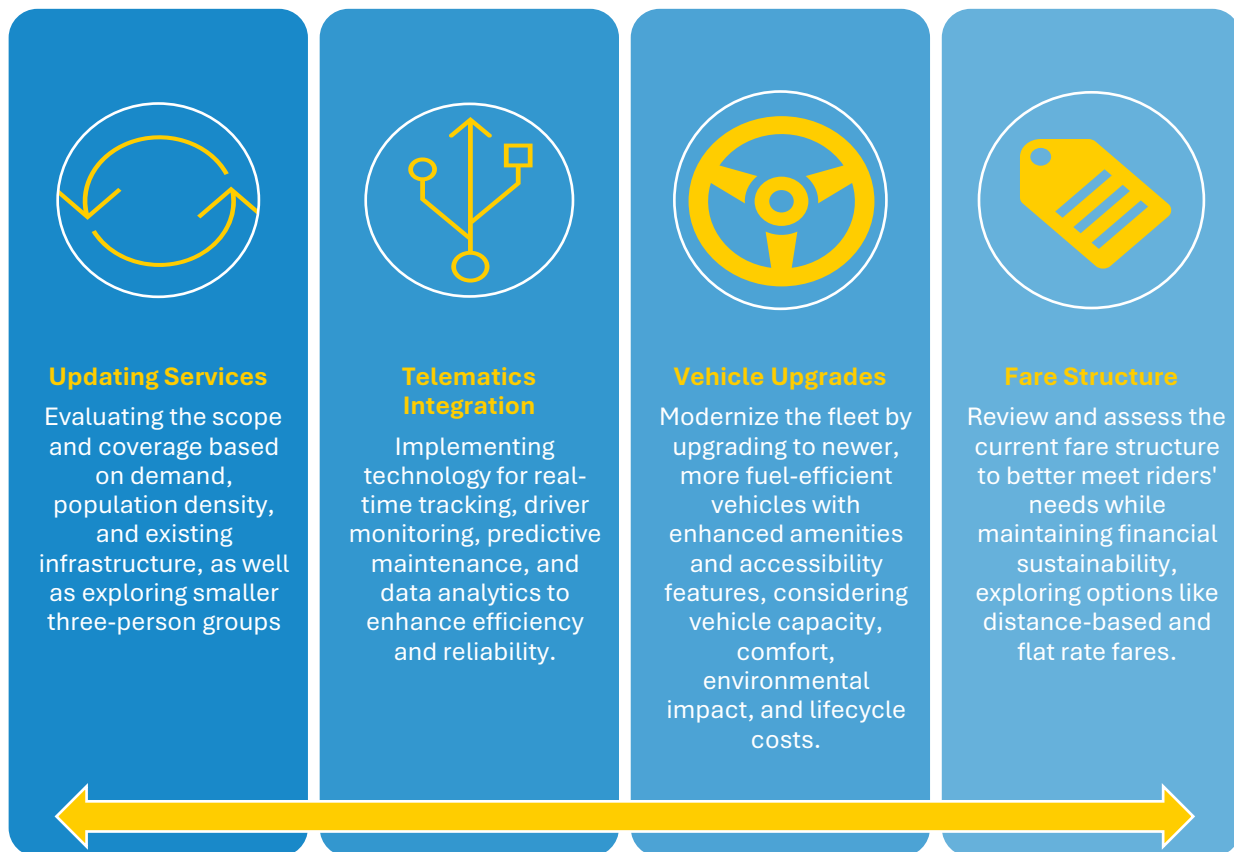
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Rideshare

In 2025, 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.

Figure 26 *Planned Rideshare Initiatives*



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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 27.

Figure 27 Anticipated Planning Projects (2025-2031)

Year	Project	Description
2025	Long-Transit Transit Plan (in progress)	Complete LRTP process to provide an overarching guide on how to implement agency transportation goals and policies over the next 20 years.
2025	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.
2025-2026	Service Standards & Performance Measures	Update and expand on existing service standards, including establishing new metrics or thresholds as necessary.
2025-2026	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.
2025-2026	Fare Study Update	Re-evaluate fare study recommendations and determine a path forward for future fare structure and policies.
2026-2027	Zero-Emissions 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.
2026-2027	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.
2026-2027	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 five years. The cash flow analysis reflects BFT agency's restrictions on operating and capital funds:

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

Figure 28 shows budgeted figures for 2025 and the projections for the years 2026-2031.

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 29.

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Figure 28

BFT 2025-2031 Multi-Year Financial Plan

	Forecast	Projected					
	2025	2026	2027	2028	2029	2030	2031
Sales Tax (Local)	\$ 55,366,178	\$ 57,027,164	\$ 59,023,114	\$ 60,793,808	\$ 62,921,591	\$ 64,809,239	\$ 67,077,562
Fares	1,799,200	1,844,180	1,890,285	1,937,542	1,985,980	2,035,630	2,086,520
State Operating Grants	4,230,793	7,500,000	7,575,000	7,650,750	7,727,258	7,804,530	7,882,575
Federal Operating Grants	10,000,000	10,500,000	10,552,500	10,605,263	10,658,289	10,711,580	10,765,138
Miscellaneous	2,980,000	3,182,284	3,117,920	2,804,162	2,381,875	2,418,735	2,365,341
Total Revenues	\$ 74,376,171	\$ 80,053,627	\$ 82,158,819	\$ 83,791,523	\$ 85,674,993	\$ 87,779,714	\$ 90,177,137
Labor & Benefits	\$ 38,193,923	\$ 40,103,619	\$ 43,187,164	\$ 46,368,074	\$ 50,135,808	\$ 53,827,484	\$ 57,811,854
Professional Services	3,565,465	3,672,428	4,057,400	4,434,908	4,928,291	5,372,380	5,860,345
Fuel & Lubricants	4,149,250	4,273,727	4,793,420	5,297,083	5,974,042	6,568,701	7,223,890
Tires & Tubes	309,013	318,283	358,418	397,145	449,605	495,363	545,836
Materials/Supplies	3,475,945	3,580,223	3,728,237	3,874,942	4,042,814	4,204,269	4,376,225
Insurance & Liability	1,715,005	1,766,456	1,850,735	1,933,922	2,025,230	2,118,755	2,221,465
Purchased Transportation	3,855,497	3,971,162	4,187,163	4,416,142	4,658,888	4,916,393	5,189,405
All Else	1,565,729	1,612,700	1,667,115	1,721,155	1,779,024	1,837,011	1,898,260
Service Expansion	-	1,072,240	980,810	1,384,520	1,134,110	1,261,930	1,314,460
Total Operating Expenses	\$ 56,829,826	\$ 60,370,839	\$ 64,810,461	\$ 69,827,891	\$ 75,127,812	\$ 80,602,286	\$ 86,441,741
Operating Surplus/(Deficit)	\$ 17,546,345	\$ 19,682,788	\$ 17,348,358	\$ 13,963,632	\$ 10,547,181	\$ 7,177,427	\$ 3,735,396
Cash Flow from Capital Activity							
Net Proceeds from State Grants	\$ 2,030,350	\$ 1,344,198	\$ 2,743,194	\$ 7,151,434	\$ 6,223,335	\$ 7,772,230	\$ 3,000,000
Net Proceeds from Federal Grants	8,289,109	3,321,926	6,771,667	2,551,454	2,579,979	7,758,055	6,298,842
Capital Improvement Program Spending	(43,550,166)	(25,863,351)	(34,245,768)	(33,602,665)	(18,483,217)	(23,964,033)	(12,674,827)
Net Cash Flow from Capital Activity	\$ (33,230,707)	\$ (21,197,227)	\$ (24,730,907)	\$ (23,899,777)	\$ (9,679,903)	\$ (8,433,748)	\$ (3,375,985)
Cash and Reserve Balances							
Beginning Cash	\$ 100,561,620	84,877,259	83,362,820	75,980,271	66,044,126	66,911,404	65,655,084
Less: Reserves	(43,614,913)	(45,385,420)	(47,605,230)	(50,113,946)	(52,763,906)	(55,501,143)	(58,420,871)
Available Unrestricted Cash	56,946,707	39,491,839	35,757,590	25,866,325	13,280,220	11,410,261	7,234,213
Add: Operating Surplus	17,546,345	19,682,788	17,348,358	13,963,632	10,547,181	7,177,427	3,735,396
Less: Net Cash Flow from Capital Activity	(33,230,707)	(21,197,227)	(24,730,907)	(23,899,777)	(9,679,903)	(8,433,748)	(3,375,985)
Ending Available Unrestricted Cash	41,262,346	37,977,400	28,375,041	15,930,181	14,147,498	10,153,941	7,593,624
Ending Total Cash (with reserves)	\$ 84,877,259	\$ 83,362,820	\$ 75,980,271	\$ 66,044,126	\$ 66,911,404	\$ 65,655,084	\$ 66,014,495

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Figure 29 Service Expansion Revenue Hour Projections for Cash Flow

Revenue Hours by Mode	2025	2026	2027	2028	2029	2030	2031	2025-2031
Fixed Route								
Revenue Hours	230,160	238,160	242,160	245,160	251,160	254,160	257,160	1,718,120
Expansion Hours	8,000	4,000	3,000	6,000	3,000	3,000	3,000	30,000
Cost/Revenue Hour	\$85.81	\$89.54	\$93.37	\$97.37	\$101.53	\$105.89	\$110.45	
Expansion Cost	\$686,500	\$358,172	\$280,096	\$584,207	\$304,579	\$317,676	\$331,349	\$2,934,522
Dail-A-Ride								
Revenue Hours	109,625	115,106	120,862	126,905	133,250	139,912	146,908	892,568
Expansion Hours	5,481	5,755	6,043	6,345	6,662	6,996	7,345	44,628
Cost/Revenue Hour	\$84.37	\$88.04	\$91.80	\$95.73	\$99.82	\$104.11	\$108.59	
Expansion Cost	\$462,429	\$506,681	\$554,724	\$607,431	\$665,043	\$728,323	\$797,654	\$4,420,078
The ARC of Tri-Cities								
Revenue Hours	19,505	20,090	20,693	21,314	21,953	22,612	23,290	149,456
Expansion Hours	585	603	621	639	659	678	699	4,484
Cost/Revenue Hour	\$60.38	\$63.00	\$65.69	\$68.51	\$71.43	\$74.50	\$77.71	
Expansion Cost	\$35,320	\$37,971	\$40,780	\$43,804	\$47,045	\$50,540	\$54,296	\$294,020
CONNECT								
Total Hours	53,258	56,000	57,120	58,262	59,428	60,616	61,829	406,513
Expansion Hours	2,742	1,120	1,142	1,165	1,189	1,212	1,237	9,807
Cost/Revenue Hour	\$55.30	\$57.71	\$60.22	\$62.79	\$65.48	\$68.28	\$71.21	
Expansion Cost	\$151,645	\$64,634	\$68,792	\$73,164	\$77,826	\$82,773	\$88,059	\$606,894
Rideshare								
Revenue Hours	56,665	56,665	59,665	60,665	62,665	63,665	65,665	425,655
Expansion Hours	0	3,000	1,000	2,000	1,000	2,000	1,000	10,000
Cost/Revenue Hour	\$33.48	\$34.93	\$36.43	\$37.99	\$39.61	\$41.31	\$43.09	
Expansion Cost	\$0	\$104,803	\$36,426	\$75,974	\$39,610	\$82,626	\$43,091	\$382,530
Total Expansion Cost	\$ 1,489,895	\$ 1,072,261	\$ 980,818	\$ 1,384,580	\$ 1,134,102	\$ 1,261,938	\$ 1,314,450	\$ 8,638,044

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 2025-2028 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 30.

Figure 30 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

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	▪ 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

10: Section 5307 Program of Projects

The Section 5307 Urbanized Area Formula Funding program (49 U.S.C 5307) makes federal resources available for transit capital and operating assistance and transportation-related planning in urbanized areas. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

According to FTA Circular 9030.1E, “*capital investments in bus and bus-related projects such as replacement of buses, overhaul of buses, acquisition of crime prevention and security equipment, mobility management, and construction of passenger and maintenance facilities*” are eligible reimbursable expenses under Section 5307. Additionally, to support the continuation and expansion of public transportation services in the U.S., Section 5307 supports public transportation with goals including “*investing in bus and bus-related activities such as replacement, overhaul, and rebuilding of buses.*”

Figure 31 summarizes a schedule of projected Section 5307 apportionments for federal fiscal year 2026 and represents the Section 5307 Program of Projects (POP) for this funding source for the TDP as required by federal statute. In federal FY 2026, BFT intends to replace fixed-route and dial-a-ride vehicles.

 Figure 31 Section 5307 Program of Projects

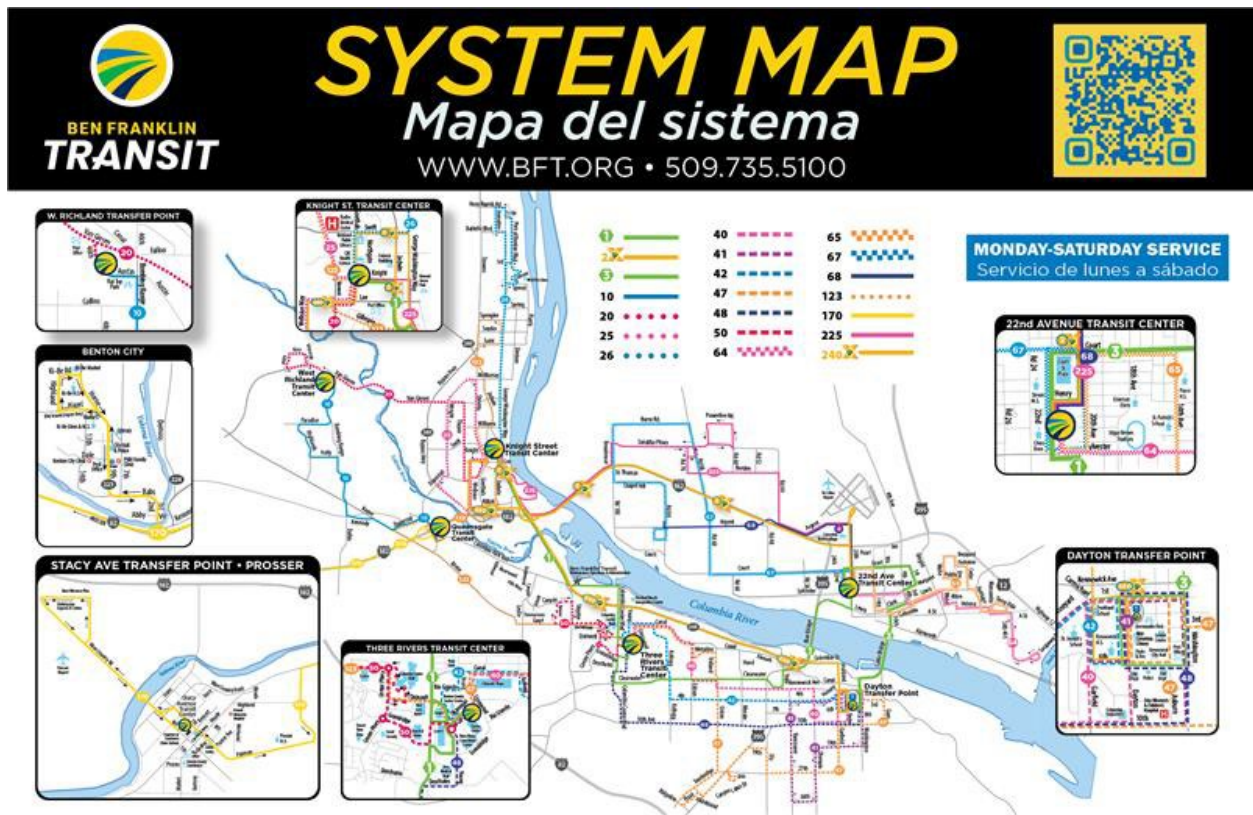
Project	Federal	Local	Total
Capital – Vehicle Replacement	\$9,808,701	\$1,852,413	\$11,661,114

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

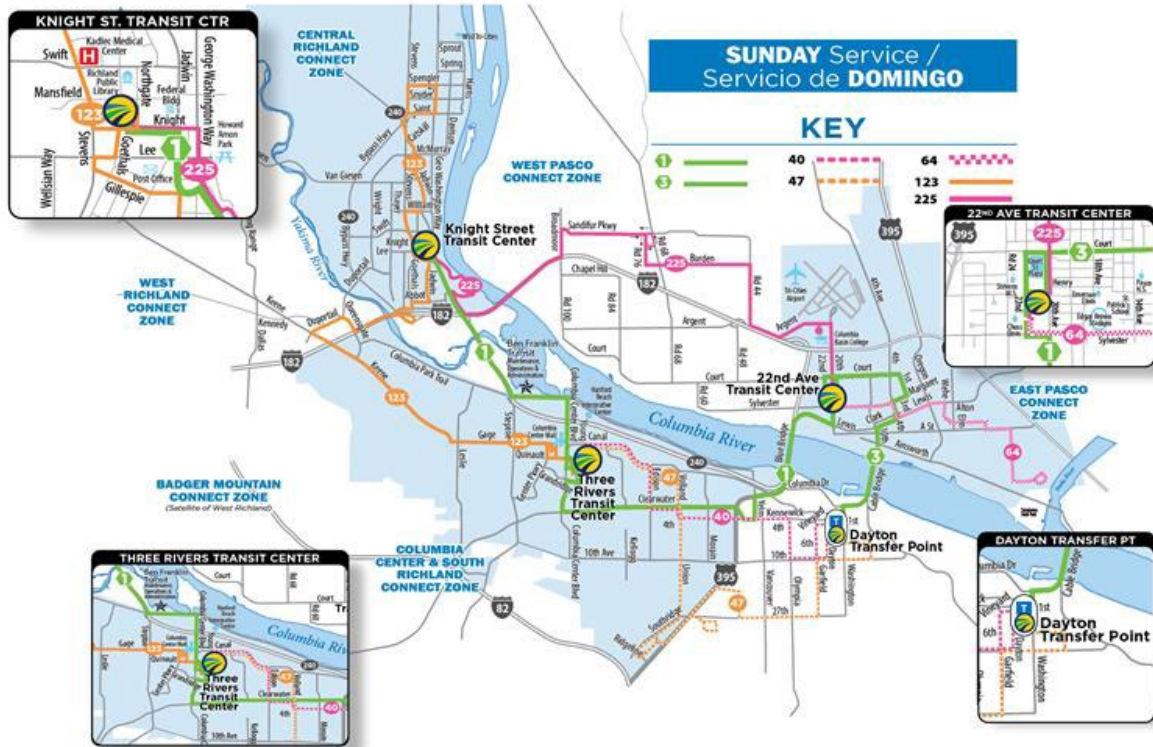
BFT Fixed-Route Route System Weekdays through Saturdays



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BFT Fixed-Route System on Sundays



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BFT CONNECT Service Zones



Transit centers.

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

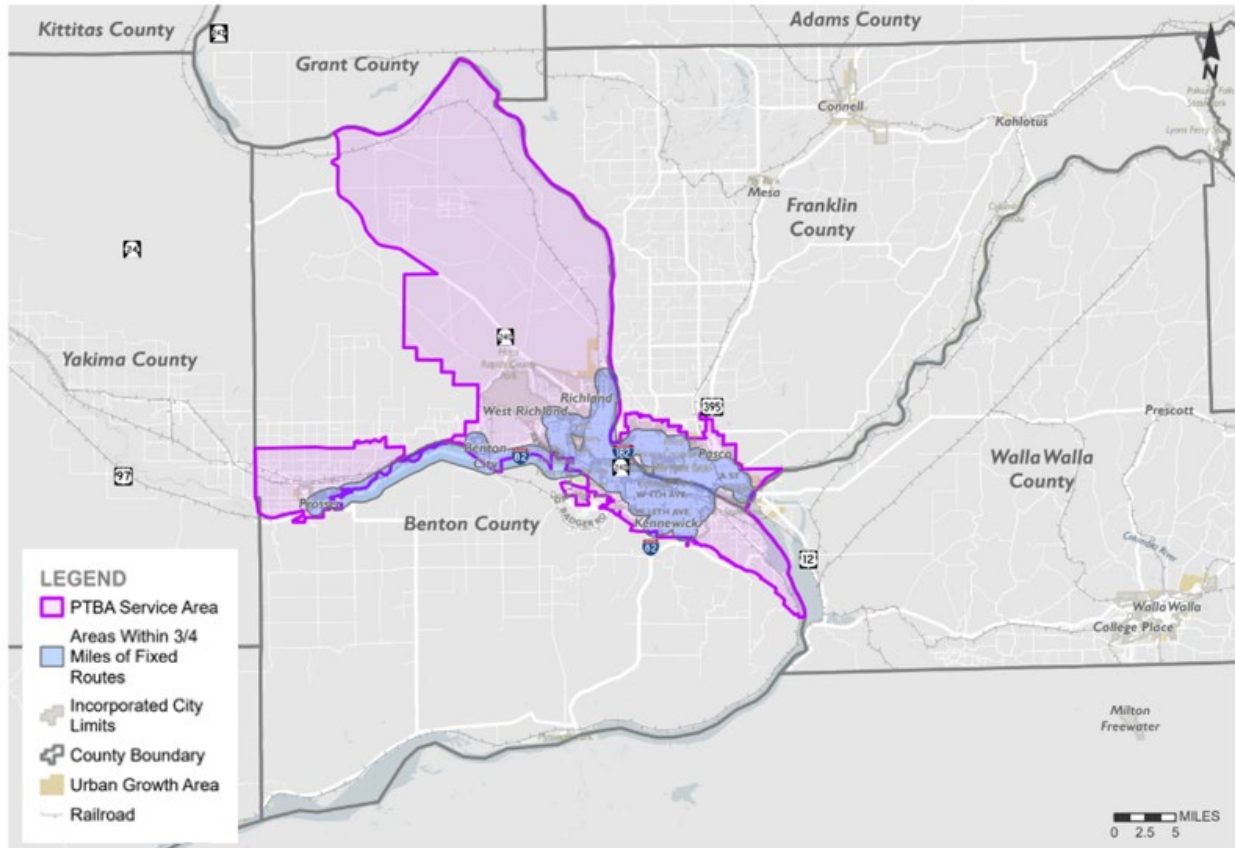
Services.

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

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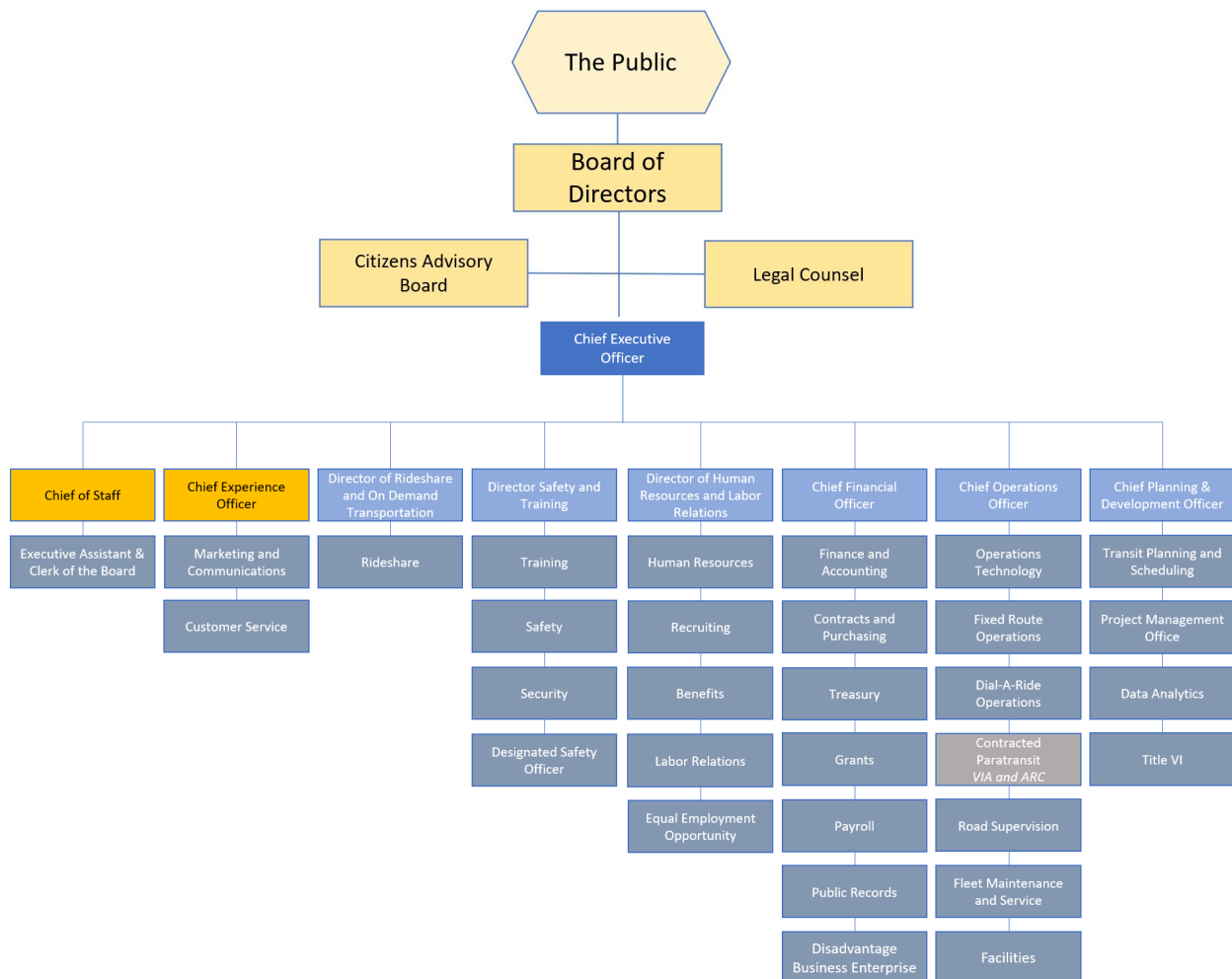
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BFT Public Transportation Benefit Area (PTBA)



Appendix B: Organizational Chart

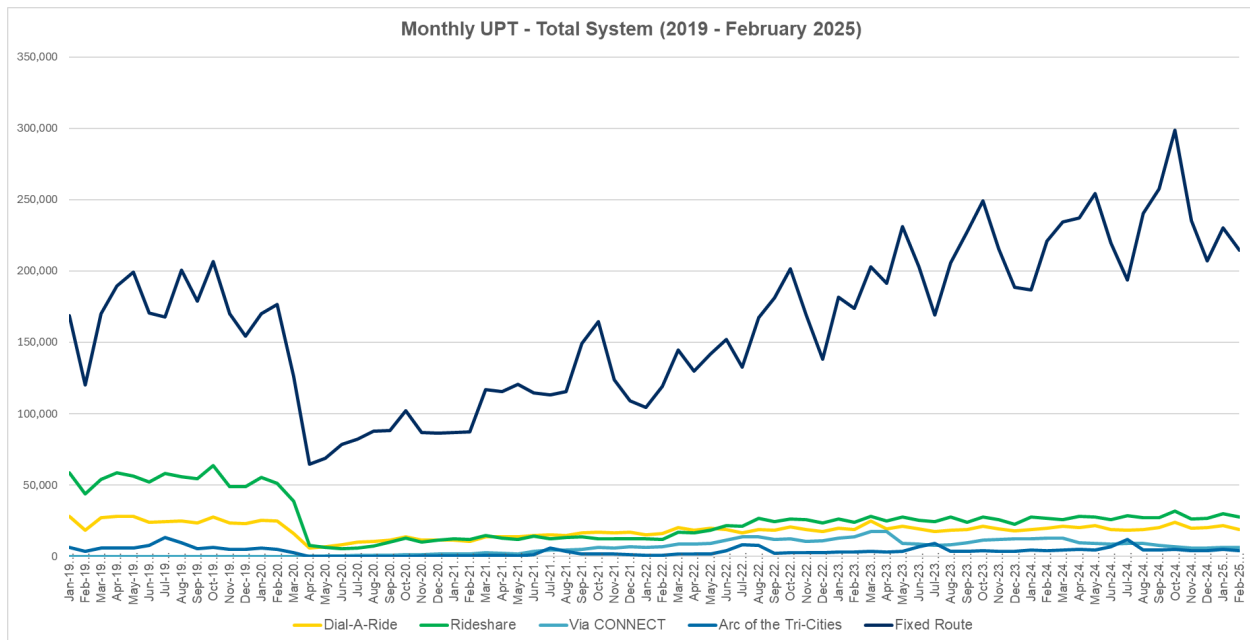
BFT Organizational Chart (as of May 2025)



Appendix C: Ridership Trends

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 51,687 passenger trips. Total systemwide ridership in 2024 added another 356,195 passenger trips, signaling that ridership expansion is now driven by factors significantly beyond post-pandemic recovery, with a notable rise in discretionary riders. The first four months of 2025 saw an additional 7% increase in UPT compared to the same period in 2024, resulting in 75,163 more passenger trips.



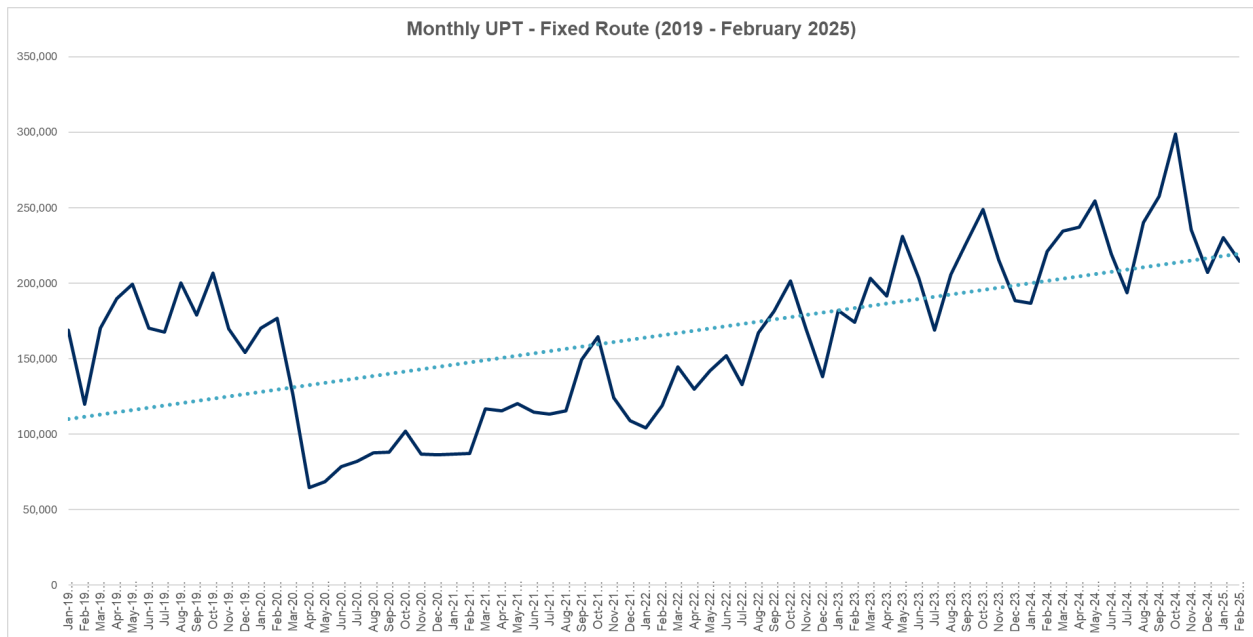
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Fixed-Route

In 2024, fixed-route ridership surpassed pre-pandemic levels by 33%, adding 690,411 passengers compared to 2019 totals. Ridership growth continued into the first quarter of 2025, with a 9% increase over the same period in 2024, translating to an additional 55,581 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.

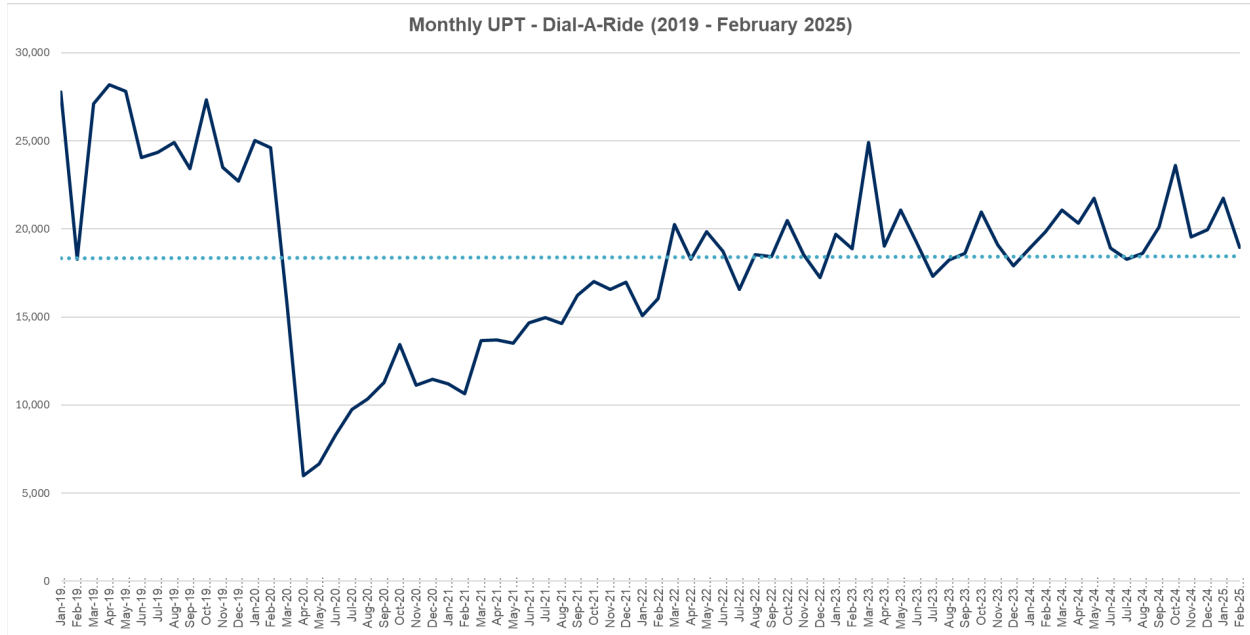


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Dial-A-Ride

In 2023, total DAR ridership reached 234,982, approximately 78% of pre-pandemic levels. Ridership in 2024 increased by 2.5% (+5,964) 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, the region's population aged 65 and over is projected to increase from 13% to 89% over the next two decades.

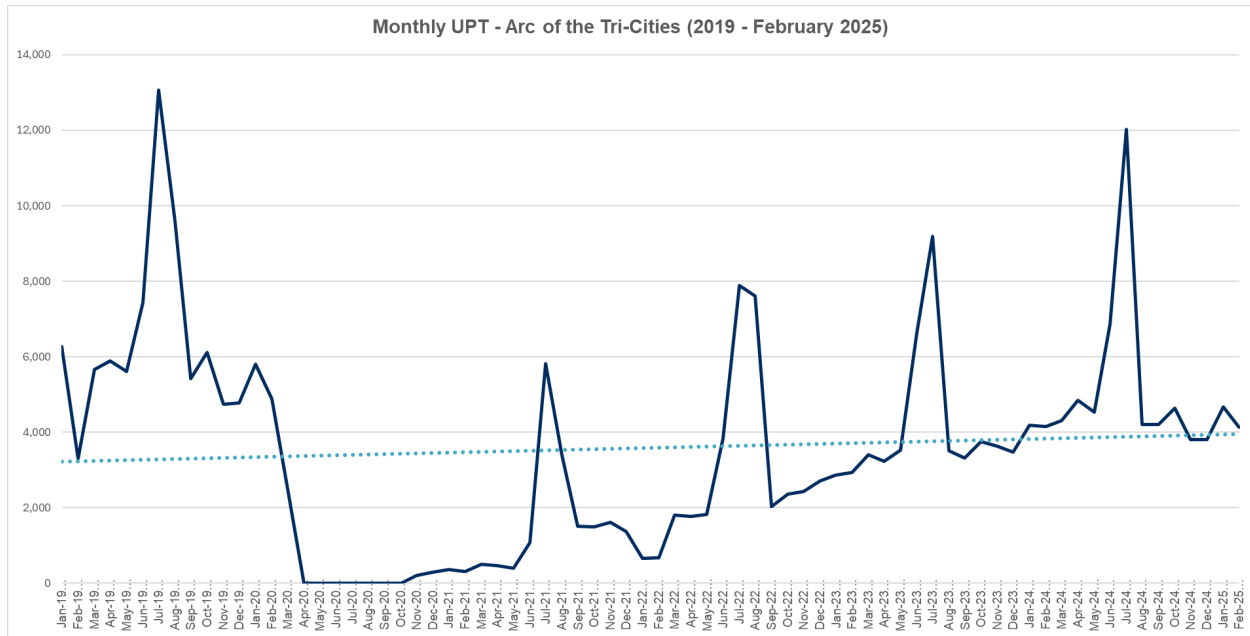


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Ben Franklin Transit

The Arc of Tri-Cities

In 2023, The Arc ridership reached 64% of pre-pandemic levels. Ridership in 2024 increased by 24% (+12,077). The first four months of 2025 saw another 5% 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.

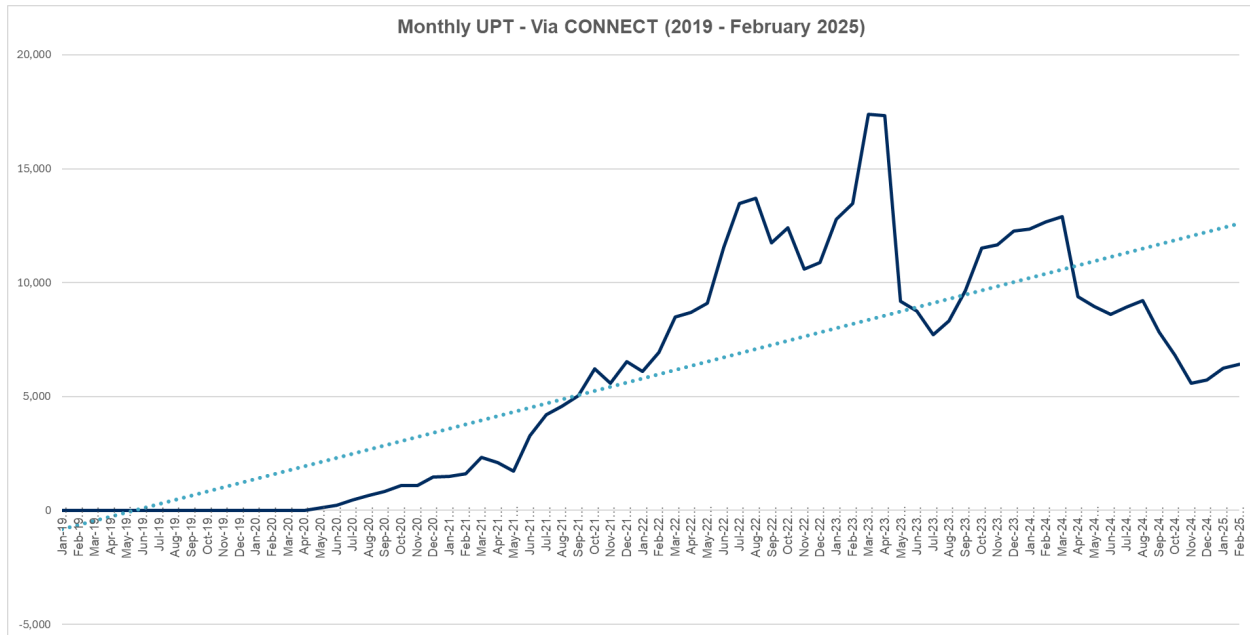


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CONNECT

CONNECT ridership has seen significant growth since its launch. From its first full year in 2021 to 2023, ridership increased by 314%, with an additional 95,410 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 four months of 2025 was 43% lower than the same timeframe in 2024.

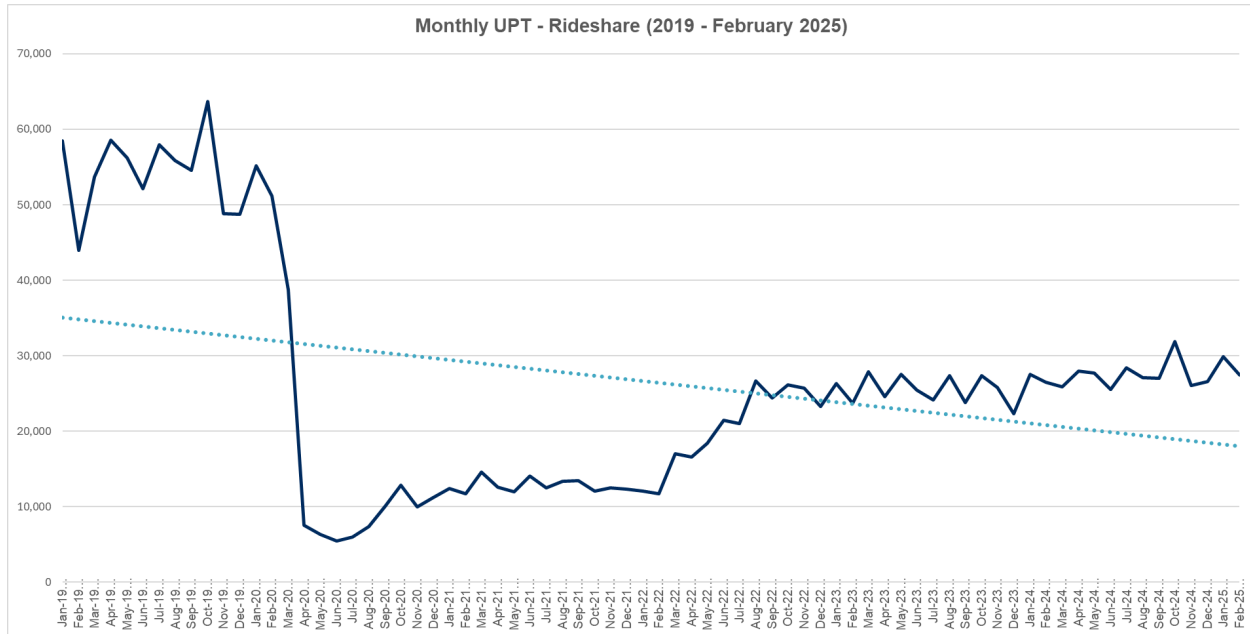


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Rideshare

In 2023, the total Rideshare ridership reached 306,138, or 47% of pre-pandemic levels. Ridership in 2024 increased another 7% (+22,003). Ridership in the first four months of 2025 continued to grow, with a 9% increase compared to the same period in 2024.

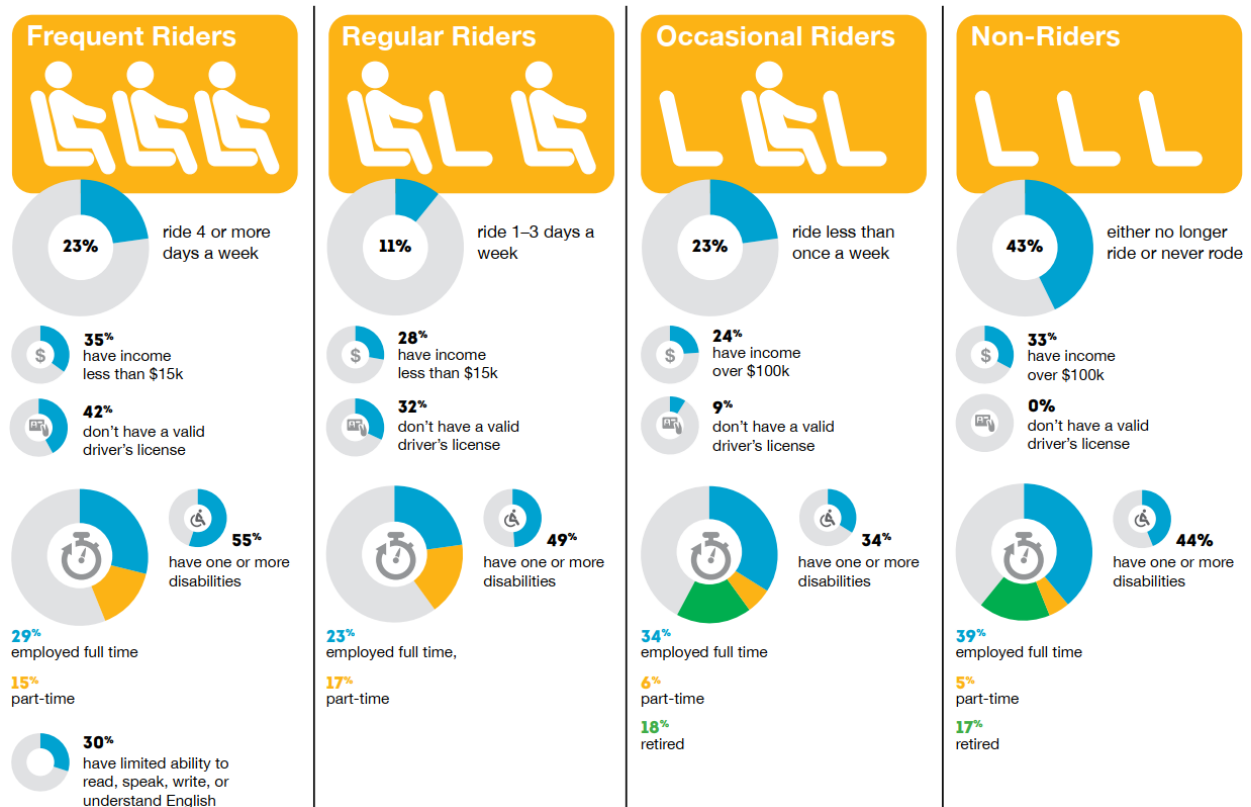


Appendix D: Long-Range Transit Plan

Phase 1 Community Survey Results

During fall 2024 through spring 2025, BFT has been working on analyzing data, including answers for the first summer 2024 community survey, to help inform and develop the LRTP to prepare for what services will look like from now through 2045. The data showed that BFT plays a big role in helping people get to work, school, appointments, and more—and that many rely on the service every day. The data also shows there's a wide network of buses, special services, and staff working hard to keep the community moving.

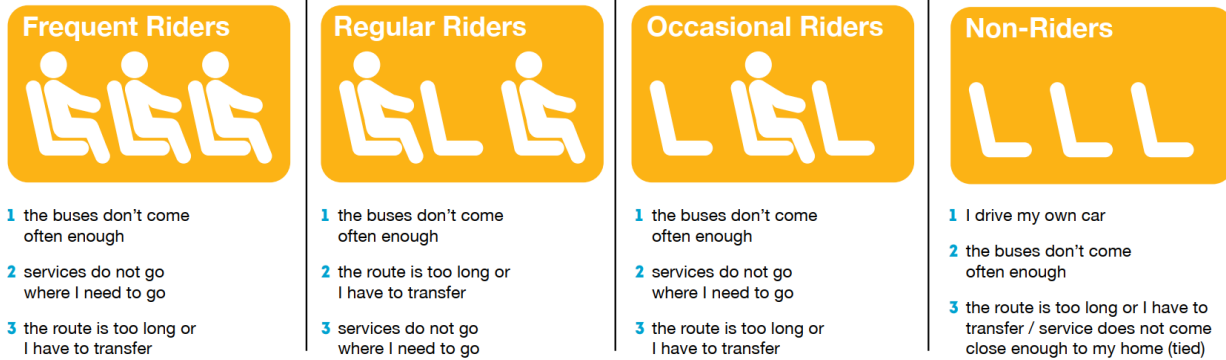
The community provided data to the team as well through the survey in the summer of 2024. More than 500 people completed a survey to share their experiences with BFT services. From the survey data the team gathered the following information:



The survey identified the top three obstacles that prevented community members from using or relying on BFT services for each rider group:

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Additionally, the survey identifies how each rider group ranked their top three choices in how they would improve BFT services:

- **Frequent riders:**
 - Buses come more often.
 - Buses run later Sundays.
 - A tie between:
 - Buses run later weekdays.
 - Buses run later Saturdays.
- **Regular riders:**
 - Buses come more often.
 - Buses run earlier on weekdays.
 - A tie between:
 - Buses run later weekdays.
 - Buses run later Sundays.
- **Occasional riders:**
 - Buses come more often.
 - Buses run earlier on weekdays.
 - A tie between:
 - Buses run later weekdays.
 - More routes operate on Sunday.
- **Non-riders:**
 - Buses come more often.
 - Buses run earlier on weekdays.
 - More bus stops have amenities (for example, shelters, benches, and trash cans).

Appendix E: Park-and-Ride Lots and Occupancy

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

Park-and-Ride Lot/Transit Center	City	Spaces	Property Ownership	Average Occupancy (2024)	Average Occupancy Rate (2024)
22nd Ave Transit Center	Pasco	49	BFT	5.8	11.8%
SR 224 and SR 240	Richland	89	WSDOT	4.7	5.2%
9th & Dale	Benton City	37	Leased	4.4	11.8%
Ed Frost Transit Center	Kennewick	43	BFT	3.1	7.1%
West Richland Transfer Point (Flat Top)	West Richland	154	Leased	6.8	4.4%
Knight Street Transit Center	Richland	46	BFT	5.2	11.3%
WSDOT: Richland "Y"	Richland	250	Leased	44.0	17.6%
Stacy Ave Transfer Point	Prosser	28	Leased	1.3	4.5%
HAPO Center	Pasco	179	Leased	26.7	14.9%
Tulip Lane	Richland	157	Leased	16.9	10.7%
Port of Benton	Richland	350	Leased	29.1	8.3%

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

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Maximum Park-and-Ride Occupancy by Month (2024)

Park-and-Ride Lot/Transit Center	Spaces	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
22nd Ave Transit Center	49	24.5%	24.5%	22.4%	18.4%	26.5%	18.4%	22.4%	26.5%	24.5%	26.5%	30.6%	30.6%
SR 224 and SR 240	89	12.4%	7.9%	10.1%	64.0%	9.0%	9.0%	6.7%	9.0%	13.5%	16.9%	12.4%	10.1%
9th & Dale	37	35.1%	35.1%	32.4%	35.1%	37.8%	37.8%	32.4%	21.6%	35.1%	32.4%	35.1%	35.1%
Ed Frost Transit Center	43	30.2%	25.6%	34.9%	27.9%	32.6%	2.3%	0.0%	9.3%	11.6%	18.6%	20.9%	16.3%
West Richland Transfer Point	154	11.0%	8.4%	9.7%	9.1%	10.4%	10.4%	10.4%	7.8%	9.7%	7.1%	8.4%	7.8%
Knight Street Transit Center	46	28.3%	32.6%	28.3%	26.1%	30.4%	28.3%	30.4%	60.9%	34.8%	34.8%	28.3%	32.6%
WSDOT: Richland "Y"	250	37.2%	56.4%	63.2%	62.8%	62.4%	62.8%	40.8%	40.8%	36.4%	37.2%	38.8%	34.4%
Stacy Ave Transfer Point	28	21.4%	17.9%	42.9%	42.9%	7.1%	46.4%	17.9%	7.1%	71.4%	28.6%	35.7%	10.7%
HAPO Center	179	30.7%	34.1%	34.1%	30.2%	29.6%	39.1%	32.4%	29.1%	34.1%	26.8%	27.9%	28.5%
Tulip Lane	157	13.4%	13.4%	13.4%	17.8%	20.4%	23.6%	22.9%	24.8%	24.2%	24.8%	22.9%	24.2%
Port of Benton	350	24.6%	18.0%	24.3%	22.0%	19.4%	18.6%	16.6%	16.3%	19.7%	22.3%	16.3%	16.3%

Appendix F: 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

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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

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Kennewick

Kennewick 2021 Comprehensive Plan	Policies and Goals Relevant to BFT • TE Goal 1 Policy 2: coordinate planning, implementation and operation of a safe and efficient multimodal transportation system with stakeholders including WSDOT, Benton County, BFCOG, BFT, Richland, Pasco and West Richland as well as various bicycle and pedestrian advocacy groups • TE Goal 2 Policy 3: Link pedestrian and bicycle networks to open space corridors, park and recreation facilities, schools, and other public facilities to the transit system • TE Goal 2 Policy 6: Coordinate with BFT to improve access to transit by helping to properly locate and provide key facilities such as benches and shelters, pedestrian crossing enhancements, and park and ride facilities • TE Goal 4 Policy 1: Implement a Complete Streets Policy that emphasizes a transportation system that promotes and embraces healthy living and provides safe and balanced accommodations for all travelers including pedestrians, bicyclists, wheelchair users, public transportation users, motorists, freight haulers and emergency responders
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

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Richland

Richland 2024-2029 Transportation Improvement Program (Draft)	Projects Relevant to BFT Richland has programmed numerous multi-use pathway, multimodal, and pedestrian/bicycle improvement projects that will strongly support the use of transit and may drive increased ridership over the next six years and into the future. Several other roadways, intersection and capacity improvements may support BRT and other transit efficiency improvements in years to come.
Richland 2019 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

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Pasco

Pasco 2018-2038 Comprehensive Plan	Policies and Goals Relevant to BFT The majority 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 2023-2028 Transportation Improvement Program	Projects Relevant to BFT Many improvements are intended to address projected traffic increases due to the anticipated development of the Heritage Industrial Area and seek to increase multi-modal connections, especially pedestrian and bicycle connections. Many projects include multi-modal elements. Users of these facilities will likely seek to escape the elements during harsher weather months in summer and winter by supplementing their modal selection with transit use. If transit is unavailable, these travelers will either forgo trips, or they will decrease roadway capacity by adding vehicles.
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

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- 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 ridesharing 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 2023-2025 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 2: Individuals in our communities have access to the support they need to work, learn, and live sustainably Objective 2, Strategy 2.2.3. Improve transportation connections to food resources Objective 2.3 Increase equitable access to active and safe transportation Strategy 2.3.1 Promote free bus fares for older adults and youths Strategy 2.3.2 Advocate for free or reduced bus fare for low-income, income eligible and other riders

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 ○ Enable the conservation of energy

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	• 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 G: Facilities and Fleet Inventory Summary

Facilities Summary (as of 2024)

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	3
1989	22nd St Station	N 22nd Avenue, Pasco, WA, 99302	No	Bus Transfer Center	3
2005	Three Rivers Station	W. Okanogan Pl, Kennewick, WA 99336	No	Bus Transfer Center	4
2005	Fuel Island	1000 Columbia Park Trail, Richland, WA, 99352	Yes	Vehicle Fueling Facility	3
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
2008	1355 Building	Columbia Park Trail, Richland, WA, 99352	No	Administrative Office / Sales Office	5
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	5
2024	Operations Building	1000 Columbia Park Trail, Richland, WA, 99352	Yes	Operations	5

2025-2031 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	1	40	38	2	2
2013	Gillig Low Floor	3	40	37	2	3
2014	Gillig Low Floor	5	40	37	2	3
2015	Gillig Low Floor	10	40	37	2	3
2015	Gillig Low Floor	1	40	37	2	4
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
2021	Gillig Phantom	1	40	37	2	2
2022	Gillig Low Floor	8	40	37	2	5
2023	Gillig Low Floor	5	35	33	2	5
2023	Gillig Low Floor	15	40	37	2	5
Total		70				

Dial-a-Ride Fleet Summary

Year in Service	Make/Model	Units	Length (Feet)	Seating Capacity	Wheelchair Capacity	Condition Rating
2014	Eldorado National Aerotech 220	8	24	6	3	4
2014	Eldorado National Aerotech 220	1	24	6	4	4
2014	Eldorado National Aerotech 240	4	24	11	3	4
2014	Eldorado National Aerotech 240	1	24	6	4	4
2015	Eldorado National Aerotech 220	1	24	6	3	4
2015	Eldorado National Aerotech 240	5	24	11	3	4
2018	Eldorado Aerotech 240	21	24	11	3	5
2018	Eldorado Aerotech 240	3	24	6	4	5
2018	Eldorado National Aerotech 240	5	24	11	3	5
2019	Eldorado Aerotech 240	3	24	11	3	5
2020	Eldorado Aerotech 220	9	24	6	3	5
2020	Eldorado Aerotech 240	15	24	11	3	5
2020	Eldorado Aerotech Liquid Springs	4	24	11	3	5
2020	Eldorado Express G4	1	24	6	3	5
Total		81				

2025-2031 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

The Arc of Tri-Cities Fleet Summary

Year in Service	Make/Model	Units	Length (Feet)	Seating Capacity	Wheelchair Capacity	Condition Rating
2008	Chevy Express	1	12	12	0	2
2009	Dodge Grand Caravan	1	16	7	0	2
2010	Chevy Express	7	19	12	0	2
2010	Chevy Express	6	19	12	0	3
2014	Eldorado National Aerotech 240	3	24	11	3	4
2015	Eldorado National Aerotech 240	1	24	11	3	4
2018	Eldorado Aerotech 240	6	24	11	3	5
2020	Eldorado Aerotech 240	4	24	11	3	5
Total		29				

Rideshare Fleet Summary

Year in Service	Make/Model	Units	Seating Capacity	Condition Rating
2008	Chevy Express	9	12	2
2008	Chevy Express	7	15	2
2009	Chevy Express	1	12	2
2010	Chevy Express	1	12	2
2010	Chevy Express	10	12	3
2013	Dodge Grand Caravan	12	7	3
2014	Chevy Express	13	12	4
2014	Chevy Express	19	15	4
2014	Dodge Grand Caravan	29	7	4
2015	Chevy Express	1	12	4
2017	Chevy Express G3500	42	15	5
2018	Chevy Express G3500	15	15	5
2018	Dodge Caravan	6	7	5
2019	Dodge Caravan	7	7	5
2023	Chrysler Pacifica Touring	25	7	5
2024	Chrysler Pacifica Touring	17	7	5
Total		214		

2025-2031 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

Non-Revenue Fleet Summary

Year in Service	Make/Model	Units	Seating Capacity	Condition Rating
1994	Triton Flatbed Trailer	1	-	3
1995	Ford F-350 4x4	1	3	2
1998	Triton Flatbed Trailer	1	-	2
2003	Iron Eagle Trailer	1	-	3
2004	Dodge Caravan	2	7	2
2004	Chevy Express	1	15	2
2004	Chevy Express	1	15	1
2005	Chevy Silverado 350	1	3	2
2006	Ford Freestar	1	7	2
2007	Chevy Express	1	15	2
2008	Chevy Express	2	15	2
2008	Ford Taurus X	9	6	2
2009	Dodge Caravan	1	7	2
2009	Dodge Grand Caravan	1	7	1
2009	Toyota Sienna	3	7	2
2010	Chevy Express	1	12	3
2010	Dodge Grand Caravan	15	7	3
2013	Dodge Grand Caravan	2	7	3
2015	Ford F150 Pickup	1	3	4
2016	Landa Trailer (Trv 3500)	1	-	3
2016	Ram 3500	1	5	4
2017	Ford F-150	1	5	4
2018	Kubota M7060Hdc12	1	1	5
2018	Kubota Rtv X1100C	3	2	5
2018	Chevy Silverado 3500Hd	1	3	5
2018	Pjtm T6223 Flatbed Trailer	1	-	5
2019	Toyota 8Fgu30 Forklift	1	-	4
2019	Kubota Attachment Spreader	1	-	5
2020	Ford Ranger	10	5	5
2021	Isuzu Nnr Nu2 54	1	-	5
2021	Honda Snowrator	1	-	1
2023	Ford F-550 4x4 DRW	1	3	5
2024	Ford F-250	2	6	5
Total		72		

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

2025- 2031 TDP Comments

West Richland – Supports evaluating expanded transit service in West Richland, citing growth from the Lewis & Clark Ranch project and new multifamily areas. Requests closer coordination with BFT, notes Connect service is insufficient and recommends updating the plan in two years after jurisdictions complete Comprehensive Plan updates.

Franklin County – Requests extending the public comment period to September due to inadequate review time for the 100-page document. Also asks that BFT’s “consistency” section cite actual numbered goals and policies from Franklin County’s Comprehensive Plan rather than paraphrased statements.

City of Richland – Recommends BFT include guidance for in-street pedestrian enhancements near bus stops, using FHWA countermeasure guidelines to determine treatments such as crosswalk signs, raised medians, and flashing beacons. Suggestions include a program description and funding strategy in the plan.

2025-2031 TRANSIT DEVELOPMENT PLAN

Ben Franklin Transit

The TDP 30-day public comment period will be July 13 to August 14, 2025. The following legal notice was posted in Tri-City Herald on July 13.

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 **July 29 from 12 p.m. – 1 p.m. via Zoom.**

Zoom Link: <https://us06web.zoom.us/j/83759392183?pwd=L9LpVol6jKnTWWhwmHjJbW6gMBGrY3J.1>
Meeting ID: 837 5939 2183 Passcode: 781077 One tap mobile +12532158782,,83759392183# US (Tacoma)
+12532050468,,83759392183# US

A second open house will take place on **July 31 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://us06web.zoom.us/j/82841079392?pwd=6c0jQ3JbU9uPQL9xHJ0uZbzcCpJ88b.1>
Meeting ID: 828 4107 9392 Passcode: 462433 One tap mobile +12532050468,,82841079392# US
+12532158782,,82841079392# US (Tacoma)

The public hearing will take place on **August 14** 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: [Microsoft Zoom Link](#) Meeting ID: 227 388 001 437 1 Passcode: Xj3sF96A **Dial in by phone**
+1 253-527-1980,,56269608# United States, Tacoma **(844) 640-7974,,56269608#** United States (Toll-free)
[Find a local number](#) Phone conference ID: 562 696 08#

The Program of Projects (POP) public hearing will be held in coordination with the Transit Development Plan (TDP) process. The proposed program outlined in the POP will be considered the final program unless formally amended. Additionally, this public notice will be considered part of the Final Adopted TDP.

Details are available at bft.org

Public comments will be accepted during a 30-day comment period. Commenters can submit input by mail, email, or phone call to the Ben Franklin Transit Planning Department through **Thursday, August 14, 2025.**

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**

2025-2031 TRANSIT DEVELOPMENT PLAN

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 **29 de julio de 12 p.m. a 1 p.m.** a través de Zoom.

Enlace Zoom: <https://us06web.zoom.us/j/83759392183?pwd=L9LpVol6jKnTWWhwmHjBbW6gMBGrY3J.1>

Meeting ID: 837 5939 2183 Passcode: 781077 One tap mobile +12532158782,,83759392183# US (Tacoma) +12532050468,,83759392183# US

La segunda puerta abierta se llevará a cabo el **31 de julio 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://us06web.zoom.us/j/82841079392?pwd=6c0jQ3JbU9uPQL9xHJ0uZbzcCpJ88b.1>

Meeting ID: 828 4107 9392 Passcode: 462433 One tap mobile +12532050468,,82841079392# US +12532158782,,82841079392# US (Tacoma)

La sesión pública se llevará a cabo el **14 de agosto** 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: [Microsoft Zoom Link](#) Meeting ID: 227 388 001 437 1 Passcode: Xj3sF96A **Dial in by phone +1 253-527-1980,,56269608#** United States, Tacoma **(844) 640-7974,,56269608#** United States (Toll-free) [Find a local number](#) Phone conference ID: 562 696 08#

La audiencia pública del Programa de Proyectos (POP) se llevará a cabo en coordinación con el proceso del Plan de Desarrollo de Tránsito (TDP). El programa propuesto en el POP se considerará el programa definitivo, a menos que se modifique formalmente. Además, este aviso público se considerará parte del TDP Final Adoptado. Los detalles están disponibles en bft.org.

Los detalles están disponibles en bft.org

Se aceptarán comentarios públicos durante un período de 30 días. Los comentarios pueden enviarse por correo postal, correo electrónico o teléfono al Departamento de Planificación de Tránsito de Ben Franklin hasta el **jueves 14 de agosto de 2025**.

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**

Appendix I: Board Adoption

Memorandum

Date: August 14, 2025

To: Thomas Drozt, Chief Executive Officer

From: Kevin Sliger, Chief Planning & Development Officer

Re: Adoption of the 2025-2031 Transit Development 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 2025, primarily as it relates to cost effectiveness
- A Capital Improvement Program (CIP) that can be reasonably achieved in the 2025-2031 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 2025 and 2026
- A financial forecast of revenues and expenses required to implement planned service, preservation, and capital improvements over the remaining 2027-2031 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 2025 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

To support the development of the 2025 Transit Development Plan (TDP), Ben Franklin Transit conducted a comprehensive public outreach process, which included publishing a draft plan for public review and hosting two open houses: a virtual session on July 29 and an in-person event at the Three Rivers Transit Center on July 31. A final public hearing was held during the BFT Board of Directors meeting on August 14. The public notice was shared in advance and made available online, with Zoom links and additional materials accessible through BFT's website. No public comments were received on the draft TDP.

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 Transit Benefit Area.

Funding

Budgeted: N/A

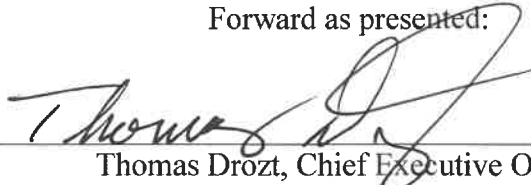
Budget Source: N/A

Funding Source: N/A

Recommendation

Request the Board of Directors adopt Ben Franklin Transit's 2025-2031 Transit Development Plan (TDP).

Forward as presented:



Thomas Drozt, Chief Executive Officer

BEN FRANKLIN TRANSIT

RESOLUTION 26-2025

**A RESOLUTION TO ADOPT THE 2025-2031 TRANSIT DEVELOPMENT PLAN
(TDP) AS PRESENTED**

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

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

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

Ben Franklin Transit's 2025-2031 Transit Development Plan has been adopted.

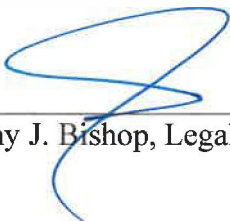
APPROVED AT A REGULAR BEN FRANKLIN TRANSIT BOARD OF DIRECTORS MEETING held Thursday, August 14, 2025, at 1000 Columbia Park Trail, Richland, Washington.

ATTEST:


Janet Williamson, Acting Clerk of the Board


Will McKay, Chair

APPROVED AS TO FORM BY:


Jeremy J. Bishop, Legal Counsel