



BEN FRANKLIN TRANSIT

BOARD OF DIRECTORS REGULAR MEETING

Thursday, January 15, 2026, at 6 p.m.

Ben Franklin Transit Boardroom
1000 Columbia Park Trail, Richland, Washington

Notice: Meeting attendance options include in-person and virtual via Zoom

Meeting Link:

[Join Meeting](#)

Phone: 253-215-8782 / Toll Free: 877-853-5247

Meeting ID: 989 6217 8731 / Password: 833979

If you'd like to share your thoughts with the Board in writing or speak during the Public Comments section of a Board meeting, please fill out and submit [this form](#). If you plan to speak at the meeting, you'll have up to **three minutes** to talk about items on the agenda or other topics that fall under the authority of the Ben Franklin Transit Board of Directors. To make sure written comments are received by the Board before the meeting, please send them at least **24 hours in advance**. The Public Comments section is usually limited to **30 minutes in total**, unless the Board decides to allow more time. **Priority will be given to those who sign up in advance.**

AGENDA

- 1. Convene Board Meeting** Chair Will McKay
- 2. Roll Call** Pauline Escalera
- 3. Pledge of Allegiance**
- 4. Public Comments**
- 5. Approval of the Agenda (page 1)**
- 6. Citizens Advisory Network (CAN) Report (page 3)** Dennis Kreutz
- 7. Consent Agenda**
 - A. December 11, 2025, Regular Board Meeting Minutes (page 14)
 - B. December Voucher Summary (page 17)
 - C. Resolution 01-2026, Retirement of Barry Higgins (page 42)

D. Resolution 02-2026, Purchase of 7 GILLIG 35' Buses (*page 45*)

Terry DeJuan

8. Action Items

A. Resolution 03-2026, Authorizing the Adoption of the 2026 Annual Service Plan and Service Equity Analysis (*page 49*)

1.) Public Hearing per RCW 84.55.120

9. Information & Discussion Items

A. 22nd Ave Pasco TC Jan 2026 update

Kathryn Wall

10. Staff Reports & Comments

A. Legal Report

Jeremy J. Bishop

B. Chief Executive Officer's Report

Thomas Drozt

11. Board Member Comments

12. Executive Session

13. Other

14. Next Meeting

Regular Board Meeting – February 12, 2026, at 6:00 p.m.

15. Adjournment

Ben Franklin Transit Citizens Advisory Network Regular Meeting Minutes

Monday December 15, 2025 6:00 p.m. – 7:30 p.m.
BFT Administration Building – Room 304 1000 Columbia Park Trail, Richland, WA

[Join the meeting via Zoom](#)
Meeting ID: 881 6167 9988

1. Convene CAN Meeting: 6:00 PM

2. Attendance: 2 Min

AMBER WISSENBACH	NO
BERNIE VINTHER	YES
BILL BARLOW	YES
BRANDON HARBO	EXCUSED
BROOKLYN HUFSTADER	YES
DENNIS KREUTZ	YES
DORI LUZZO-GILMOUR	YES
ED FROST	YES
ERIK WATKINS	YES
FRANK CUTA	YES
LAURIE PRICE	YES
NAYELI ARANDA	NO
ULISES NAVARRO	NO

Representing	Name	Position
BFT STAFF	PAULINE ESCALERA	CEO REPRESENTATIVE
BFT STAFF	GABE MARTIN	PLANNING AND DEVELOPMENT

3. Comments by Guests: 5 Min.

None

4. Previous CAN Meeting Minutes Approval (Attachment A): 2 Min.

Discussion: None

Motion to Approve the Minutes by: Ed Frost

Second to Approve the Minutes by: Bill Barlow

Minutes Approved Unanimously by a Voice Vote: YES

5. Old Business: 10 Min.

A. Follow-up on status of Brooklyn Hufstader being contacted by BFT Staff and providing them with a record of missed connections she has experienced on Fixed Routes the past three months. She stated that nobody from BFT has contacted her.

BFT – Gabe Martin committed that he would contact Brooklyn to get the information.

6. New Business: 40 Min.

A. Report of the December BFT Board Meeting – Dennis Kreutz

1. Public Comment regarding unsafe conditions on buses due to riders who do not pay.

a. This seems to be the perception of several board members.

CAN Discussion – It was voiced that is not something that has been witnessed by CAN riders. Dori-Luzzo Gilmour stated that she and her children ride daily and have not witnessed any drugs or security issues.

CAN Discussion: This perception of unsafe conditions should be addressed by checking BFT records regarding frequency of Supervisor's being called to address security issues on buses.

Facts need to be determined because Board has asked for a study to be presented regarding going to No-Fares, which probably would result in cost savings for BFT thus may be implemented.

b. It was mentioned later in the meeting by Chair McKay that Subcontracted Security was going to start immediately for the BFT Administration Building, one month later at Transit Centers, and a month after that on select buses.

CAN Discussion: Having security at BFT Admin seems unnecessary but as Brooklyn Hufstader voiced that security Transit Centers after dark would be welcome. Cameras, Code-Blue help notification system, and physical presence could be evaluated.

It was also voiced that it seemed unnecessary for two security guards be present in the conference room with the CAN Members.

c. It was also mentioned that metal detectors might be introduced to screen passengers.

CAN Discussion: This does not seem to be a feasible option, buses are not like an airport where you can check your bag for separate screening. This would cause major delays.

7. The Board rejected Resolution 50-2025, CAN Recommendation to allow public discussion after BFT Staff presentation to the Board on items not open to a Public Comment Period, prior the Board voting.

CAN Discussion: It seems likely that the Board did not understand that the Public Comments in question would be only for issues that had not been open for Public Comments prior to the Board Meeting, but when certain issues were presented in the Board Meeting by BFT Staff.

8. The Proposed 2026 Operating and Capital Budgets was approved.

1. Public Comment was made that the numbers didn't seem to make sense, and asking why 10 Operations personnel were being cut with so much overtime and drivers were working 7 days per week.

2. Director Bauman later stated that he didn't believe any drivers were working 7 days per week, but asked that BFT Staff check on that for him.

CAN Discussion: It was noted by CAN Members that DAR drivers often work 7 days each week and have worked up to 12 weeks straight and this has been happening for the past three years.

B. Discuss CAN Recommendation 2025-04 regarding BFT Staff initiating a Key Performance Indicator to track Fixed Route connections that are missed due to early pull outs, or late arrivals. (Attachment B)

Dennis Kreutz to draft a CAN Recommendation for next CAN Meeting discussion.

C. Discuss CAN Recommendation 2025-05 regarding BFT Staff modify Key Performance Indicators to show quantity of riders affected, not just percentage. (Attachment C)

Dennis Kreutz to draft a CAN Recommendation for next CAN Meeting discussion.

D. Bill Barlow and Frank Cuta will serve as the CAN Recruitment Committee.

E. Next CAN Meeting Proposed Agenda Items:

- a. BFT Sr. Manager of Fleet, Terry DeJuan, make a presentation regarding the new DAR vehicles and their amenities specification. Hopefully with an on-board tour. CAN has requested a standardized method for CAN and public to submit ideas and comments regarding desired features for consideration in future purchases.
- b. BFT Pauline Escalera will report back regarding fixing the BFT Board Meeting Zoom so that it displays a larger format image of the Board and identifies who is speaking, rather than predominantly displaying an image of the Board Agenda Package. Also if close captioning is available.

7. BFT Board / BFT Staff Comments: 5 Min.

BFT Pauline Escalera confirmed that BFT will be a partner at the April 18 Earth Day celebration at the REACH.

8. CAN Member Comments: 7 Min.

Dori-Luzzo Gilmour and Ed Frost are departing from the Citizen Advisory Network and their contributions will be missed.

Dennis Kreutz requested Pauline Escalera check to see if Public Comments submitted to the Board in writing are accessible to the public or should be included in the Board Meeting Minutes.

CAN discussed and agreed that best method to make CAN Members aware of opportunities to participate in BFT Events will be for Pauline Escalera to notify CAN Secretary/Recorder Frank Cuta directly.

9. Assign CAN Member to Attend next Board Meeting: 1 Min.

Board Meeting January 8, 2025 6:00 PM BFT Board Room
CAN Member Assigned: Dennis Kreutz

10. Next CAN Meeting: 1 Min.

Monday January 26, 2025 6:00 p.m. BFT Admin Room 304

11. ADJOURN:

A. Meeting adjourned at:

Attachment A:**Ben Franklin Transit Citizens Advisory Network Regular Meeting Minutes**

Monday November 17, 2025 6:00 p.m. – 7:30 p.m.
BFT Administration Building – Room 304 1000 Columbia Park Trail, Richland, WA

[**Join the meeting via Zoom**](#)

Meeting ID: 881 6167 9988

1. Convene CAN Meeting: 6:03 PM**2. Attendance: 2 Min**

CAN MEETING ATTENDANCE: P=PRESENT, A=ABSENT, E=EXCUSED
2025

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Amber Wissenbach	-	-	-	A	A	A	A	A	A	A	A	A
Bernie Vinther	P	P	P	P	P	P	P	P	P	A	A	P
Bill Barlow	-	-	-	P	P	A	A	P	P	P	P	A
Brandon Harbo	-	-	-	-	-	P	P	P	P	P	P	P
Brooklyn Hufstader	P	A	P	P	P	A	P	A	P	P	P	P
Dennis Kreutz	P	P	P	P	P	P	P	P	P	P	P	P
Dori Luzzo-Gilmour	P	A	P	P	E	P	P	P	P	P	P	A
Ed Frost	P	P	P	P	P	P	P	P	P	P	P	P
Erik Watkins	-	-	-	-	-	P	P	P	P	P	P	P
Frank Cuta	P	P	P	P	P	A	P	E	P	P	P	P
Laurie Price	P	R	P	P	P	A	E	P	P	P	P	P
Nayeli Aranda	A	A	A	P	A	A	A	P	A	A	A	E
Ulises Navarro	A	P	A	A	E	A	P	A	A	A	A	A

Representing Name Position

BFT STAFF PAULINE ESCALERA CEO REPRESENTATIVE
BFT STAFF KEVIN SLIGER CHIEF PLANNING AND DEVELOPMENT
BFT STAFF GABE MARTIN MANAGER, TRANSIT PLANNING

3. Comments by Guests: 5 Min.

None

4. October 2025 Meeting Minutes Approval: 2 Min.

Discussion: Change CAN Comments by Erik Watkins to reflect Homecoming not Prom

Motion to Approve the Minutes (as Amended) by: Erik Watkins

Second to Approve the Minutes by: Ed Frost

Minutes Approved Unanimously by a Voice Vote: YES

5. Old Business: 1 Min.

None

6. New Business: 50 Min.

- A. Report of the November BFT Board Meeting – Brandon Harbo
 - 1. One member of the public made a Public Comment in support of allowing two non-elected members on the BFT Board.
 - 2. CAN presented CAN Recommendation 2025-03 that recommends that the Board allow Public Comment on major issues, after the BFT Staff made a presentation to the Board but prior to the Board voting.
 - 3. CAN presented CAN Recommendation 2025-02 that recommends that the Board vote to allow two non-elected, voting, members to be added to the Board.
 - 3. Board voted to not allow any non-elected, voting, Board Members.
 - 4. Board requested that BFT Staff prepare for them a report detailing the cost savings that might be realized if Free Fares were implemented in comparison to anticipated income for Fares collected at the current rate.
 - 5. BFT Staff made a presentation of the 2026 Annual Service Plan.
- B. Election of CAN Officers to assume positions January 1, 2026
 - Per Standing Rules Section 4.1.a the CAN Chair “Shall oversee a nomination in October for the CAN to select a slate of proposed officers for the following year”.
 - a. Nominees for Chair: Dennis Kreutz
 - Approval by vote: YES
- C. BFT Presentation of the 2026 Annual Service Plan – Kevin Sliger
- D. CAN Discussed recommending to BFT CEO Representative that they present a recommendation to the Board to remove CAN Members that have not been attending on a regular basis. Dennis Kreutz will provide those names to Hilary Carlton this week.
- E. Next CAN Meeting Proposed Agenda Items:
 - a.
 - b.
 - c.

7. BFT Board / BFT Staff Comments: 5 Min.

8. CAN Member Comments: 7 Min.

- 1. Brooklyn Hufstader – Concerned about gaps in service due to Fixed Rout bus schedules not allowing time to make connections.
Brooklyn pointed out that she had brought this issue up during the September CAN Meeting but never was contacted by BFT Staff.
She brought it up again in the October CAN Meeting but was never contacted by BFT Staff.
Brooklyn stated that she has been keeping an accurate record of the connection issues she has experienced and would like to share it with BFT Staff.

Kevin Sliger stated that he would address the issue.

2. Ed Frost – Brought another issue concerning Fixed Route connections.

When a connection is missed this often results in a 30-minute delay before the rider being able to get on the connecting route.

This is not only inconvenient in that appointments or work schedule are affected, but it can be extremely uncomfortable in adverse weather conditions.

After discussion the CAN Members requested that BFT initiate a Key Performance Indicator (KPI) for missed route connections.

It was pointed out that this should be available from the collected data currently available via the Ranger system.

This will be put into a CAN Recommendation.

3. Laurie Price – Voiced appreciation for the service BFT provides to students and BFT participating in the Richland School District Family Resources Fair where BFT will have a booth.

4. Dennis Kreutz – Requested that BFT either show, or additionally show, the KPI's in quantity of riders affected not just percentages.

An example would be the number of DAR late pick-ups, late delivery, and missed rides. This will be put into a CAN Recommendation.

5. Pauline Escalara – Is there interest in moving the CAN Meeting times to occur during regular business hours.

After some discussion it was determined that the number of current and prospective CAN Members that would not be able to attend would preclude having the meeting during regular business hours.

5. After discussion a motion was made by Dennis Kreutz to have the BFT CEO CAN Representative present to the Board to remove several members that have not attended CAN Meetings on a regular basis. This motion was approved unanimously.

BFT Hilary Carlson said she will put on the next Board Consent Agenda after receiving the information from Dennis Kreutz.

6. Ed Frost – Recommended that BFT make available to the public the information that CAN is recruiting new members and advise the Recruitment Committee to prepare to vet prospective new CAN Members.

BFT stated that they will take care of getting the information out.

9. Assign CAN Member to Attend next Board Meeting: 1 Min.

Board Meeting December 11, 2025
CAN Member Assigned: Dennis Kreutz

6:00 PM

BFT Board Room

10. Next CAN Meeting: 1 Min.

Monday December 15, 2025

6:00 p.m.

BFT Admin Room 304

11. ADJOURN:

B. Meeting adjourned at: 7:30 PM

Attachment B:

The BFT Citizen Advisory Network (CAN) is tasked in CAN Standing Rules – Section 1.1.a to assist BFT by serving as an advisory body to BFT Management and to the BFT Board of Directors. In that capacity the following recommendation is offered.

CAN Recommendation 2025-04 December 19, 2025
Initiate a Key Performance Indicator (KPI) that shows missed Fixed Route connections

Response Requested: CAN Requests a written response from BFT Staff within ten (10) working days after the date (December 19, 2025) that CAN Recommendation 2025-04 has been submitted to BFT CAN CEO Representative.

Issue:

There are numerous incidents being reported by BFT Riders of Fixed-Route Buses arriving at Transit Centers too late to allow for riders to make their connections.

Recommendation:

To determine the magnitude of this issue it would be beneficial to initiate a Key Performance Indicator (KPI) that shows the number of riders affected by this occurring.

The Citizens Advisory Network recommends that BFT Staff explore the feasibility of initiating a KPI to track the number of riders affected by missed connections.

Attachment C:

The BFT Citizen Advisory Network (CAN) is tasked in CAN Standing Rules – Section 1.1.a to assist BFT by serving as an advisory body to BFT Management and to the BFT Board of Directors. In that capacity the following recommendation is offered.

CAN Recommendation 2025-05 December 15, 2025
Modify Key Performance Indicators (KPI) to show quantity of incidents not just percentages

Response Requested: CAN Requests a written response from BFT Staff within ten (10) working days after the date (December 19, 2025) that CAN Recommendation 2025-04 has been submitted to BFT CAN CEO Representative.

Issue:

Currently Key Performance Indicators (KPIs) for Fixed Route and DAR show percentages instead of quantity of incidences.

Recommendation:

Since Ben Franklin Transit is a service industry for the customers (riders) it would be more meaningful and impactful if the KPIs showed quantities as well as percentages.

Example 1:

Fixed Route – KPI 1 On-Time Performance (OTP) indicates a monthly Goal of equal to/greater than 90.0%.

CAN Recommendation is that additionally quantities of Bus Stops that met that goal, and also the quantity that did not meet OTP.

Assumption – 1,000 fixed stops total, buses run on average one roundtrip per hour.
438,600 possible stop locations per month for entire system.

October 2025 was 86% OTP

Additional data line – OTP Stops	= 377,196
Additional data line – Non-OTP Stops	= 61,404

Example 2:

DAR – KPI 1 On-Time Performance (OTP) indicates a September 2025 monthly Goal of equal to/greater than 96.0%.

CAN Recommendation is that additionally quantities of riders that month and quantity of riders that received OTP be shown.

Additional data line – (for September 2025) total ridership	= 27,236.
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Additional data line – (for September 2025) OTP Ridership	= 26,146
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DAR – KPI 2 Late Trips indicates a September 2025 monthly Goal of equal to/less than 4.0%.

CAN Recommendation is that additionally quantities of riders that month and quantity of riders that received Late Trips be shown.

Additional data line – (for September 2025) total ridership	= 27,236.
Additional data line – Late Trips	= 1,090

DRAFT

**Ben Franklin Transit Citizens Advisory Network Regular Meeting
Report To Board**

**Monday December 15, 2025 6:00 p.m. – 7:30 p.m.
BFT Administration Building – Room 304 1000 Columbia Park Trail, Richland, WA**

1. Convene CAN Meeting: 6:00 PM

2. Attendance:

CAN MEMBERS 10

Representing	Name	Position
BFT STAFF	PAULINE ESCALERA	CEO REPRESENTATIVE
BFT STAFF	GABE MARTIN	PLANNING AND DEVELOPMENT

5. Old Business:

A. Follow-up on status of Brooklyn Hufstader being contacted by BFT Staff and providing them with a record of missed connections she has experienced on Fixed Routes the past three months. She stated that nobody from BFT has contacted her.

BFT – Gabe Martin committed that he would contact Brooklyn to get the information.

6. New Business:

A. Report of the December BFT Board Meeting – Dennis Kreutz

1. Public Comment regarding unsafe conditions on buses due to riders who do not pay.
 - a. This seems to be the perception of several board members.

CAN Discussion – It was voiced that unsafe conditions on buses are not something that has been witnessed by CAN riders. Dori-Luzzo Gilmour stated that she and her children ride daily and have not witnessed any drugs or security issues.

CAN Discussion: This perception of unsafe conditions should be addressed by checking BFT records regarding frequency of Supervisor's being called to address security issues on buses.

CAN Discussion: Having security at BFT Admin seems unnecessary but as Brooklyn Hufstader voiced that security Transit Centers after dark would be welcome. Cameras, Code-Blue help notification system, and physical presence could be evaluated.

It is was also voiced that it seemed unnecessary for two security guards be present in the conference room with the CAN Members.

- c. It was also mentioned that metal detectors might be introduced to screen passengers.

CAN Discussion: This does not seem to be a feasible option, buses are not like an airport where you can check your bag for separate screening. This would cause major delays.

2. Director Bauman later stated that he didn't believe any drivers were working 7 days per week, but asked that BFT Staff check on that for him.

CAN Discussion: It was noted by CAN Members that DAR drivers often work 7 days each week and have worked up to 12 weeks straight and this has been happening for the past three years.

B. Discuss CAN Recommendation 2025-04 regarding BFT Staff initiating a Key Performance Indicator to track Fixed Route connections that are missed due to early pull outs, or late arrivals.

Dennis Kreutz to draft a CAN Recommendation for next CAN Meeting discussion.

C. Discuss CAN Recommendation 2025-05 regarding BFT Staff modify Key Performance Indicators to show quantity of riders affected, not just percentage.

Dennis Kreutz to draft a CAN Recommendation for next CAN Meeting discussion.

D. Bill Barlow and Frank Cuta will serve as the CAN Recruitment Committee.

E. Next CAN Meeting Proposed Agenda Items:

- a. BFT Sr. Manager of Fleet, Terry DeJuan, make a presentation regarding the new DAR vehicles and their amenities specification. Hopefully with an on-board tour. CAN has requested a standardized method for CAN and public to submit ideas and comments regarding desired features for consideration in future purchases.
- b. BFT Pauline Escalera will report back regarding fixing the BFT Board Meeting Zoom so that it displays a larger format image of the Board and identifies who is speaking, rather than predominantly displaying an image of the Board Agenda Package. Also if close captioning is available.

CAN requested Pauline Escalera check to see if Public Comments submitted to the Board in writing are accessible to the public or should be included in the Board Meeting Minutes.



BOARD OF DIRECTORS REGULAR MEETING

Thursday, December 11, 2025, at 6 p.m.
Ben Franklin Transit Boardroom
1000 Columbia Park Trail, Richland, Washington

Notice: Meeting attendance options included in-person and virtual via Zoom

MINUTES

1. CONVENE BOARD MEETING

Chair Will McKay called the meeting to order at 6:00 p.m.

Clerk of the Board, Pauline Escalera, asked the Board of Directors to state their name after their jurisdiction had been called.

2. ROLL CALL

Representing	Attendee Name	Title	Status
City of Pasco	Charles Grimm	Director	Present
City of Kennewick	Brad Beauchamp	Director	Present (online)
City of Richland	Kurt Maier	Director	Present
City of West Richland	Richard Bloom	Director	Present
Franklin County #2	Stephen Bauman	Vice Chair	Present
Franklin County #1	Clint Didier	Director	Present
Benton County	Will McKay	Chair	Present
City of Prosser	Steve Becken	Director	Present
City of Benton City	David Sandretto	Director	Present
Teamsters Union 839	Tracy Bronson	Union Representative	Present

Present: Thomas Drozt, Brian Lubanski, Joshua Rosas, Kevin Sliger, Pauline Escalera

Legal Counsel: Jeremy J. Bishop

3. PLEDGE OF ALLEGIANCE

Chair McKay led the meeting participants in the Pledge of Allegiance.

4. PUBLIC COMMENTS

Chair McKay then opened the meeting to comments from the public.

Eight written public comments were received, and eleven oral public comments were made. Chair McKay then closed public comments.

5. APPROVAL OF AGENDA

Chair McKay asked for a motion to approve the agenda.

Director Bloom moved to approve the agenda; the motion was seconded by Director Sandretto and passed unanimously.

6. CITIZENS ADVISORY NETWORK (CAN) REPORT

No report.

7. CONSENT AGENDA

Chair McKay presented the Consent Agenda items and invited a motion.

- A. November 13, 2025, Regular Board Meeting Minutes**
- B. November Voucher Summary**
- C. Resolution 44-2025, Award EAM Software Contract**
- D. Resolution 45-2025, Authorizing Chief Executive Office to Declare Surplus Vehicles**
- E. Resolution 46-2025, Renewing and Removing CAN Members**
- F. Resolution 47-2025, Updating the CAN Standing Rules**
- G. Resolution 48-2025, Amend Resolution 60-2018**

Director Sandretto moved to approve Consent Agenda Items A-G. The motion was seconded by Director Bloom and passed unanimously.

8. ACTION ITEMS

- A. Resolution 49-2025, Award of Progressive Design Build**

Presented by Kevin Sliger, Chief Planning & Development Officer

Director Bauman moved to approve Resolution 49-2025. This motion was second by Director Sandretto and passed unanimously.

- B. Resolution 50-2025, CAN Recommendation for Public Comment**

Presented by Brian Lubanski, Chief Experience Officer

No motion was made.

- C. Resolution 51-2025, Authorizing the 2026 Operating and Capital Budgets**

Presented by Thomas Drozt, Chief Executive Officer

Director Bloom moved to approve Resolution 51-2025. This motion was second by Director Sandretto and passed unanimously.

9. INFORMATION & DISCUSSION ITEMS

A. Release of 2026 Annual Service Plan for Public Comment

Presented by Kevin Sliger, Chief Planning & Development Officer

10. STAFF REPORTS & COMMENTS

A. Legal Report

No report was made.

B. Chief Executive Officer's Report

Chief Executive Officer, Thomas Drozt, reported on KPI's for the month of November for Fixed Route, DAR, Rideshare, Safety, and Maintenance.

11. BOARD MEMBER COMMENTS

Board member comments were made.

12. EXECUTIVE SESSION

Executive Session was held under RCW 42.30.110.1(G)

13. OTHER

There were no other items.

14. NEXT MEETING

The next meeting will be held on Thursday, January 15, 2026, at 6:00 p.m.

15. ADJOURNMENT

Chair McKay adjourned the meeting at 8:04 p.m.

Pauline G Escalera
Pauline Escalera, Clerk of the Board

12.15.25

Date



1000 Columbia Park Trail, Richland, WA 99352
509.735.4131 | 509.735.1800 fax | www.bft.org

Thursday, January 15, 2026

To: Ben Franklin Board of Directors

From: Finance Department

RE: Vouchers for December 2025

December 2025 vouchers totaled \$7,171,971.37. An analysis of the vouchers had the following significant vendor payment amounts:

Vendor	Description	Amount
MODEL 1 COMMERCIAL VEHICLES INC	VEHICLES	\$ 1,625,886.50
INTERNAL REVENUE SERVICE	PAYROLL TAX SERVICES	\$ 564,726.85
N.W. ADMIN. TRANSFER	MEDICAL INS PAYABLE	\$ 503,985.70
THE DRALA PROJECT INC	IT SOLUTIONS PROVIDER	\$ 295,644.48
DEPT OF RETIREMENT SYSTEMS	PERS PAYABLE	\$ 269,302.36
COLEMAN OIL COMPANY LLC	FUEL	\$ 258,240.73
AVAAP USA LLC	CONTRACTED SERVICES	\$ 180,000.00
ARC OF THE TRI-CITIES INC	PURCHASED TRANSPORTATION	\$ 175,552.97
WORKSPACE DEVELOPMENT LLC	OFFICE FURNITURE	\$ 171,210.54
STATE OF WASHINGTON	SOFTWARE	\$ 130,144.50
WESTERN CONFERENCE OF	TMSTR PENSION	\$ 109,823.46
CITY OF RICHLAND	UTILITY	\$ 102,815.56
Kennedy Contracting LLC	CONTRACTED SERVICES	\$ 66,093.65
DELL MARKETING LP	COMPUTER EQUIPMENT	\$ 45,064.34
KPFF INC	CONSULTING	\$ 44,584.39
SIERRA ELECTRIC INC.	ELECTRICAL SERVICES	\$ 37,046.29
US BANK CORPORATE PAYMENT SYSTEMS	CREDIT CARD	\$ 35,280.28
ROCKWALLA IT LLC	NETWORK SERVICES	\$ 31,592.19
WEX BANK	CONTRACTED SERVICES	\$ 30,370.51
CARPENTER DRILLING LLC	CONTRACTED SERVICES	\$ 30,255.08
CHRISTENSEN INC	DIESEL EXHAUST FLUID	\$ 29,457.41
BUENAVIDA SERVICES INC	JANITORIAL SERV	\$ 26,928.72
JASPER ENGINE EXCHANGE INC.	SUPPLIES	\$ 26,924.99
MUSTANG SIGNS LLC	DECALS	\$ 23,555.18
GILLIG LLC	PARTS, EQUIP., BUS A/C	\$ 23,094.00
ALSC ARCHITECTS PS	TELEPHONE	\$ 23,013.07
STARK DESIGN LLC	DECALS	\$ 22,719.75
THE GORDIAN GROUP INC	CONSULTING	\$ 21,926.00
PERFECTION GLASS INC	GLASS SUPPLIES	\$ 21,762.00
HEART AND HUNTER INC	CONTRACTED SERVICES	\$ 20,528.54
HRA VEBA TRUST	VEBA PAYABLE	\$ 19,680.00
TEAMSTERS UNION	UNION DUES	\$ 18,910.50
WORKDAY INC	SOFTWARE	\$ 18,886.63
BRIDGESTONE AMERICAS INC	BUS TIRE LEASE	\$ 15,936.74
ROACH & BISHOP LAW LLP	LEGAL SERVICES	\$ 14,726.60
TURBO IMAGES CORP	CONTRACTED SERVICES	\$ 14,273.00
CASTLE HOSPITALITY INC	CATERING	\$ 13,962.92
BAKER TILLY ADVISORY GROUP PARENT LP	SERVICE	\$ 13,650.00
CRISIS REALITY TRAINING INC	SERVICE	\$ 13,515.11
CUMMINS INC	PARTS, EQUIP., BUS A/C	\$ 13,425.07
ANR GROUP INC	TEMPORARY STAFFING SERVICES	\$ 13,418.29
GARDA CL NORTHWEST INC	ARMORED CAR SERV.	\$ 13,372.94
WENAHIA GROUP INC	CONSTRUCTION MANAGEMENT	\$ 12,281.16
VERIZON WIRELESS	TELEPHONE	\$ 12,225.88
SCHETKY N.W. SALES INC.	PARTS, EQUIP., BUS A/C	\$ 12,034.83
AMERITRAN SERVICE CORPORATION	BUS INSPECTION SERVICES	\$ 11,739.00
BUSINESS INTERIORS OF IDAHO INC	OFFICE FURNITURE	\$ 11,701.52
DEPT OF RETIREMENT SYSTEMS - DCP	EMP DEFERRED COMP	\$ 10,899.76
U S LINEN & UNIFORM	UNIFORMS	\$ 10,409.60
SUMMIT LAW GROUP	LEGAL EMP RELATIONS	\$ 10,357.67
APOLLO SHEET METAL INC.	PARTS, EQUIP., BUS A/C	\$ 10,225.68
Total Significant Vendors		\$ 5,233,162.94
Payroll Total		\$ 1,646,016.08
Total Non-Significant Vendors		\$ 292,792.35
GRAND TOTAL		\$ 7,171,971.37

I, the undersigned **CHAIRMAN/VICE-CHAIRMAN of BEN FRANKLIN TRANSIT**
Benton County, Washington, do hereby certify that the payroll related services, herein specified have been
received and that the following checks are approved for payment for the month of **December 2025**

PAYROLL

Check Register Number	Check Number	Check Number	Date of Issue	In the Amount
525-25	ACH	ACH	12/12/2025	\$ 825,570.38 Payroll
525-26	ACH	ACH	12/26/2025	\$ 819,816.43 Payroll
525-37	ACH	ACH	12/31/2025	\$ 629.27 Payroll
			Total	\$ 1,646,016.08

AUTHORITY MEMBER
1/15/2026

I, the undersigned **CHAIRMAN/VICE-CHAIRMAN of BEN FRANKLIN TRANSIT**
 Benton County, Washington, do hereby certify that the merchandise or services herein specified have
 been received and that the following checks are approved for payment for the month of **December 2025**.

ACCOUNTS PAYABLE

Check Register Number	Check Number	Check Number	Date of Issue	In the Amount
298-25	92784	92785	12/1/2025	258.86 MDSE
299-25	ACH	ACH	12/3/2025	9,900.00 ACH
300-25	ACH	ACH	12/5/2025	8,475.00 ACH
301-25	92786	92850	12/5/2025	296,006.88 MDSE
302-25	92851	92851	12/5/2025	7,894.50 MDSE
303-25	92852	92853	12/8/2025	47,314.34 MDSE
304-25	ACH	ACH	12/8/2025	30,370.51 ACH
305-25	92854	92854	12/11/2025	92,192.96 MDSE
306-25	92855	92926	12/12/2025	733,790.28 MDSE
307-25	ACH	ACH	12/11/2025	503,985.70 ACH
308-25	ACH	ACH	12/12/2025	571,863.63 ACH
309-25	92927	92990	12/19/2025	554,507.80 MDSE
310-25	92938	92938	12/22/2025	(30,255.08) VOID
311-25	92991	92991	12/22/2025	30,255.08 MDSE
312-25	ACH	ACH	12/26/2025	302,403.95 ACH
313-25	92992	93070	12/29/2025	2,319,230.05 MDSE
314-25	ACH	ACH	12/31/2025	12,480.55 ACH
315-25	ACH	ACH	12/18/2025	35,280.28 ACH

Total \$ 5,525,955.29

*voids and prior period removed from total

AUTHORITY MEMBER
 1/15/2026

December 2025 vouchers audited and certified by Ben Franklin Transit's auditing officer as required by RCW 42.24.080, and those expense reimbursement claims certified as required by RCW 42.24.090, have been recorded on a listing which has been emailed to the Board members **January 15, 2026**.

ACTION: As of this date, January 15, 2026, I, _____
move that the following checks be approved for payment:

PAYROLL

Check Register Number	Check Number	Check Number	Date of Issue	In the Amount
525-25	ACH	ACH	12/12/2025	\$ 825,570.38 Payroll
525-26	ACH	ACH	12/26/2025	\$ 819,816.43 Payroll
525-37	ACH	ACH	12/31/2025	\$ 629.27 Payroll
Total				\$ 1,646,016.08

ACCOUNTS PAYABLE

Check Register Number	Check Number	Check Number	Date of Issue	In the Amount
298-25	92784	92785	12/1/2025	258.86 MDSE
299-25	ACH	ACH	12/3/2025	9,900.00 ACH
300-25	ACH	ACH	12/5/2025	8,475.00 ACH
301-25	92786	92850	12/5/2025	296,006.88 MDSE
302-25	92851	92851	12/5/2025	7,894.50 MDSE
303-25	92852	92853	12/8/2025	47,314.34 MDSE
304-25	ACH	ACH	12/8/2025	30,370.51 ACH
305-25	92854	92854	12/11/2025	92,192.96 MDSE
306-25	92855	92926	12/12/2025	733,790.28 MDSE
307-25	ACH	ACH	12/11/2025	503,985.70 ACH
308-25	ACH	ACH	12/12/2025	571,863.63 ACH
309-25	92927	92990	12/19/2025	554,507.80 MDSE
310-25	92938	92938	12/22/2025	(30,255.08) VOID
311-25	92991	92991	12/22/2025	30,255.08 MDSE
312-25	ACH	ACH	12/26/2025	302,403.95 ACH
313-25	92992	93070	12/29/2025	2,319,230.05 MDSE
314-25	ACH	ACH	12/31/2025	12,480.55 ACH
315-25	ACH	ACH	12/18/2025	35,280.28 ACH
Total				\$ 5,525,955.29

Check Register Nos. [298-25](#) to [315-25](#) and [525-25](#), [525-26](#) and [525-37](#) in the total amount of: **\$ 7,171,971.37**

The motion was seconded by _____ and approved by a unanimous vote.

BEN FRANKLIN TRANSIT
CHECK REGISTER CERTIFICATION
ACCOUNTS PAYABLE

CHECK REGISTER NUMBER 298-25
CHECK NUMBERS 92784 TO 92785
DATE 12/1/2025
PURPOSE APDEC25A VOUCHERS
AMOUNT \$258.86

"I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims."



Thomas Drozt (Dec 11, 2025 07:59:24 PST)

12/11/2025

AUDITOR

DATE

BEN FRANKLIN TRANSIT
CHECK REGISTER CERTIFICATION
ACCOUNTS PAYABLE

CHECK REGISTER NUMBER 299-25

ACH WIRE TRANSFERS

DATE EFFECTIVE IN BANK 12/3/2025

PURPOSE:

00082 HRA VEBA TRUST	\$9,900.00
TOTAL	\$9,900.00

"I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims."


Thomas Drozt (Dec 11, 2025 07:59:09 PST)

AUDITOR

12/11/2025

DATE

BEN FRANKLIN TRANSIT

CHECK REGISTER CERTIFICATION

ACCOUNTS PAYABLE

CHECK REGISTER NUMBER

300-25

ACH WIRE TRANSFERS

DATE EFFECTIVE IN BANK

12/5/2025

PURPOSE:

02518 SOMETHING UNLIMITED	\$8,475.00
TOTAL	\$8,475.00

"I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims."



Thomas Drozt (Dec 11, 2025 07:58:52 PST)

AUDITOR

12/11/2025

DATE

BEN FRANKLIN TRANSIT
CHECK REGISTER CERTIFICATION
ACCOUNTS PAYABLE

CHECK REGISTER NUMBER 301-25
CHECK NUMBERS 92786 TO 92850
DATE 12/5/2025
PURPOSE APDEC25B VOUCHERS
AMOUNT \$296,006.88

"I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims."



Thomas Drozt (Dec 11, 2025 07:58:32 PST)

12/11/2025

AUDITOR

DATE

BEN FRANKLIN TRANSIT
CHECK REGISTER CERTIFICATION
ACCOUNTS PAYABLE

CHECK REGISTER NUMBER 302-25
CHECK NUMBERS 92851 TO
DATE 12/5/2025
PURPOSE APDEC25C VOUCHERS
AMOUNT \$7,894.50

"I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims."



Thomas Drozt (Dec 11, 2025 07:58:12 PST)

12/11/2025

AUDITOR

DATE

BEN FRANKLIN TRANSIT
CHECK REGISTER CERTIFICATION
ACCOUNTS PAYABLE

CHECK REGISTER NUMBER 303-25
CHECK NUMBERS 92852 TO 92853
DATE 12/8/2025
PURPOSE APDEC25D VOUCHERS
AMOUNT \$47,314.34

"I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims."



Thomas Drozt (Dec 11, 2025 07:57:54 PST)

12/11/2025

AUDITOR

DATE

BEN FRANKLIN TRANSIT
CHECK REGISTER CERTIFICATION
ACCOUNTS PAYABLE

CHECK REGISTER NUMBER 304-25

ACH WIRE TRANSFERS

DATE EFFECTIVE IN BANK 12/8/2025

PURPOSE:

02072 WEX	\$30,370.51
TOTAL	\$30,370.51

"I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims."



Thomas Drozt (Dec 11, 2025 07:57:38 PST) 12/11/2025

AUDITOR DATE

BEN FRANKLIN TRANSIT
CHECK REGISTER CERTIFICATION
ACCOUNTS PAYABLE

CHECK REGISTER NUMBER 305-25
CHECK NUMBERS 92854 TO
DATE 12/11/2025
PURPOSE APDEC25E VOUCHERS
AMOUNT \$92,192.96

"I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims."



Thomas Drozt (Dec 12, 2025 16:45:47 PST)

12/12/2025

AUDITOR

DATE

BEN FRANKLIN TRANSIT
CHECK REGISTER CERTIFICATION
ACCOUNTS PAYABLE

CHECK REGISTER NUMBER 306-25
CHECK NUMBERS 92855 TO 92926
DATE 12/12/2025
PURPOSE APDEC25F VOUCHERS
AMOUNT \$733,790.28

"I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims."


Thomas Drozt (Dec 12, 2025 16:45:18 PST)
AUDITOR

12/12/2025
DATE

BEN FRANKLIN TRANSIT

CHECK REGISTER CERTIFICATION

ACCOUNTS PAYABLE

CHECK REGISTER NUMBER

307-25

ACH WIRE TRANSFERS

DATE EFFECTIVE IN BANK

12/11/2025

PURPOSE:

00014 NW ADMIN WA TMSTRS WEL TRST	\$503,985.70
TOTAL	\$503,985.70

"I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims."



Thomas Drozt (Dec 12, 2025 16:44:02 PST)

AUDITOR

12/12/2025

DATE

BEN FRANKLIN TRANSIT

CHECK REGISTER CERTIFICATION

ACCOUNTS PAYABLE

CHECK REGISTER NUMBER

308-25

ACH WIRE TRANSFERS

DATE EFFECTIVE IN BANK

12/12/2025

PURPOSE:

01609 AW REHN	\$1,409.10
02672 NATIONAL DRIVE	\$78.00
00432 DRS PERS 2 & 3	\$269,302.36
00532 DRS DCP	\$5,442.02
00430 IRS	\$281,572.35
00441 ICMA MISSION SQUARE	\$2,946.13
00286 TEAMSTERS LOCAL 839	\$9,670.00
00262 WA DCS CHILD SUPPORT	\$1,443.67
TOTAL	\$571,863.63

"I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims."



Thomas Droz (Dec 12, 2025 16:44:50 PST)

12/12/2025

AUDITOR

DATE

BEN FRANKLIN TRANSIT
CHECK REGISTER CERTIFICATION
ACCOUNTS PAYABLE

CHECK REGISTER NUMBER 309-25
CHECK NUMBERS 92927 TO 92990
DATE 12/19/2025
PURPOSE APDEC25G VOUCHERS
AMOUNT \$554,507.80

"I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims."



Thomas Droz (Dec 29, 2025 15:48:08 PST)

12/29/2025

AUDITOR

DATE

BEN FRANKLIN TRANSIT
CHECK REGISTER CERTIFICATION
ACCOUNTS PAYABLE

CHECK REGISTER NUMBER 310-25
CHECK NUMBERS 92938
VOID DATE 12/22/2025
CHECK DATE(S) 12/19/2025
AMOUNT \$30,255.08
PURPOSE AP VOID CHECK(S)

"I, the undersigned, do hereby certify, under penalty of perjury under the laws of the State of Washington, that the orginal instrument(s) was (were) either, 1) based upon the attached Affidavit(s) from the vendor(s), lost or destroyed and has (have) not been paid, or 2) is (are) in Ben Franklin Transit's possession and has (have) been determined to be null-and-void and that I am authorized to authenticate and certify the above and hereby the instrument(s) is (are) canceled."



Thomas Drozt (Dec 29, 2025 15:48:37 PST)
AUDITOR

12/29/2025

DATE

BEN FRANKLIN TRANSIT
CHECK REGISTER CERTIFICATION
ACCOUNTS PAYABLE

CHECK REGISTER NUMBER 311-25
CHECK NUMBERS 92991 TO 92991
DATE 12/22/2025
PURPOSE APDEC25H VOUCHERS
AMOUNT \$30,255.08

"I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims."



Thomas Drozt (Dec 29, 2025 15:47:46 PST)

12/29/2025

AUDITOR

DATE

BEN FRANKLIN TRANSIT

CHECK REGISTER CERTIFICATION

ACCOUNTS PAYABLE

CHECK REGISTER NUMBER

312-25

ACH WIRE TRANSFERS

DATE EFFECTIVE IN BANK

12/26/2025

PURPOSE:

00262 WA DCS CHILD SUPPORT	\$1,443.67
00441 ICMA MISSION SQUARE	\$3,013.65
00532 DRS DCP	\$5,457.74
02672 COMMUNITY NATIONAL DRIVE	\$78.00
00286 TEAMSTERS LOCAL 839	\$9,240.50
01609 AW REHN	\$1,409.36
00430 IRS	\$280,453.95
00414 WA DOR EXCISE TAX	\$1,307.08
TOTAL	\$302,403.95

"I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims."



Thomas Droz (Dec 29, 2025 15:47:26 PST)

12/29/2025

AUDITOR

DATE

BEN FRANKLIN TRANSIT
CHECK REGISTER CERTIFICATION
ACCOUNTS PAYABLE

CHECK REGISTER NUMBER 313-25
CHECK NUMBERS 92992 TO 93070
DATE 12/29/205
PURPOSE APDEC25I VOUCHERS
AMOUNT \$2,319,230.05

"I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims."



Thomas Drozt (Dec 29, 2025 15:47:05 PST)

12/29/2025

AUDITOR

DATE

BEN FRANKLIN TRANSIT
CHECK REGISTER CERTIFICATION
ACCOUNTS PAYABLE

CHECK REGISTER NUMBER 314-25

ACH WIRE TRANSFERS

DATE EFFECTIVE IN BANK 12/31/2025

PURPOSE:

00082 HRA VEBA TRUST	\$9,780.00
00430 IRS	\$165.14
00430 IRS	\$2,535.41
TOTAL	\$12,480.55

"I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims."


Thomas Drozt (Jan 7, 2026 15:48:16 PST)

AUDITOR

01/07/2026

DATE

BEN FRANKLIN TRANSIT

CHECK REGISTER CERTIFICATION

ACCOUNTS PAYABLE

CHECK REGISTER NUMBER

315-25

ACH WIRE TRANSFERS

DATE EFFECTIVE IN BANK

12/18/2025

PURPOSE:

00740 US BANK	\$35,280.28
TOTAL	\$35,280.28

"I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims."



Thomas Drozt (Jan 6, 2026 16:39:26 PST)

01/06/2026

AUDITOR

DATE

CHECK REGISTER CERTIFICATION

PAYROLL

CHECK REGISTER NUMBER 525-25

CHECK NUMBER	\$
ACH TRANSFER	<u>\$ 825,570.38</u>

PAYROLL DATE DECEMBER 12, 2025

PURPOSE: PPE 12/06/2025 AMOUNT: **\$825,570.38**

“I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims.”



AUDITOR

1-8-25

DATE

CHECK REGISTER CERTIFICATION

PAYROLL

CHECK REGISTER NUMBER 525-26

CHECK NUMBER	\$
ACH TRANSFER	<u>\$ 819,816.43</u>

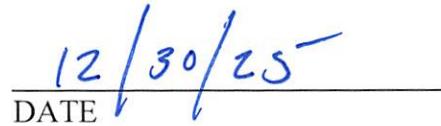
PAYROLL DATE DECEMBER 26, 2025

PURPOSE: PPE 12/20/2025 AMOUNT: **\$819,816.43**

“I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims.”



AUDITOR



DATE

CHECK REGISTER CERTIFICATION

PAYROLL

CHECK REGISTER NUMBER 525-37

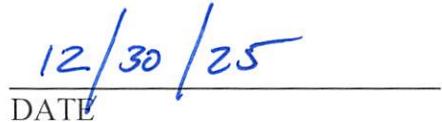
CHECK NUMBER	\$
ACH TRANSFER	<u>\$ 629.27</u>

PAYROLL DATE DECEMBER 31, 2025

PURPOSE: PPE 12/19/2025 AMOUNT: \$629.27

“I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, or the labor performed as described herein and that the claims are just, due and unpaid obligations against Ben Franklin Transit, and that I am authorized to authenticate and certify said claims.”


AUDITOR


DATE

**BEN FRANKLIN TRANSIT
RESOLUTION 01-2026**

**A RESOLUTION RECOGNIZING THE RETIREMENT OF BARRY HIGGINS AND HIS
21.5 YEARS OF SERVICE**

WHEREAS, Barry Higgins has served our community for the last 21.5 years as a Ben Franklin Transit (BFT) Fixed Route driver. We would like to thank Barry for his 21.5 years of service and positive impact on our customers, the agency, and his fellow employees; and

WHEREAS, Barry Higgins submitted his notice of retirement to BFT with an effective date of December 31, 2025.

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

1. Barry Higgins served BFT and the Tri-Cities community as a Fixed Route driver for 21.5 years.
2. The Ben Franklin Transit Board of Directors affirms the recognition of Fixed Route driver Barry Higgins for his professional efforts on behalf of the agency, its employees, and its customers. BFT wishes Barry the best in all his future endeavors and congratulates him on his retirement.

APPROVED AT A REGULAR BEN FRANKLIN TRANSIT BOARD OF DIRECTORS meeting held January 15, 2026, at 1000 Columbia Park Trail, Richland, Washington.

ATTEST:

Pauline Escalera, Clerk of the Board

Will McKay, Chair

APPROVED AS TO FORM BY:

Jeremy J. Bishop, Legal Counsel

Memorandum

Date: January 8, 2026

To: Thomas Drozt, Chief Executive Officer
From: Terry DeJuan, Senior Manager of Fleet Maintenance
Re: A Resolution Authorizing the Chief Executive Officer to Award Contract #1600 to GILLIG LLC for the Purchase of Up to Seven (7) 35-Foot Fixed Route Diesel Coaches Utilizing Washington State Contract #06719-01.

Background

Ben Franklin Transit (BFT) intends to replace seven (7) 2014 and 2015 fixed-route diesel coaches that have reached the end of their useful life. These vehicles currently average approximately 611,000 miles and are 11-12 years old, exceeding the Federal Transit Administration (FTA) minimum threshold of 12 years or 500,000 miles.

At the time production begins, anticipated in Quarter 1 of 2028, these coaches will be approximately 14 years old with an estimated 725,000 miles. Many of these coaches received an engine mid-life replacement in 2025 to extend their life until replacement vehicles could be purchased. They will be kept by putting them into a contingency non-revenue fleet to be used for training, special events, and as spares when a vehicle is out for an extended period such as an accident.

BFT will utilize Washington State Contract #06719-01 for this procurement. Leveraging this contract allows BFT to benefit from the state's volume pricing and streamlined procurement process, reducing both time and administrative costs compared to conducting an independent solicitation.

Funding

Budgeted: Yes

Project Number: FLT0046

Funding Source: Federal Funds – 85%: \$5,525,000

Budget Source: Local Match – 15%: \$975,000

Qty. of Vehicles	Total Not to Exceed Amount
Up To 7	\$6,500,000

Total cost includes vehicle, order change authority, sales tax and make ready costs.

Recommendation

1. Authorize the Chief Executive Officer to award Contract #1600 to GILLIG LLC for the purchase of up to seven (7) 35-foot fixed-route diesel coaches utilizing Washington State Contract #06719-01.

Forward as presented:

Thomas Drozt, Chief Executive Officer

**BEN FRANKLIN TRANSIT
RESOLUTION 02-2026**

A RESOLUTION AUTHORIZING THE CHIEF EXECUTIVE OFFICER TO AWARD CONTRACT #1600 TO GILLIG LLC FOR THE PURCHASE OF UP TO SEVEN (7) THIRTY-FIVE (35) FOOT FIXED-ROUTE DIESEL COACHES UTILIZING WASHINGTON STATE CONTRACT.

WHEREAS, Ben Franklin Transit (BFT) requires the replacement of seven (7) fixed route coaches that have exceeded their Federal Transit Administration's (FTA) defined useful life; and

WHEREAS, the State of Washington has a multi-year contract in place for fixed-route coaches, and BFT has an interlocal agreement with the State of Washington that allows BFT to utilize state contracts; and

WHEREAS, the not-to-exceed cost per fixed-route coach is \$928,572, which includes vehicle make-ready costs, sales tax, and change order authority; and

WHEREAS, the seven (7) fixed-route coaches will be funded through Federal Transit Administration grants and local capital improvement funds.

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

1. The Chief Executive Officer is authorized to award Contract #1600 to GILLIG LLC for the purchase of up to seven (7) thirty-five (35) foot fixed-route diesel coaches, utilizing Washington State Contract #06719-01.

APPROVED AT A REGULAR BEN FRANKLIN TRANSIT BOARD OF DIRECTORS' MEETING held January 8, 2025, at 1000 Columbia Park Trail, Richland, Washington.

ATTEST:

Pauline Escalera, Clerk of the Board

Will McKay, Chair

APPROVED AS TO FORM BY:

Jeremy J. Bishop, Legal Counsel

Memorandum

Date: January 15, 2026

To: Thomas Drozt, Chief Executive Officer

From: Kevin Sliger, Chief Planning and Development Officer

Re: Authorizing the Adoption of the 2026 Annual Service Plan

Background

The 2026 Annual Service Plan (ASP) consists of service change recommendations that will continue to prioritize equity and emphasize efficiency by making changes to the fixed route network with the goal of providing faster, more frequent, and more reliable service. Additionally, staff conducted thorough cost-benefit analyses to uphold quality while remaining financially prudent when making these recommendations. Most of the recommended service changes will be implemented in June 2026 with a few starting in August 2026. The 2026 ASP was released for public comment on November 16, 2025.

Recommended Fixed Route Service Changes:

Route Eliminations:

- Route 123s Tripper – morning AM trip eliminated and only Leslie Rd. portion of PM trip.
- Route 26s Tripper – remove one bus from the AM and PM trips

New Routes:

- Route 61 – Veteran’s Route – (Mon-Fri) New weekday service along A St. to include the Columbia Basin Veterans Center.
- Pasco Aquatics Center Pilot (Mon-Sat) – service for the new aquatics center
- Route 67 – Sunday Service Pilot – hourly service from 22nd to aquatics center
- Pasco Flea Market Pilot (Sat-Sun) – seasonal service (August-October 2026) through Downtown Pasco to the Flea Market.

Special Events

- Special Events – additional service for World Cup events and the Prosser Balloon Rally

Route Adjustments & Realignments:

- Richland Downtown Loop – potential adjustments to Richland routes as the Downtown Loop begins construction in Spring 2026.
- Reallocate tripper hours to serve overcrowding on routes and a tripper service for Amazon fulfillment center employees.
- Minor route and timing adjustments as needed

Recommended CONNECT Service Changes:

- Explore opportunities for area growth to meet the increasing demand from riders by adding points of interest based on community growth and need, particularly in areas where fixed-route options are limited or unavailable
- Improving app functionality

- Monitor driver partners, ensuring contracted service provides comprehensive training and the necessary tools to deliver exceptional service consistently

Recommended ADA/Dial-A-Ride Service Changes:

- DAR plans to implement a new dispatching module in 2026 that is expected to improve efficiency and pilot same day bookings.

Planned Rideshare Adjustments:

- New vehicles continue to be introduced into service to replace aging fleet. Up to 20 vehicles per year with 10 planned for 2026.
- Fare increase of 10% and a full review of fare structure.

Title VI Service Equity Analysis:

It has been determined that Route 61 outlined in the 2026 ASP is considered a major service change per BFT's Major Service Change Policy, thus a Title VI Service Equity Analysis was required. BFT staff conducted a Title VI Service Equity Analysis, and it was concluded that none of the recommended changes will result in a disparate impact to minority populations or low-income populations based on BFT's Disparate Impact Policy and Disproportionate Burden Policy. The recommended changes will result in a net increase in service for those affected.

Labor & Vehicle Resources:

Implementation of the 2026 ASP is estimated to require seven (7) additional operators for fixed route service in 2026. However, reaching the current approved headcount of 173 would suffice. Operations and Training staff will continue a hiring effort to address current labor shortages and work towards reaching the approved fixed route operator headcount

Fixed Route Vehicles Operated in Maximum Service (VOMS) are expected to grow from 57 to 62 on weekdays. 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 and utilizing four buses from the contingency fleet to be within Federal requirements around vehicle spare ratio, which should be 20%.

Public Comment:

BFT conducted public outreach on the 2026 ASP through an online interactive map, customer service feedback, and open houses. Marketing promoted the comment period, and all feedback is included in the 2026 ASP document. Below is a summary of key comments:

Access & Mobility

- Steep terrain limits walking and biking between Alphabet homes and Queensgate.
- Interest in improved non-freeway and neighborhood connections.

Service Coverage & Gaps

- No mid-day airport service between 9:00–14:00.
- Desire to extend service to new destinations (e.g., Pasco Aquatic Center, Ridgeline Dr./schools).

Operations & Reliability

- Short left-turn lanes at Lewis and Columbia create peak-hour delays.
- Requests to reroute to avoid difficult or delay-prone movements.

Routing & Network Design

- Add a non-express route over the Duportail Bridge.
- Reroute Route 50 (e.g., Quinault/Grandridge adjustments).
- Consider moving service off the freeway to Duportail/Wellsian.
- Interline Routes 41 and 40 to reduce transfers and improve access.

Scheduling

- Adjust schedules to consistent pulse times (:00/:30 or :15/:45).

Performance

- Some route segments underperform (e.g., Grandridge section of Route 50).

Positive Feedback & Support

- Strong support for Duportail Bridge service (27X currently serves this area).
- Appreciation for frequency and direct service from Richland to Tri-Cities Airport.
- Support for planning ahead for the new aquatic center.

Public Hearing:

January 15, 2026, at 6 p.m. during the BFT Board Meeting

Location: Ben Franklin Transit Board Room located at 1000 Columbia Park Trail, Richland, WA 99352

The complete 2026 ASP can be viewed on the BFT website at: <https://www.bft.org/about/annual-service-plan>

Funding

Budgeted:	Yes
Budget Source:	Capital and Operating Budget
Funding Source:	FTA, State, and Local

Recommendation

Authorize the Chief Executive Officer to adopt the 2026 Annual Service Plan.

Forward as presented:

Thomas Drozt, Chief Executive Officer

**BEN FRANKLIN TRANSIT
RESOLUTION 03-2026**

A RESOLUTION AUTHORIZING THE ADOPTION OF THE 2026 ANNUAL SERVICE PLAN

WHEREAS, Planning staff have worked with Operations, Finance, and Marketing as well as the public to identify needed service changes that are intended to improve accessibility and efficiency and have incorporated the recommended changes into the 2026 Annual Service Plan; and

WHEREAS, Planning staff have completed a review of the adopted 2026 operating budget and identified labor requirements for implementation of service changes outlined in the 2026 Annual Service Plan; and

WHEREAS, A Title VI Service Equity Analysis was conducted to identify if the coming service change may impose adverse effects on low-income and minority populations, and finding no adverse impacts are expected but rather a net positive change; and

WHEREAS, Planning and Marketing staff published and advertised the draft document and incorporated public comments into the 2026 Annual Service Plan.

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

The Chief Executive Office is authorized to adopt the 2026 Annual Service Plan and implement the outlined recommendations as detailed.

APPROVED AT A REGULAR BEN FRANKLIN TRANSIT BOARD OF DIRECTORS meeting held Thursday, January 15, 2026, at 1000 Columbia Park Trail, Richland, Washington.

ATTEST:

Pauline Escalera, Clerk of the Board

Will McKay, Chair

APPROVED AS TO FORM BY:

Jeremy J. Bishop, Legal Counsel



BEN FRANKLIN
TRANSIT

2026 Annual Service Plan

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2026 Annual Service Plan

Executive Summary

At Ben Franklin Transit (BFT), our mission is to provide safe, reliable, and accessible transportation services that enhance the quality of life in our communities. Each year, we develop an Annual Service Plan (ASP) that reflects our ongoing commitment to meeting the evolving mobility needs of the Tri-Cities region.

In January 2021, BFT's Board of Directors adopted the ASP Policy, creating a structured approach to align service planning with operational delivery. This policy plays a vital role in shaping budgetary decisions and determining annual labor needs. The ASP is developed through a collaborative process that incorporates insights from both community members and BFT staff. As part of this process, BFT conducts a thorough analysis of service data to identify opportunities for service enhancements and operational improvements. This data-driven approach ensures that our transit services remain adaptable to the changing needs of our riders while making the most effective use of available resources.

The 2026 ASP outlines proposed service changes, performance evaluations, and strategic initiatives that support our long-term goals. It is informed by data analysis, rider feedback, and regional transportation priorities. This collaborative and transparent process ensures that BFT services remain efficient, equitable, and responsive to the needs of our riders and the communities we serve. 2026 service change recommendations are detailed in this document and include:

- 1) Additional Service to Address Overcrowding
- 2) Columbia Basin Veterans Service
- 3) Special Event Service
- 4) Richland's Downtown Loop

As we look ahead, this plan positions BFT to adapt to current challenges, pursue new opportunities, and continue delivering high-quality transit services that support sustainable growth and regional connectivity.

Recap of 2025 ASP Implementation

2025 ASP recommendations (Figure 1) emphasized efficiency, aligning with the BFT Board of Directors' directive to enhance the cost-effectiveness of systemwide services. Reducing

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travel time by providing more limited-stop, cross-town trips was also an intended outcome of the 2025 ASP service recommendations. The network saw an overall reduction of 20,303 annual revenue hours reallocated to accomplish these changes.

Figure 1 2025 Annual Service Plan Planned Operating Changes

Route	Recommendations	Implementation Date	Estimated Peak Vehicle Change	2025 Estimated Annual Revenue Hour Change
Express 2X	METRO route with limited-stop express service between Richland and Pasco	June 2025 (15-minute service added August 2025)	4	7,378
Express 240X	Limited-stop express service between Richland and Kennewick	June 2025	1	4,348
Express 27X	Limited-stop express service between Queensgate and N Richland	December 2025 (planned)	2	3,842
Route 10	30-min. service (Rt. 20 interline). End at 7 p.m. on Saturdays.	June 2025	0	1,419*
Route 20	Interline for increased frequency on Route 10. 60 minutes after 7 p.m. on Saturdays.	June 2025	0	-1,639*
Route 26	End at 7 p.m. on Saturday	June 2025	0	-226
Route 40	Extend to 10 p.m. on Saturday	June 2025	0	104
Route 41	Route shortened to a 30-min one-way clockwise loop running weekday only	June 2025	-1	-4,771
Route 42	End at 7 p.m. on Saturday	June 2025	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	June 2025	0	84
Route 48	End at 7 p.m. on Saturday	June 2025	0	-206
Route 50	End at 7 p.m. on Saturday	June 2025	0	-104
Route 65	Route realignment to better serve Pasco High School. End route at 7 p.m. on Saturday.	June 2025	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.	June 2025	1	2,240
Route 68	Mid-route interline with Route 67 every 30 minutes from 6 a.m. to 8 p.m. weekdays only.	June 2025	1	5,597
Route 170	End at 7 p.m. on Saturdays.	June 2025	0	-104

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Route	Recommendations	Implementation Date	Estimated Peak Vehicle Change	2025 Estimated Annual Revenue Hour Change
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.	June 2025	1	3,698
Route 268	Route eliminated.	June 2025	-3	-12,784
Total			6	8,406

*Combined total revenue hours from interline: -220.

2026 ASP Service Change Recommendations Summary

The 2026 ASP service change recommendations are projected to require a total of 9,056 additional annual revenue hours and 6,044 pro-rated revenue hours for 2026, since implementation will begin in June and August and not cover the full year (Figure 2). Total annual revenue hours will be 244,143 with a prorated total of 241,131. This expansion will add 7 additional peak vehicles and bring the total fleet requirement to 75 vehicles, with a planned spare ratio of 20% (Figure 3). Operator staffing needs are expected to grow by one position, resulting in a final headcount of approximately 173 operators.

The following service changes are recommended for fixed-route service. Implementation would begin in June and August of 2026:

- **Deploy “Tripper” Service to Address Overcrowding:** Additional service allocation to support routes operating at or near full capacity during peak periods (including Route 3), as well as employment shuttles.
- **Discontinuation of Route 123s Service:** Discontinue Route 123s morning tripper service due to low ridership and utilize resources elsewhere and remove the Leslie Road portion of the afternoon trip.
- **Discontinuation of Low-Ridership Route 26s Trips:** Discontinue 7:15 a.m. trip due to low ridership and remove the 3:00 p.m. afternoon trip.
- **Columbia Basin Veterans Service (Route 61):** Explore the feasibility of adding a local Pasco route serving the western extent of A Street and the Veterans Center.
- **Support for Special Events:** Allocation of an additional 2,000 revenue hours for upcoming special events, including the Prosser Balloon Rally and FIFA World Cup activities.

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- **Pasco Aquatics Center Pilot Shuttle:** Add or modify route alignments and stop patterns to provide more direct service to the Aquatics Center and West Pasco neighborhoods.
- **Pasco Flea Market Service Pilot:** Seasonal/weekend pilot service to support access to the Pasco Flea Market beginning in August 2026 and running through the end of the market season in October. BFT will assess Flea Market attendance in Spring to determine if downward trends in attendance continue. Staff may recommend delaying implementation of this service if resource constraints exist.
- **Realignment of Routes for Richland's Downtown Loop:** Construction is expected to begin in Spring 2026. Street realignments will impact Routes 1, 26, 123, and 225.
- **Amazon Warehouse Service Adjustment:** Deploy a targeted weekday tripper or modify existing route schedules to improve service to the Amazon Fulfillment Center, aligning trips with employee shift changes.
- **Minor route realignments and schedule adjustments as needed:** Schedules can be impacted by the change in ridership, traffic variations and bus stop spacing. Planning staff will continue to monitor and update as needed.

Figure 2

2026 ASP Service Change Recommendations Summary

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

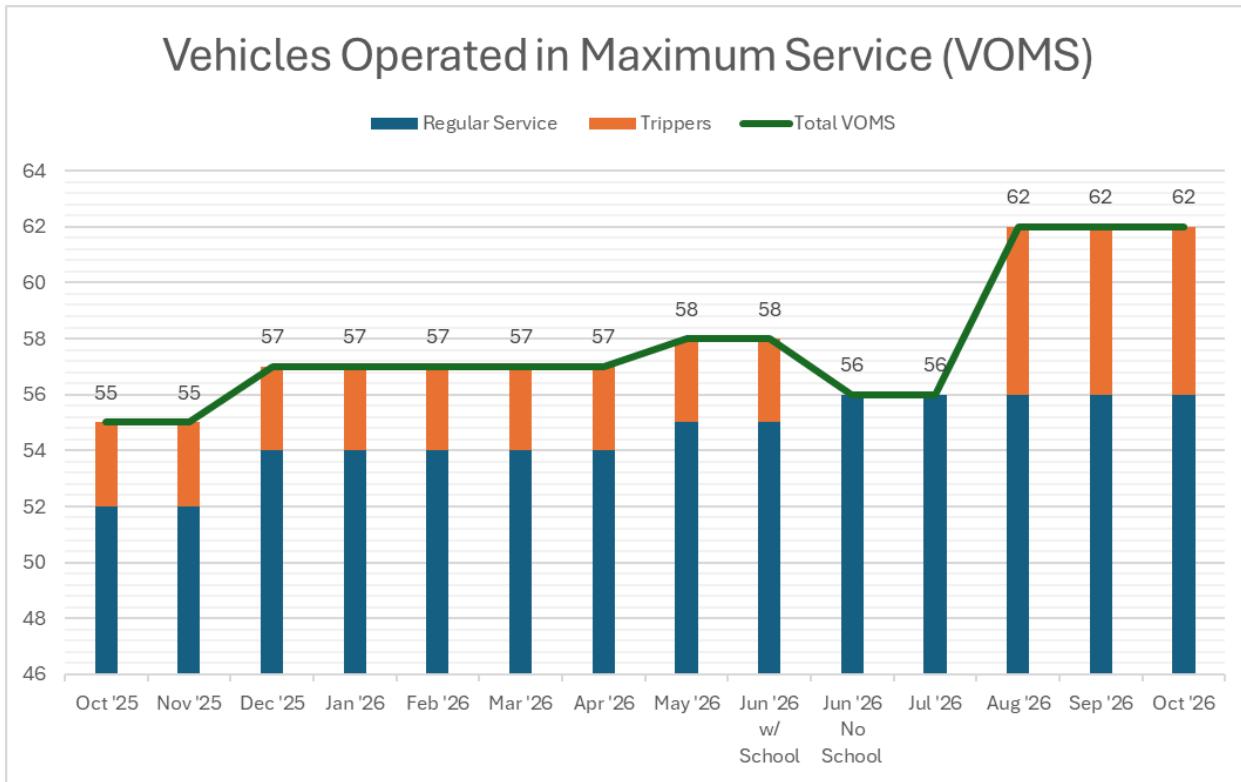
*Partial grant-funded hours for FIFA

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Figure 3

2026 ASP Vehicle Needs Projection



The feasibility of implementing the 2026 ASP in part or whole will be contingent on staffing and available resources.

Fixed-Route Recommendations

This section describes a series of service changes recommended for BFT's fixed-route service in 2026. Implementation would be scheduled to occur in June and August of 2026.

Transit service recommendations were evaluated using a range of system performance, ridership, and demographic data detailed in the supporting appendices. Appendix A provides a systemwide summary of key metrics such as ridership, revenue hours, and on-time performance, establishing a baseline of overall service characteristics. Appendix B examines ridership by stop to highlight location-specific demand patterns. Appendix C presents results from an analysis of CONNECT ridership, offering insights into system connectivity and travel flows. Demographic considerations are addressed in Appendix D, which evaluates systemwide trends, and Appendix E, which focuses on population, employment and equity characteristics within the urban area and compares weekday versus Sunday coverage.

Together, these resources provide the analytical foundation for developing and assessing service recommendations, as well as developing potential future-year improvements that are also described in this document.

Deploy Tripper Service to Address Overcrowding

Several routes in the system operate at or near full capacity during peak periods, with Route 3 regularly exceeding optimal load levels. These trends point to an increasing need for added frequency and capacity to maintain service quality and support continued ridership growth.

While current vehicle and staffing constraints limit the ability to fully address these needs in the short term, strategic adjustments may be necessary. In particular, addressing overcrowding on Route 3 by reallocating resources from the low-ridership Route 123s tripper.

Discontinuation of Route 123s Service

In recent years, BFT staff recommended discontinuing Route 123s Tripper due to minimal ridership. However, following community feedback to preserve the route, the BFT Board of Directors instructed staff to continue operating it and increase marketing efforts, with plans to review performance at a later date. Adjustments were also made to the Tripper to address overcrowding on Route 123 in Central Richland, which boosted Tripper ridership.

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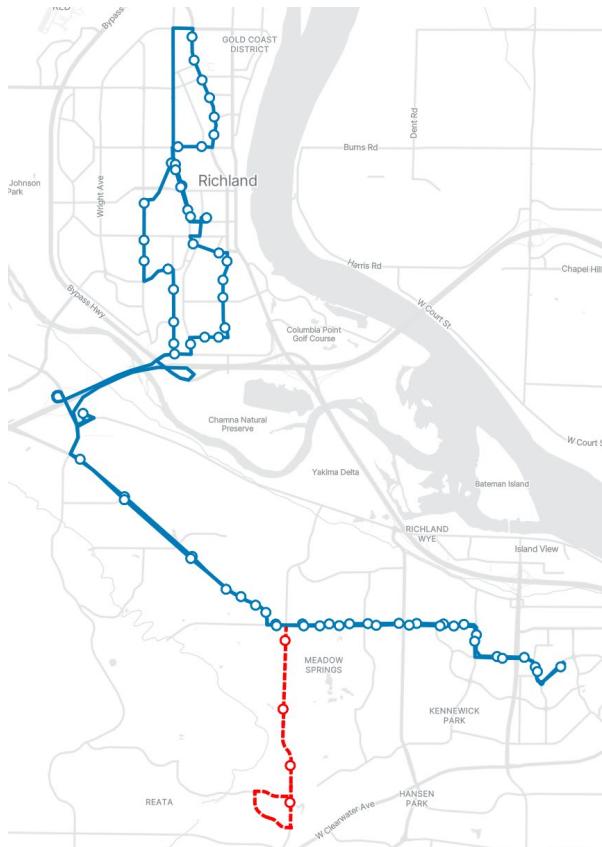
However, the deviation along Leslie Road south of Gage Boulevard has seen declining use, and as of the 2025 school year, ridership along Leslie Road is minimal to nonexistent. It is the recommendation of BFT Planning staff to completely discontinue Route 123s morning Tripper and utilize those resources elsewhere, including to help relieve overcrowding on other routes in the system.

Students who board Route 123s near Leslie and Gage will have the current Route 123 as an alternative that provides similar routing. The afternoon tripper will be kept for now to help alleviate congestion along Jadwin but eliminate the Leslie Road portion (Figure 5). Planning staff will continue to monitor the afternoon tripper to determine if it will be kept.

Figure 4 *Route 123s Discontinued Service Characteristics*

Service Window	Operating Hours	Estimated Peak Vehicle Change	Annual Revenue Hours (Current)	Annual Revenue Hour Estimate (Proposed)
Weekday	-	-1	-97	-126
Saturday	-	-	-	-
Sunday	-	-	-	-

Figure 5 *Route 123s PM Leslie Road Elimination*



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Route 26s Reductions

The 2025 school year has shown a decline in certain trips of Route 26s, most notably the 7:15 a.m. and the 3:00 p.m. trips. Ridership will continue to be evaluated. The regular Route 26 provides a 20-minute service and offers opportunities for load distribution. Should those trips be removed, it would result in prorated and annual reduction of 49 and 63 revenue hours respectively. Planning staff will continue to monitor throughout the fall and spring of the school year to determine feasibility.

Columbia Basin Veterans Service (Route 61)

Several areas along the proposed Route 61 have been underserved by transit, creating limited access. These include the Flamingo Village Mobile Home Park, the Columbia River Walk Apartments, Bishop Skylstad Commons, and the neighborhood between Ainsworth and A Street east of 10th Ave that includes the Columbia Basin Veterans Center and Inspire Development Centers.

For these areas, Route 61 provides connections to 22nd Avenue Transit Center, downtown Pasco, and direct service to St. Vincent de Paul Food Bank & Community Services. Route 61 will briefly overlap Route 65 along Columbia Street and Route 3 along 10th Avenue to create transfer opportunities.

The route will operate Monday through Friday from 7:30 a.m. to 5:00 p.m. with the last trip departing at 5:00 p.m. from 22nd Avenue Transit Center.

Figure 6 *Route 61 Proposed New Service Characteristics*

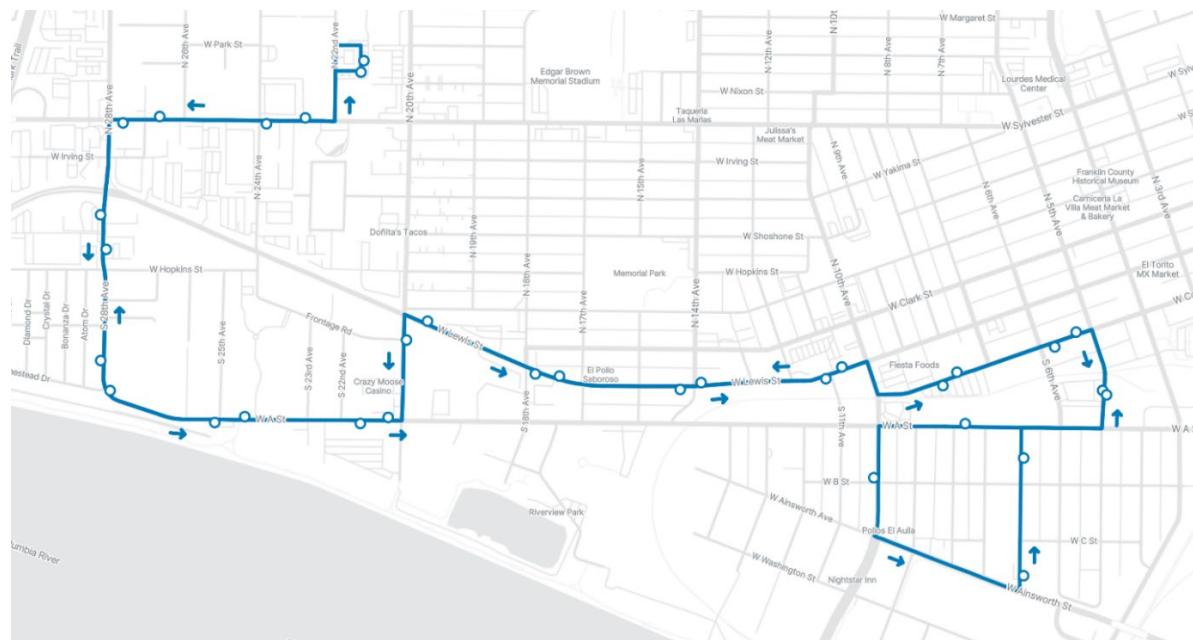
Service Window	Operating Hours	Estimated Peak Vehicle Change	Annual Revenue Hours (Current)	Annual Revenue Hour Estimate (Proposed)
Weekday	7:30 a.m. to 5:00 p.m.	1	-	2,560
Saturday	-	-	-	-
Sunday	-	-	-	-

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Figure 7

Route 61 Proposed Route Alignment



Support for Special Events

The current trend in regional transportation is an increase in special event attendees using public transit to attend special events. Most local special events have seen an increase in ridership year-over-year. A recent example was providing service for the Prosser Balloon Rally's Night Glow event in September 2025. The service generated 300 boardings, which was exceptional for a first-time event. The Benton Franklin Fair & Rodeo and the City of Pasco's Lampson Cable Bridge Run are other annual events with notable increasing demand for public transportation.

In Summer 2026, Seattle will host the FIFA World Cup, which is anticipated to be the largest sporting event our region has seen. BFT staff have been in coordination with WSDOT and regional agencies awaiting plans from local jurisdictions to take shape for local watch parties.

Other seasonal activities with significant attendance are the Pasco Flea Market and the anticipated opening of the regional Pasco Aquatics Center. These are covered in more detail in the following sections.

BFT staff recommend allocating an additional 2,500 revenue hours for upcoming trippers and special events. The portion used for FIFA activities is expected to be reimbursed by WSDOT.

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Pasco Aquatics Center Pilot Shuttle

BFT intends to implement seasonal service to provide more direct and frequent connections to the new Pasco Aquatics Center and surrounding West Pasco neighborhoods, with service operating tentatively from May through September. The goal is to improve access to recreational facilities and enhance overall regional connectivity.

BFT will continue evaluating the best way to serve this area, which may require schedule adjustments or minor routing deviations to existing service. It is anticipated that weekend service could begin as early as Memorial Day in 2026.

Seasonal Weekday and Saturday Neighborhood Circulator Pilot

BFT staff proposes a neighborhood circulator serving areas north of I-182, providing direct service to the new Pasco Aquatics Center. The route connects with Routes 67 and 225 and offers more direct travel from the 22nd Avenue Transit Center by using I-182 to reach Road 68. Service will operate on weekdays during summer break and on Saturdays year-round. Operating hours will be confirmed once times are published for the Aquatics Center.

Figure 8 Pasco Aquatics Center Neighborhood Circulator Pilot



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Figure 9

Pasco Aquatics Center Proposed New Service Characteristics

Service Window	Operating Hours	Estimated Peak Vehicle Change	Annual Revenue Hours (Current)	Annual Revenue Hour Estimate (Proposed)
Weekday	TBD	1	-	2,560
Saturday	TBD	1	-	510
Sunday	TBD		-	

Pasco Aquatics Center Route 67 Variant – Sunday Service

Route 67 is the top priority for adding Sunday service, based on demographic data, ridership and coverage analyses, and recent public survey feedback. It will operate hourly with one bus to gauge demand, and its ending terminus will be at the Pasco Aquatics Center. Route timing will be conducted once Road 108 is finished, which may cause adjustments to the route if there is not enough time to complete it in an hour.

Figure 10

Pasco Aquatics Center Route 67 Variant – Sunday Service

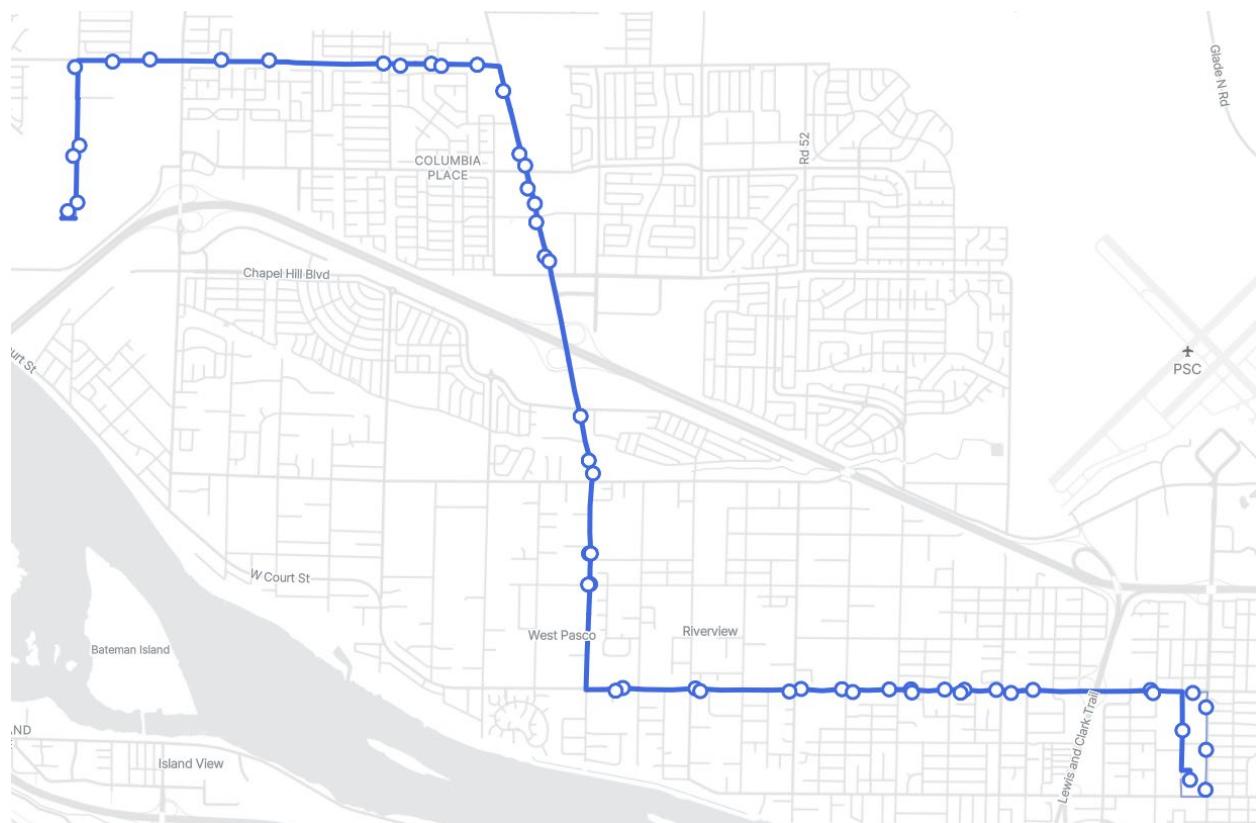


Figure 11

Pasco Aquatics Center Route 67 Proposed New Service Characteristics

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Service Window	Operating Hours	Estimated Peak Vehicle Change	Annual Revenue Hours (Current)	Annual Revenue Hour Estimate (Proposed)
Weekday	TBD	-	-	
Saturday	TBD	-	-	
Sunday	TBD	1	-	520

Pasco Flea Market Service Pilot

Service to the Pasco Flea Market has been a long-standing request from the public. The market operates from March through October and sees a significant attendance of 8,000 to 10,000 during cooler spring/fall weather, dropping to 4,500 to 5,000 during warmer summer months. Record attendance was recorded in Spring 2025 with approximately 20,000 people attending on a Sunday. Attendance fell over the summer due to ag industry impacts, though the lowest recorded Sunday attendance was still 3,700.

To address this demand, staff recommend implementing a weekend-only pilot service beginning in August 2026 and running through the end of the market season in October.

BFT will assess Flea Market attendance in the spring to determine if downward trends in attendance continue. Staff may recommend delaying implementation of this service if resource constraints exist.

In addition to serving the Flea Market, the route will function as a Downtown Pasco circulator, helping to reduce parking congestion, increase ridership, and improve community access to local destinations.

This pilot will help evaluate long-term service potential based on ridership, operational performance, and community feedback. Feasibility will improve when the City of Pasco connects E Lewis Place with S Road 40 E.

Figure 12 Pasco Flea Market Proposed New Service Characteristics

Service Window	Operating Hours	Estimated Peak Vehicle Change	Annual Revenue Hours (Current)	Annual Revenue Hour Estimate (Proposed)
Weekday	-	-	-	-
Saturday	7:00 a.m. to 4:00 p.m. (seasonal)	1	-	315
Sunday	8:00 a.m. to 4:00 p.m. (seasonal)	1	-	280

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Figure 13

Pasco Flea Market Proposed Route Alignment



Realignment of Routes for Richland's Downtown Loop

The City of Richland is converting George Washington Way and Jadwin Avenue into a one-way couplet through the downtown core. Transit routes that currently run bi-directionally on George Washington Way or Jadwin Avenue will need to be reconfigured. Buses may have to loop differently, change which street is used for north- versus south-bound service, and possibly use alternate roads in parts of downtown. BFT Planning staff have been working with the city for bus stop relocation to ensure they remain accessible, safe, and convenient for pedestrians given modified crosswalks, sidewalks, and bike lanes. Construction is planned to begin in Spring 2026.

Amazon Warehouse Service Adjustment

A new tripper route is being developed to serve the Amazon warehouses along S Road 40 E in Pasco. Currently, the timing of Route 64's connections at the 22nd Avenue Transit Center causes the bus to arrive slightly late to Amazon, making it less convenient for employees.

BFT Planning staff plan to resume discussions with Amazon to design and promote a dedicated shuttle from the 22nd Avenue Transit Center. However, there has been hesitation from BFT Planning staff about providing this service due to the lack of early morning trips. The current 6:00 a.m. start time does not allow enough time for riders traveling from other cities to reach Amazon by the start of their shifts.

To address this, planning staff are exploring options to extend service hours in 2027, particularly in the early morning, to better accommodate commuter needs and make these connections more feasible, which is aligned with the goals of the long-range transit plan (LRTP).

Minor Route Realignments and Schedule Adjustments as Needed

Schedules can be impacted by the change in ridership, traffic variations, and bus stop spacing. Planning staff will continue to monitor and update as needed.

Additional Fixed-Route Service

Needs and Opportunities

Sunday Service

Overall, more robust Sunday service is needed and warranted in the BFT system.

- Route 67 is the highest priority for Sunday service based on demographic, ridership, and coverage analysis, as well as requests from the public in recent survey efforts.
- Along with demonstrated ridership demand, Route 65 fills an important gap in an area of high transit need and should be considered next.
- Route 42 should also be considered for Sunday service based on ridership demand and coverage gaps.
- While ridership demand on Routes 10, 20, 26, 48, 50, and 170 does not appear to be as strong as other routes, they play a role in connecting locations where demographics suggest higher transit needs, as well as filling coverage gaps on Sunday.
- Based on survey responses received as part of BFT's LRTP effort, Routes 67, 26, 20, 170, and 65 had the highest proportion of requests for Sunday service from the public.

Depending on available resources and other BFT agency goals, potential suggested priority order for implementation of Sunday service would be Route 67, 65, 42, 20, 26, 170, 48, 50, and 10.

Potential Locations for New Service Coverage

Based on an analysis of current CONNECT trip requests, the following locations may warrant fixed-route service:

1. **Finley:** River View High School/Finley Middle School
2. **North Pasco/King City:** Pasco Processing, Americold Logistics Pasco
3. **South Kennewick:** Santiago Country View Estates
4. **West Clearwater:** West Clearwater Rd, Desert Hills Middle School, Ridgeline Drive
5. **Badger Mountain Westgate:** Dallas/Trowbridge Road new construction homes
6. **South Richland:** Leslie Road/Hills West
7. **West Richland:** Keene Road

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Additionally, based on analysis of demographics in BFT's service area, the Hildebrand/Bob Olson Parkway new construction homes area of South Kennewick represents a current service gap in a higher-need area.

Improved Service Span

Transit planners evaluate demand for longer hours of service by analyzing ridership data and travel patterns, especially on the first morning and last evening trips. Consistently high ridership on these trips often signals that passengers desire to travel earlier or later than current schedules allow, indicating unmet demand for extended hours. By examining these trends, along with customer feedback, employment patterns, and equity considerations, planners can determine where expanding early morning or late evening service would most effectively meet community needs.

Based on April/May 2025 ridership data, possible demand exists for the following service span adjustments:

1. **Route 40:** Later inbound service on Sunday
2. **Route 1:** Earlier outbound service on weekdays
3. **Route 65:** Earlier service on weekdays
4. **Route 1:** Earlier outbound service on Sunday
5. **Route 42:** Later inbound service on weekdays
6. **Route 123:** Earlier service on weekdays
7. **Route 1:** Earlier outbound service on Saturday
8. **Route 3:** Earlier inbound service and later outbound service on Sunday
9. **Route 47:** Later inbound service on Sunday
10. **Route 64:** Earlier service on Saturday
11. **Route 40:** Later outbound service on weekdays
12. **Route 48:** Later outbound service on Saturday
13. **Route 47:** Earlier outbound service on Sunday and Saturday
14. **Route 65:** Earlier service on Saturday

Additional details about potential service span improvements are provided in Figure 14

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Figure 14

Recommended Future Service Span Improvements

	Route	Proposed Service Span Adjustment	Proposed New Trip Time(s)	Adjacent Trip Daily Riders	Adjacent Trip Annual Riders	Estimated Annual Revenue Hour Impact	Adjacent Trip Riders per New Revenue Hour
1	40	Later southbound service on Sunday	6:30pm	8.4	436	26	16.8
2	1	Earlier westbound service on weekdays	5:45am	7.7	1,951	128	15.3
3	65	Earlier service on weekdays	5:30am	14.9	3,807	255	14.9
4	1	Earlier westbound service on Sunday	7:30am	9.8	507	39	13.0
5	42	Later eastbound service on weekdays	9:30pm	6.4	1,631	128	12.8
6	123	Earlier service on weekdays	5:30am outbound; 5:27am inbound	17.3	4,418	383	11.6
7	1	Earlier westbound service on Saturday	6:30am	5.7	295	26	11.3
8	3	Earlier northbound service on Sunday	7:30am	10.9	566	52	10.9
9	3	Later southbound service on Sunday	6:30pm	9.9	514	52	9.9
10	47	Later eastbound service on Sunday	6:30pm	8.4	436	52	8.4
11	64	Earlier service on Saturday	6:30am	6.3	329	52	6.3
12	40	Later westbound service on weekdays	8:15pm	6.3	1,595	255	6.3
13	48	Later westbound service on Saturday	9:30pm	5.8	300	52	5.8
14	47	Earlier westbound service on Sunday	7:30am	5.1	267	52	5.1
15	47	Earlier westbound service on Saturday	6:30am	4.8	248	52	4.8
16	65	Earlier service on Saturday	6:30am	4.6	237	52	4.6
Total					17,536	1,655	

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Frequency Improvements/Trippers

Several routes in the system operate at or near full capacity during peak periods. Based on April/May 2025 data, Routes 1, 3, 40, 47, 65, 123, and 225 may warrant frequency improvements on weekdays based on strong ridership patterns. In particular, Route 3 may require extra trips to address max load issues. Route 170 should also be considered for **consistent hourly service** on weekdays and Saturday to promote useful regional connections.

The following table outlines proposed route adjustments aimed at responding to current demand while positioning the system for future growth. As ridership continues to increase, capacity-related investments will become increasingly critical.

Figure 15 *Recommended Future Frequency Improvements*

Route	Proposed Improvement	Estimated Annual Revenue Hour Impact	New Peak Buses
1	65	15-minute frequency from 1:30 to 3:30pm on weekdays	1,020
2	40	15-minute frequency from 1:45 to 3:45pm on weekdays	1,020
3	3	12-minute frequency from 6am to 7am on weekdays	255
4	1	10-minute frequency from 1:30 to 3:30pm on weekdays	1,530
5	47	15-minute frequency from 1:30 to 3:30pm on weekdays	2,040
6	123	15-minute frequency from 6am to 8pm on weekdays	14,280
7	225	15-minute frequency from 6am to 5pm on weekdays	5,610
Total		22,755	17

Route Design/Scheduling

Based on a review of BFT's existing route network and transit planning best practices, the following opportunities were identified:

- **Consider ways to eliminate loop routes.** Routes should operate along the same alignment in both directions to make it easy for riders to know how to get back to where they came from. There are opportunities to evaluate the service design of Route 25 and Route 41 to operate bi-directional or reallocate resources to other services.
- **Evaluate opportunities to improve unproductive service.** Route 50 is one of the lowest-productivity routes in the system, and much of its alignment is duplicative with Route 123. Service and scheduling should be evaluated to ensure the best use of resources; potential opportunities include offsetting departure times from Three Rivers Transit Center with Route 123 to provide 15-minute service to Columbia

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Center Mall, extending the route to improve systemwide service coverage, or reallocating resources to other routes.

- **Review opportunities to ensure service consistency.** Service should be designed so it is easy to use and intuitive to understand. On Route 26, BFT could consider keeping evening coverage on the 8:30, 9:00, and 9:30 p.m. trips by dropping the frequency to 40 minutes instead of 30 minutes—this would retain consistent service for the “Tides at Willow Pointe” apartment complex. BFT should also consider ways to align weekday and weekend service levels. For example, this could include reinstating Saturday service on Route 41 or improving weekday service frequency on Route 170 to hourly.
- **Consider realigning service to meet new ridership generators, especially if realignment is cost neutral.** For example, BFT could consider realigning Route 10 to serve the new Costco in Queensgate once the planned roundabout at Duportail & Kennedy is constructed. There may also be demand to revise Route 10’s alignment to serve the higher-density Keene & Belmont section of West Richland, which demonstrates demand to Flat Top Community Park based on CONNECT trips.
- **Review parallel service design in Kennewick.** A large number of parallel routes (Routes 1, 40, 42, and 48) operate in Kennewick. It may be worth evaluating if the existing east-west service design matches desired travel patterns, as well as if any of these routes could be combined into higher-frequency service to better meet rider needs and maximize available resources.
- **Consider redesign of service in Richland.** Several overlapping and parallel routes exist in Richland, including high-frequency service on Route 1. BFT could consider the potential to save resources or create higher-frequency service by combining or reallocating Route 25, 26, and 123.

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Short-Range Transit Plan Outlook

BFT Planning staff expect to create a short-range plan to coincide with identified growth areas and needs identified in the LRTP. The following are tentative plans proposed for 2027.

- **West Clearwater Local Route:** Fixed-route service to support Desert Hills Middle School and high-density housing along Ridgeline Dr.
- **King City Commuter Route Pilot:** New pilot service to test fixed-route service to the Pasco Industrial Park in the King City Area
- **Route 2X Midday Service:** New 30-minute midday service
- **Weekday Service Span Improvements:** Earlier weekday service beginning at 5:30 a.m. on core network routes (Routes 1, 3, 40, 47, 64, 123, and 225) along with strategically adding trips and/or more consistent service on four routes (Route 25, 41, 42, and 170) due to scheduling adjustments.
- **Sunday Service Span Improvements:** Earlier Sunday service beginning at 7:00 a.m. on Routes 1, 3, 40, 47, 64, 123, and 225.

Figure 16 2027 ASP Service Change Potential Recommendations Summary

Route/Service	Recommendation	Estimated Peak Vehicle Change	Estimated 2026 Revenue Hours*	Estimated Annual Revenue Hours
West Clearwater	New 30-minute service from 6 a.m. to 8 p.m. on weekdays	1	1,974	3,584
King City	Pilot commuter service from 5:00 a.m. to 9:00 a.m. and 4:00 p.m. to 9:00 p.m. on weekdays	2	2,820	5,120
Route 2X	New 30-minute midday service	-	1,306	2,372
Route 1, 3, 25, 40, 41, 42, 47, 64, 123, 170, 225, and 240	Weekday service span improvements	-	2,602	3,883
Routes 1, 3, 40, 47, 64, 123, and 225	Sunday service span improvements	-	573	1,040
Total			9,275	15,999
*Assumes service begins in June 2027				

Bus Stops & Amenities Program

BFT Planning staff will conduct a comprehensive analysis of all current bus stop locations between October 2025 and June 2026 to identify ideal sites that meet safety, accessibility, and efficiency standards through proper spacing. During this process, roughly 100-120 total stops will be added, moved, or removed to achieve optimal location goals.

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Construction and amenity upgrades will continue throughout 2026, with targets to bring 35 additional stops into ADA compliance, install 15 new shelters, and add 20 benches across the system.

A Reflective Pole Pilot Program will launch in early 2026 to install reflective panels on bus stop poles along two routes, improving nighttime visibility for riders and operators. Based on pilot results, a full system rollout is planned for later that year.

In Summer 2026, an updated version of the Bus Stop Guidelines and Design Standards will be released to reflect current best practices and ensure consistency across the network. Later in the fall, a full system audit of all bus stops will be conducted to assess ADA compliance, identify upgrade opportunities, and improve the accuracy of stop-level data for more effective decision-making.

As part of BFT's broader system modernization, all bus stop signage will be updated to a more informative and ADA-compliant design between late 2026 and mid-2027. The first phase will focus on design and printing, followed by a second phase completing system-wide installation.

Frequent Service Corridor (Q3 2024 – Q4 2030)

This project is one of several supported by Move Ahead Washington funding at BFT. It is a long-range corridor engineering initiative focused on the planning, design, and construction of improvements to BFT's frequent service routes (those operating every 15 minutes or better). The project includes upgrades that enhance safety, accessibility, and passenger experience at bus stops along these routes. These improvements will give the corridors a distinct identity through updated amenities and ADA-accessible stop designs.

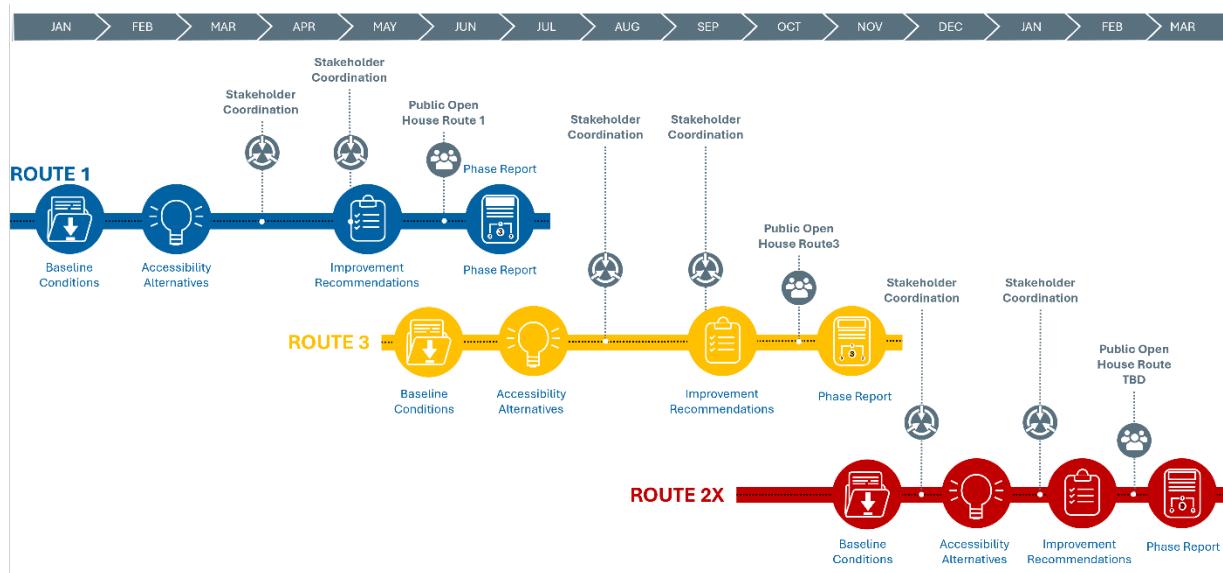
The project officially launched in Q3 2024 with Step 1: Concept Design and Planning.

- Throughout late 2024 and 2025, BFT advanced the concept design and planning work for:
 - Phase 1 – Route 1
 - Phase 2 – Route 3
 - Phase 3 – Route 2X (a new route created in Q4 2025)

In 2026, the project will continue with concept design and planning for Phase 3 (Route 2X) and progress to the next stage for Routes 1 and 3.

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Additional Recommendations

CONNECT

In 2025, BFT focused on expanding 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, including adding earlier morning service span to meet demand, as well as helping make transit a more practical and dependable option for riders in the region.

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 improved 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.

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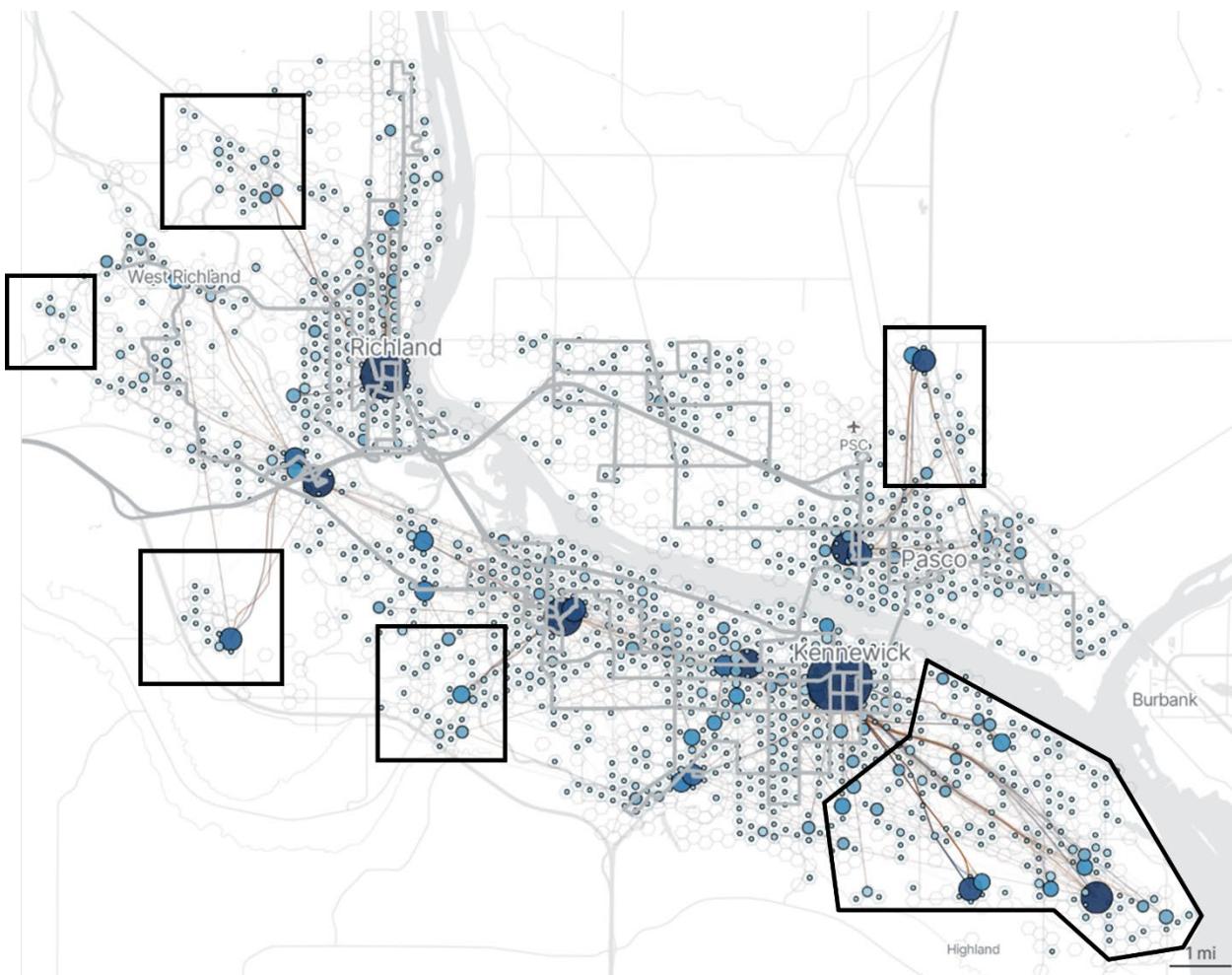
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Through these efforts, BFT aims to provide convenient, reliable, and accessible mobility solutions that meet community expectations and improve the overall transportation experience. Staff will continue to assess the effectiveness of CONNECT and may adjust in mid-2026.

CONNECT Ridership Trends

CONNECT trip data (Figure 18) reveals emerging ridership patterns beyond the current network, highlighting opportunities for strategic expansion to better serve the community and support long-term growth. The data underscores the need for consistent fixed route service in key areas to deliver higher capacity and more reliable options. While some locations suggest immediate action, all highlighted deserve thoughtful consideration.

Figure 18 *CONNECT Riders Traveling Beyond Today's Network*



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As these areas grow, transit will play an increasingly vital role. Horn Rapids is expected to continue expanding, allowing BFT Planning staff to refine service strategies as development advances. In West Richland, completion of the SR 224 project in 2027 will provide the infrastructure needed to extend service. Badger Mountain South is expanding, with improvements along Dallas Rd and the planned extension of Gage Blvd creating strong conditions for future transit.

West Clearwater stands out as a high-priority corridor. Requests from businesses, new housing on Ridgeline Drive, Desert Hills Middle School, and housing development along Bob Olson Parkway point to strong and immediate demand. In Finley, where the community is thinly populated and pedestrian and ADA-accessible infrastructure is limited, CONNECT will remain the best option for now, ensuring residents can still access essential services.

Pasco's industrial complex in the King City area, providing nearly 2,400 jobs, has one of the largest concentrations of CONNECT trips. Employers report that new hires often ask if public transit reaches this area and share stories of workers biking to interviews or paying for rides just to get to work. Expanding reliable, affordable fixed route service here would directly support both families and businesses, ensuring transit keeps pace with the region's growth.

Figure 19 CONNECT Ridership Analysis (Ranked)

	Location	Description	Origin Trips	Desti-nation Trips	Total Trips	Notable Trip Pair Locations
1	Finley	River View High School/ Finley Middle School, Columbia Place	2,360	2,021	4,381	Kennewick (Kennewick High School, Finley & Havana, S Oak & E 27th, S Vancouver & W 21st, S Vancouver & W 45th, Aspen Hills Apartments, Quail Ridge, Walmart)
2	North Pasco/King City	Pasco Processing, Americold Logistics Pasco	1,227	1,667	2,894	Pasco (Tierra Vida Apartments; Alderwood Police Station area apartments; Memorial Park; N 12th & W Nixon neighborhood)
3	West Finley	Santiago Country View Estates	983	563	1,546	Kennewick (Kennewick High School)
4	West Clearwater	West Clearwater Rd, Desert Hills Middle School, Ridgeline Drive	684	609	1,293	Three Rivers, Trios Southridge, Highland Village
5	Horn Rapids	Horn Rapids & Twin Bridges Communities, Horn Rapids Industrial Park	550	645	1,195	Knight Street Transit Center, Richland Airport Business Park, Stevens Park & Ride, Grocery Stores

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5	Badger Mountain South	Dallas/Trowbridge Road new construction homes	651	452	1,103	Queensgate, Flat Top
6	South Richland	Leslie Road/Hills West	522	407	929	Queensgate, Three Rivers, Cherry Blossom Meadows
7	West Richland	Keene Rd	235	82	317	Flat Top, Queensgate

Source: Via CONNECT trip data for January through July 2025

CONNECT Service Span Evaluation

Analysis of Ben Franklin Transit's CONNECT trip requests indicates a growing demand for earlier morning service. While total ridership in the early morning hours remains modest, the data consistently shows a clear pattern of riders seeking trips at the beginning of the service day, suggesting demand for service that begins earlier.

Additionally, this trend has strengthened throughout 2025, suggesting that adding earlier CONNECT hours could better accommodate travel needs for work and other essential trips, and align with broader efforts to expand service span across the system.

Figure 20 Growth in CONNECT Trip Requests before 6:00 a.m. in 2025

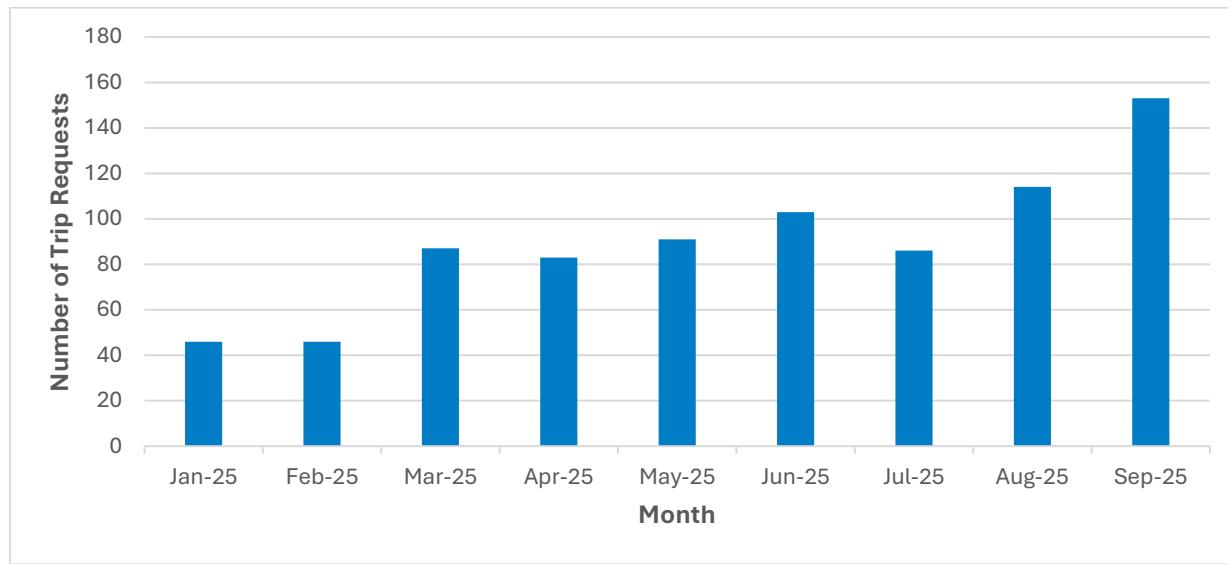
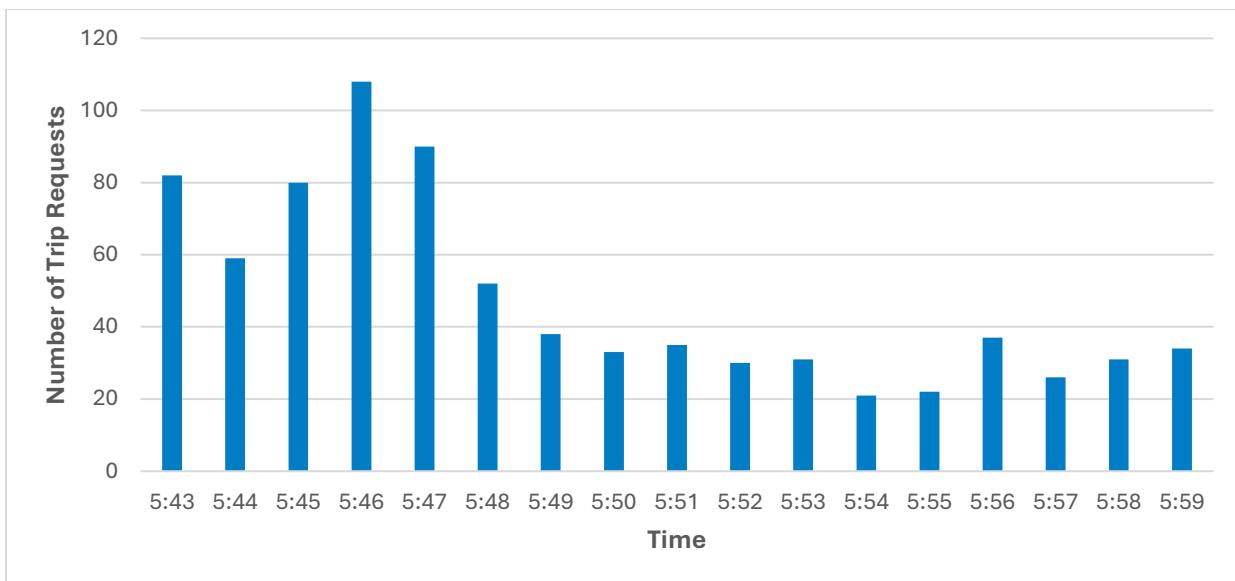


Figure 21 CONNECT Trip Requests by Minute before 6:00 a.m. in 2025

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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. A key objective for 2025 is to improve Dial-A-Ride (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.

As BFT looks toward adding service span and coverage to fixed-route service in 2026, complementary improvements will also be necessary for DAR service, as required under regulations associated with the Americans with Disabilities Act (ADA). This may necessitate adjustments to resources, including additional revenue hours and staffing, to ensure equitable access for riders with disabilities during the same extended service periods and locations.

In 2026, BFT is planning to roll out new DAR software designed to significantly improve service efficiency and customer experience. By optimizing route efficiency, the system is expected to reduce slack time, deadhead miles, non-revenue hours, and staff overtime. For clients, the platform will introduce a user-friendly mobile application to book rides, submit eligibility applications, and track DAR buses in real time. Trips will be automatically negotiated at the time of booking, while an AI-powered agent will manage routine calls such as cancellations and pickup ETA requests, reduce call volume and wait times.

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Staffing levels permitting, the agency also aims to pilot a premium same-day service by the end of 2026, offering greater flexibility for riders.

Rideshare

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

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

Potential for King City Transportation Options

In Summer 2025, BFT Planning staff took proactive steps to address the growing transportation needs of the King City area in Pasco, along with supporting ongoing transportation demand and need for longer hours of service at the Amazon Fulfillment Center in Pasco. Recognizing the region's rapid development and the increasing demand for workforce mobility, BFT staff began engaging directly with local employers to better understand the transportation challenges faced by their employees, particularly those without access to reliable personal transportation.

One such option identified was BFT's Rideshare program. As an interim measure, BFT proposed expanding access to its fleet of vans, allowing groups of employees to form Rideshare groups to commute to and from King City worksites. This approach not only offers a cost-effective and flexible solution but also supports regional employers in maintaining workforce stability while longer-term transit strategies are evaluated.

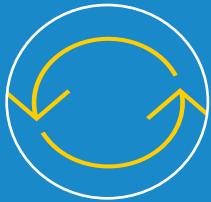
BFT remains committed to supporting economic development and improving access to employment opportunities throughout the Tri-Cities region. Our collaborative approach with King City employers reflects our ongoing dedication to building responsive, community-driven transit solutions.

Figure 22

Planned Rideshare Initiatives

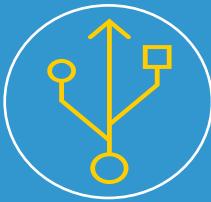
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Updating Services

Evaluating the scope and coverage based on demand, population density, and existing infrastructure, as well as exploring smaller three-person groups



Telematics Integration

Implementing technology for real-time tracking, driver monitoring, predictive maintenance, and data analytics to enhance efficiency and reliability.



Vehicle Upgrades

Modernize the fleet by upgrading to newer, more fuel-efficient vehicles with enhanced amenities and accessibility features, considering vehicle capacity, comfort, environmental impact, and lifecycle costs.



Fare Structure

Review and assess the current fare structure to better meet riders' needs while maintaining financial sustainability, exploring options like distance-based and flat rate fares.



Public Engagement and Feedback

2026 ASP Process

Final comments and outcomes will be included upon completion of the public outreach process.

Ben Franklin Transit (BFT) Planning staff led a coordinated outreach effort to engage the public in the development of proposed service changes. To raise awareness and encourage participation, the Marketing team promoted the public comment period across multiple platforms, ensuring wide visibility and accessibility.

To ensure community members had multiple opportunities to engage with the 2026 Annual Service Plan (ASP), BFT hosted three bilingual open house events—two in-person and one virtual. These events provided a platform for attendees to learn about proposed changes, ask questions, and share feedback.

December 4, 2025 – Mid-Columbia Libraries (In-Person)

December 9, 2025 – Virtual Open House (Zoom)

December 16, 2025 – Three Rivers Convention Center (In-Person)

Additional options for feedback included two internal driver campaigns, an online interactive Remix map, BFT Customer Service feedback and open house events.

All feedback and inquiries received during this process are documented in the 2026 Service Equity Analysis, with a summary of key insights provided below.

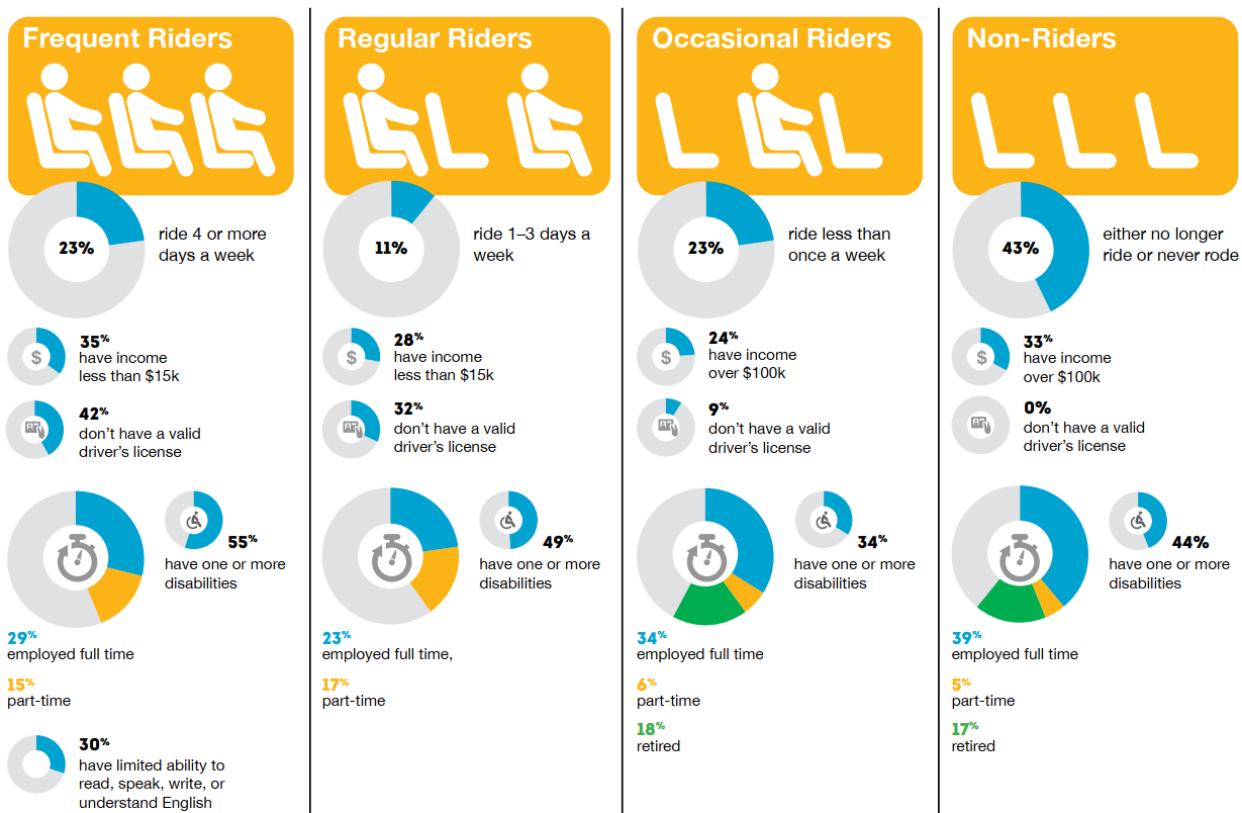
Long-Range Transit Plan (LRTP)

Phase 1 Community Survey Results

Summary

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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Frequent Riders	Regular Riders	Occasional Riders	Non-Riders
			
<p>1 the buses don't come often enough</p> <p>2 services do not go where I need to go</p> <p>3 the route is too long or I have to transfer</p>	<p>1 the buses don't come often enough</p> <p>2 the route is too long or I have to transfer</p> <p>3 services do not go where I need to go</p>	<p>1 the buses don't come often enough</p> <p>2 services do not go where I need to go</p> <p>3 the route is too long or I have to transfer</p>	<p>1 I drive my own car</p> <p>2 the buses don't come often enough</p> <p>3 the route is too long or I have to transfer / service does not come close enough to my home (tied)</p>

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

- **Frequent riders:**
 - Buses come more often.
 - Buses run later on Sundays.
 - A tie between:
 - Buses run later on weekdays.
 - Buses run later on Saturdays.
- **Regular riders:**
 - Buses come more often.
 - Buses run earlier on weekdays.
 - A tie between:
 - Buses run later on weekdays.
 - Buses run later on Sundays.
- **Occasional riders:**
 - Buses come more often.
 - Buses run earlier on weekdays.
 - A tie between:
 - Buses run later on 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).

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Analysis of Open-Ended Comments

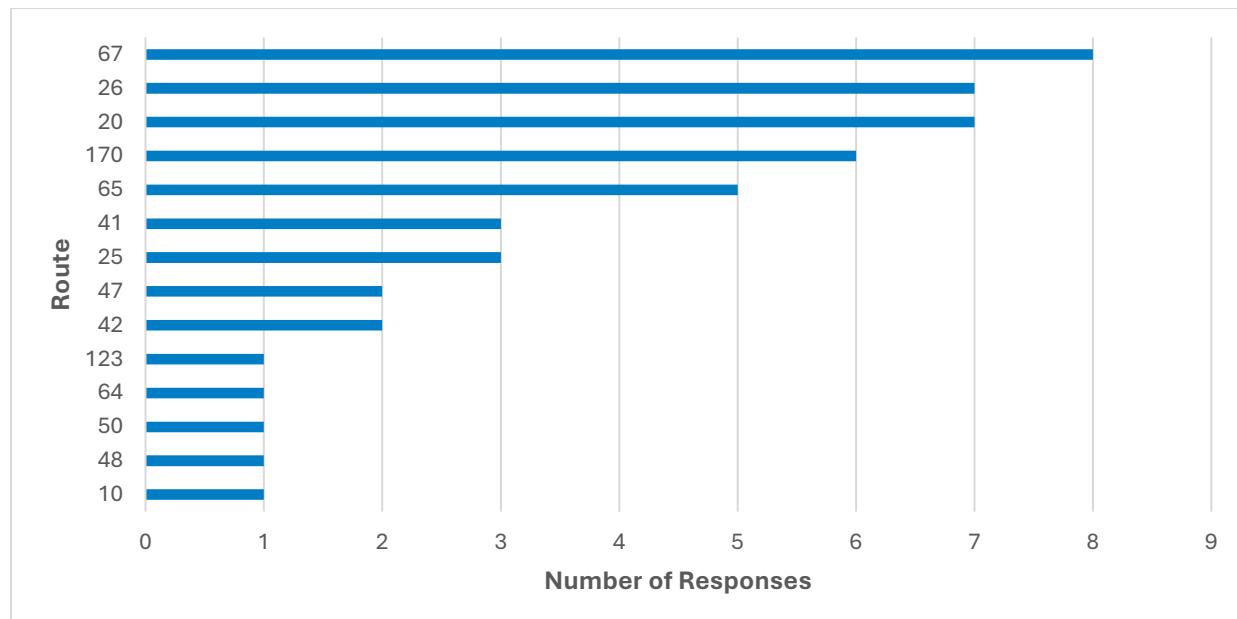
Open-ended comments were also analyzed to gather insights for use in the ASP.

Which of the following strategies would improve your BFT experience the most? (Select open-ended comments)

- More frequent service to Prosser
- Add fixed-route service on Burns and Broadmoor in Pasco
- Add Route 67 Sunday service
- Add service to 45th & Ely
- Improve access to residential areas along Davidson
- Need transit to run down Leslie Road
- Earlier and later during week and weekends to help factory workers especially King City
- 3 and 1 to run earlier on Sunday
- One bus out to Finley
- 27th + Olympia-route down 27th west/east
- needs to be a route by Metz trailer park need a stop by 15th Ave to go to Cedar to catch the bus 47
- 65 needs to run earlier on Sunday so I can get to church
- Sunday service on 20 and/or 110 at least one line to West Richland

Which routes would you like to see operate on Sunday? (Select open-ended comments)

Figure 23 *Which routes would you like to see operate on Sunday?*



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If you selected “Improve transit connections between neighboring transit service areas” or “Improve regional connections,” please list the connections you would like to see improved. (Select open-ended comments)

- Grandview, south Richland near school district office
- Connections between South and West Richland.
- I would like to see the transit bus in Finley on Bowles Road
- South Richland to Kadlec
- Faster connection between Southridge and Knight Street Transit Center. Improved connection to PSC. August service changes don't adequately connect Knight Street and Queensgate Transit Centers. Route 26 should be extended to Knight Street using the Duportail bridge. Long range plan to serve Badger Mountain South with fixed route buses
- Benton City
- Connections from rural Kennewick (Finley) to the city.

Travel Demand Analysis

Transit App: Top 30 Requests (May 2024)

Figure 24

Top 30 Trip Pairs Requested in Transit App (May 2024)



Source: <https://experience.arcgis.com/experience/44fb434900904b80b8f42a73680ebdf6/>

Future Initiatives and Opportunities

In addition to systemwide service improvements, BFT is currently engaged in and/or planning for additional initiatives to help guide the future of transit service in the region. Current and upcoming initiatives identified in the ASP align with BFT's 2025-2031 Transit Development Plan.

Figure 25 *Future Initiatives and Opportunities*

Project	Description
Current and Anticipated Planning Projects	
Long-Range Transit Plan	Complete LRTP process to provide an overarching guide on how to implement agency transportation goals and policies over the next 20 years.
Frequent Service Corridor Study	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.
Service Standards & Performance Measures	Update and expand on existing service standards, including establishing new metrics or thresholds as necessary.
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.
Fare Study Update	Re-evaluate fare study recommendations and determine a path forward for future fare structure and policies.
Passenger & Operational Capital Improvements	
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.
Transit Center Upgrades	This program invests in existing transit centers to enhance customer experience, modernize infrastructure, improve safety, and expand capacity where feasible.

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Project	Description
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.
22nd Avenue Transit Center	Extend and enhance the useful life of the 22 nd 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.
Transit Mobility Hubs	Design and construction of three new small-scale transit hubs to support recent and long-term growth in the region. These facilities will be located in the Southridge area of Kennewick, Benton City, and Prosser, and are intended to improve transit access, enhance service efficiency, and meet the evolving transportation needs of these growing communities.
Additional Needs & Opportunities	
Growth in the Tri-Cities	The Tri-Cities region 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.
Ongoing Public Engagement	Ongoing public engagement in transit service planning is important because it ensures services reflect community needs, builds trust and support, and helps agencies adapt to changing travel patterns and priorities.
Transit Solutions for West Richland	When SR-224 construction in West Richland is complete in spring 2027, improved road design, sidewalks, and transit pull-outs will change travel patterns and access. Transit service will need to be revisited to optimize routes, stop locations, and frequencies to match the new infrastructure and community mobility needs.
Infrastructure Investment	BFT will regularly coordinate with jurisdictional partners

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Project	Description
Partnerships with Jurisdictions	to plan for road projects, detours, and better walking and biking access to bus stops. These meetings help BFT stay in sync with local goals and make sure transit stays safe and accessible as the region grows.
Dial-A-Ride Software Upgrade	In 2026, BFT is planning to roll out new DAR software designed to significantly improve service efficiency and customer experience. By optimizing route efficiency, the system is expected to reduce slack time, deadhead miles, non-revenue hours, and staff overtime. For clients, the platform will introduce a user-friendly mobile application to book rides, submit eligibility applications, and track DAR buses in real time. Trips will be automatically negotiated at the time of booking, while an AI-powered agent will manage routine calls such as cancellations and pickup ETA requests, reducing call volume and wait times. Staffing levels permitting, the agency also aims to pilot a premium same-day service by the end of 2026, offering greater flexibility for riders.

Title VI Service Equity Analysis

As a direct recipient of federal funding through the Federal Transit Administration (FTA), BFT is committed to ensuring that all programs and services are delivered equitably, in accordance with Title VI of the Civil Rights Act of 1964 and related federal regulations. This means operating without discrimination based on race, color, or national origin.

To maintain compliance with these requirements, BFT is required to conduct a Title VI Service Equity Analysis whenever proposed modifications to the fixed-route network meet the definition of a major service change. Under BFT's policy, a major service change is defined as any adjustment to an individual route that increases or reduces route revenue miles or hours by more than 20%.

As part of the analysis, BFT also evaluates whether proposed changes could result in a disparate impact on minority populations or a disproportionate burden on low-income communities. Specifically, this occurs when affected populations would experience 20% fewer benefits or 20% more adverse impacts compared to the service area average.

Following this framework, the only change included in the 2026 ASP that qualifies as a major service change is the implementation of Route 61. Route 61 will provide more accessible, direct service to areas in Pasco with high concentrations of minority and low-income populations. This route will also provide direct service to the Columbia Basin Veterans Center. Given that the proposed changes will represent a significant increase in direct service and there are no expected adverse effects, a full Title VI Service Equity Analysis that details mitigation efforts was not complied with.

Key Findings:

- No disparate impacts to minority populations expected
- No disproportionate burden to low-income populations expected
- Service change represents a significant increase in service to minority and low-income populations in Pasco.

Service Adjustments and Mitigations:

- Adding a new Route 61 that will serve Rd 28, W A St, Lewis St, Downtown Pasco, and the Columbia Basin Veterans Center. This service will operate on weekdays from 7:30 a.m. to 5:00 p.m. No mitigation efforts were required.

2026 ANNUAL SERVICE PLAN

Ben Franklin Transit

Equity Impact Summary:

BFT conducted a service equity analysis through the Remix platform and found that the proposed implementation of Route 61 created no adverse impacts, so no mitigation is required. Considering this, no formal Title VI service equity analysis document was complied.

The findings of the service equity analysis are below:

- Change borne by minority populations total 85.5%, which is 42.7% over BFT's service area average.
- Change borne by low-income populations total 23.3%, which is 11.7% over BFT's service area average.
- Changes borne are positive and result in increased service and results in an additional 68,458,320 people-trips.
 - o People-trips = (number of people living with $\frac{1}{4}$ of a route) \times (number of trips that route makes per year)

Figure 26 *Route 61 Change Borne by Title VI Population*

	Low Income	Minority
Change Borne By	23.3%	85.5%
Area Average	11.6%	42.8%
Delta	11.7%	42.7%

Figure 27 *Route 61 People-Trip Increase by Title VI Population*

Difference				
People-Trips (Population * Trips)	Low Income People-Trips	Minority People- Trips	Change Borne By Low Income	Change Borne by Minorities
68,458,320	15,953,334	58,556,925	23.3%	85.5%
68,458,320	15,953,334	58,556,925	23.3%	85.5%

BFT remains committed to equitable service planning and will continue to monitor, engage, and adjust services to meet the needs of all communities across its service area.

2026 ANNUAL SERVICE PLAN

Ben Franklin Transit

Public Feedback Comments:

Public feedback identified several recurring and specific priorities related to the proposed service changes. The most frequent comments focused on route alignment and service coverage, particularly requests to extend or realign routes to serve key destinations such as medical facilities, employment centers, and commercial areas, as well as concerns about removing existing deviations that riders rely on. Bus stop location and accessibility were also commonly cited, with respondents noting long walk distances, limited pedestrian infrastructure near stops, and challenges for older adults and riders with mobility limitations. Many comments emphasized the need for expanded service frequency and span, especially earlier morning and later evening trips to support work schedules, along with improved weekend service. Less frequently, respondents raised concerns about low ridership segments, perceived inefficiencies, and on-time performance issues related to traffic congestion or complex routing. Overall, the feedback underscores a desire for a network that improves access to essential destinations while maintaining reliability and operational efficiency.



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22nd Avenue Transit Center - Pasco BFT Board Update

January 15, 2026



Project Objectives

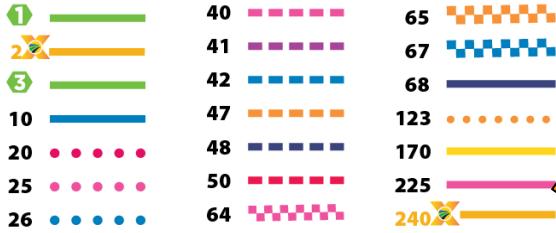
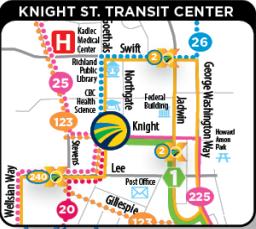
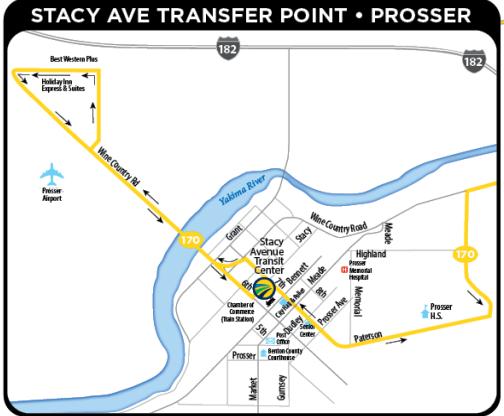
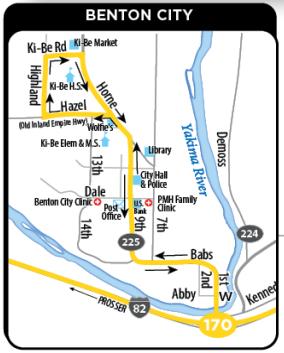
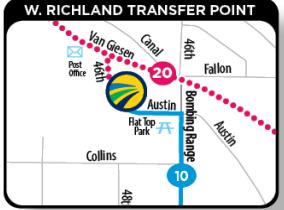
1. Support **economic vitality** and **growth** by **improving mobility** to local and regional destinations.
2. **Engage our community** agencies, businesses, and diverse community members to envision, enhance, validate, support and champion facility programming and improvements.
3. Advance **transportation equity** by **improving access** to jobs, education, health care, recreation, healthy food, childcare and other facilities.
4. Integrate with current and planned transportation network to support **safe and healthy transportation options** for all ages and abilities.
5. Optimize **transit route network connectivity** to benefit rider experience.
6. Implement infrastructure improvements that are safe, cost-conscious, high-performing, resilient, and reflect and **enhance community identity (history, people, culture) and environment**.
7. A welcoming and **active community place** providing robust transit services and offering opportunities for **human interaction, arts and cultural activities**.
8. **Catalyze economic investments** by planning for integrated transit-oriented commercial and residential development.



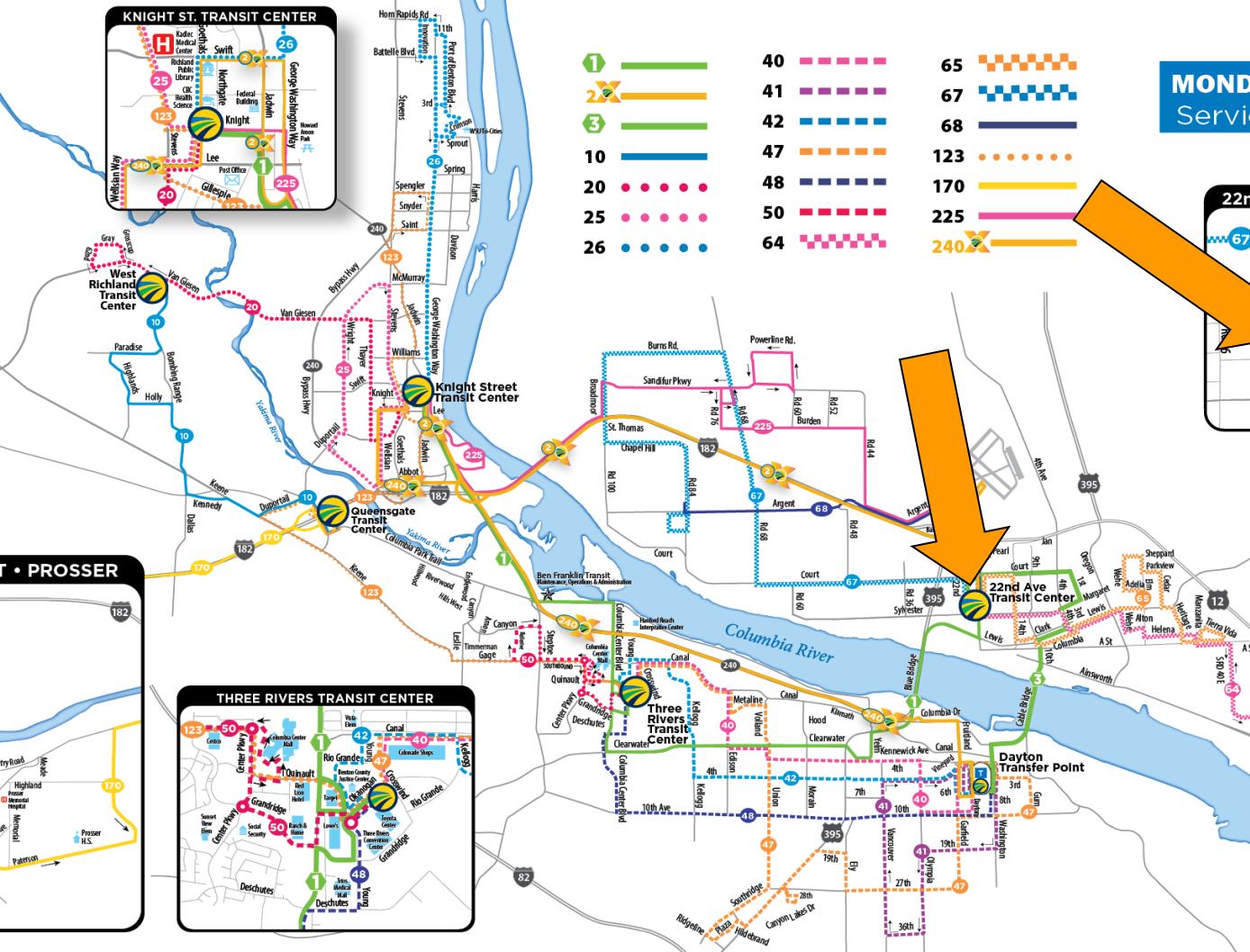
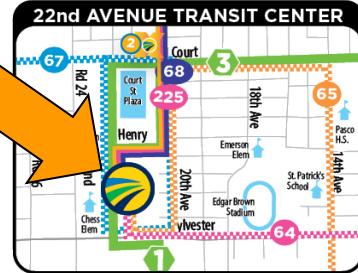
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System Map

Source: BFT 2025 Transit Development Plan



MONDAY-SATURDAY SERVICE
Servicio de lunes a sábado



Existing Site



Key Program Elements

- **Passenger Facilities and Services**
 - Local and Regional Hub (multiple routes, DAR, Connect)
 - Park and Ride
 - Customer Service, ADA Service, Security
 - Improved Access for Pedestrians, Bicyclists
- **Passenger Amenities**
 - Weather Protection (Shelters)
 - Real-Time Arrivals Signage
 - Public Restroom
 - Site Activation (Public Art, Outdoor Gathering Space, Coffee Stand)
 - Bicycle Parking and Repair Station
- **BFT Operations**
 - Future-Proof for Zero Emission Coaches
 - Operator Comfort Station with Break Room
- **Future Development Opportunities**
 - Transit-Oriented Development (TOD)
 - Park & Ride

Planning/Design Process & Timeline

Duration	Process Element
Spring 2025 - Spring 2026	Planning and Concept Design
Spring 2026	Field Survey/Mapping, Geotechnical Explorations
2026 - 2027	Final Design and Permitting
Spring 2027	Bid for Construction
2027 - 2028	Construction

Stakeholder Outreach – Project Advisory Committee

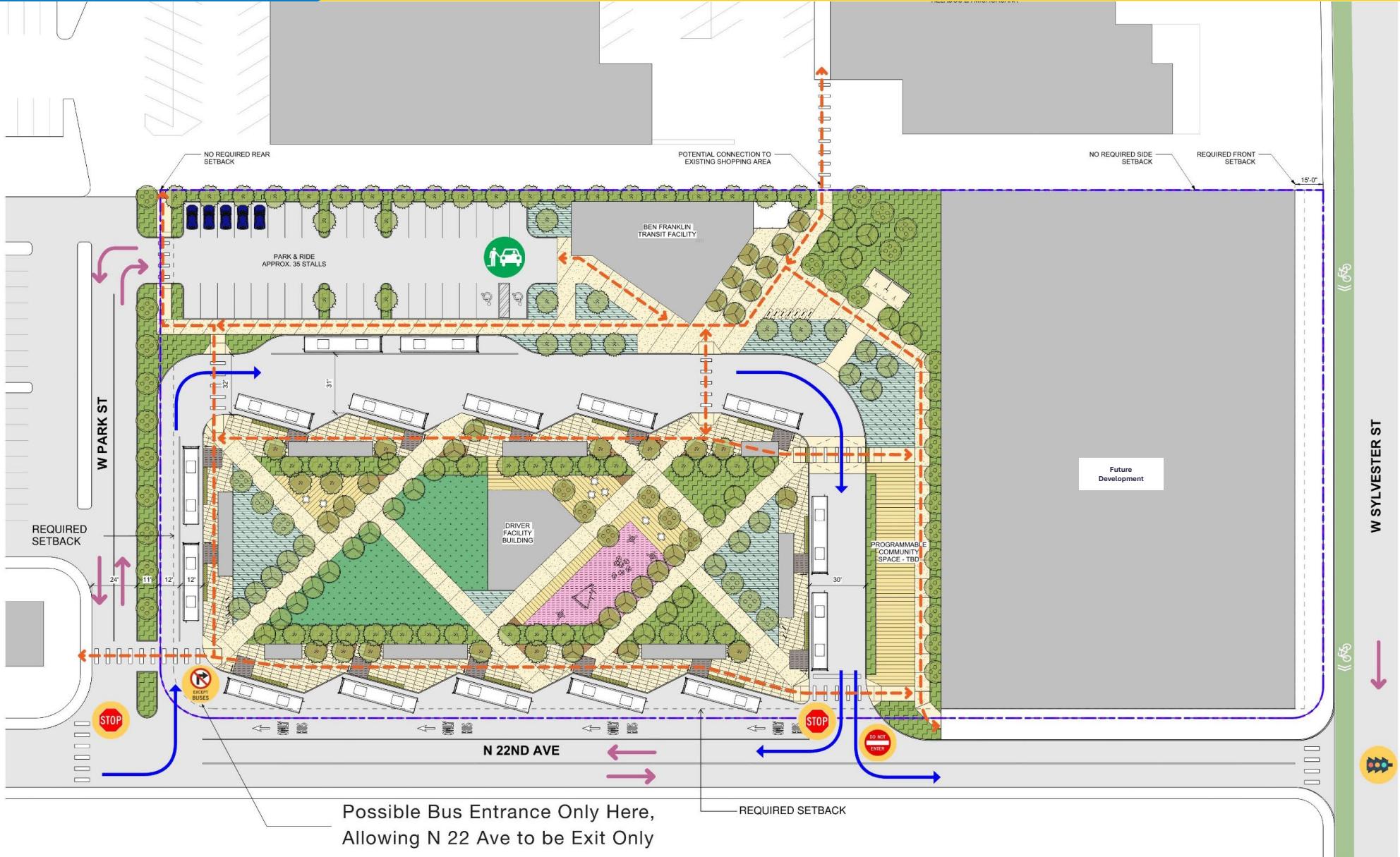
PAC Meeting #1		PAC Meeting #2	PAC Meeting #3
Introduction & Basis of Design		Preliminary Concepts	Revised Concepts & Evaluation
PAC Roles & Responsibilities		PAC Meeting #1 Recap	PAC Meeting #2 Recap
Project Background		Feedback: Initial Concept Alternatives	Feedback: Revised Concept Alternatives
Planning/Design Process & Timeline		Feedback: Initial Evaluation Framework	Feedback: Initial Concept Evaluation
Programming and Site Context		Next Steps	Next Steps
Feedback: Objectives & Success Measures			
Next Steps			

We're here.



High-Level Concepts – Preferred Option

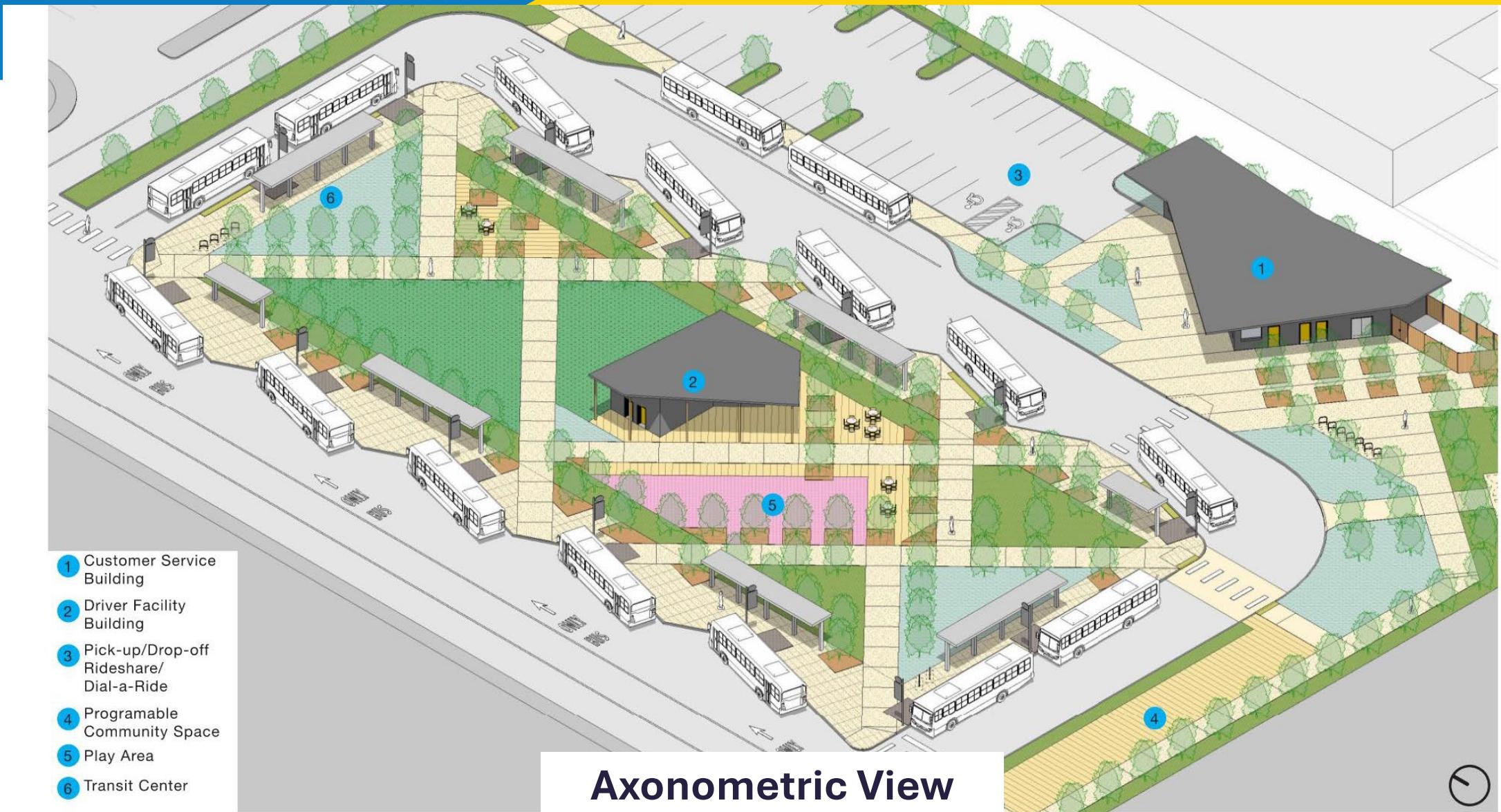
-  Pick-up/Drop-off
Rideshare/Dial-a-Ride
-  Signalized
Intersection
-  Stop on
Side Access
-  Bus Access only
-  Bus exit only
-  Bus Flow
-  Pedestrian
Access
-  General Vehicular
Access



High-Level Concepts – Preferred Option



High-Level Concepts – Preferred Option



Planning-Level Cost Estimate

Planning-Level Estimate Component	Estimated Cost (\$2025, Rounded)
Construction Subtotal <i>Including Design/Construction Contingencies, Mobilization/Demobilization, Traffic Control, Etc.</i>	\$11.1 Million
Other Project Costs <i>Including Final Design, Permitting, Administration, Construction Management</i>	\$3.5 Million
Total Estimated Project Cost (Rounded)	\$14.6 Million

Next Steps

- PAC Meeting #3, Community Engagement #2
- Initiate Field Investigations
- Researching/Applying for Additional Funding Opportunities
- Final Design and Environmental Documentation

**THANK
YOU**



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TRANSIT**



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Additional Board Information

January 2026

1. Board Executive Committee Meeting Minutes of January 8, 2026
2. Upcoming Bids and Requests for Proposals
3. Sales Tax Comparison
4. Treasurer's Report
5. Grant Summary

BOARD EXECUTIVE COMMITTEE MEETING

Thursday, January 8, 2026 – 4:00 p.m.

GM Conference Room

1000 Columbia Park Trail, Richland, Washington

Notice: Meeting attendance options include in-person and virtual via Teams

[Teams Meeting Link](#)

Meeting Minutes

Committee Members Present: Will McKay, Kurt Maier, David Sandretto

Committee Member Absent: Stephen Bauman

Legal Counsel Present: Jeremy Bishop

BFT Staff: Thomas Drozt, Kevin Sliger, Joshua Rosas, Michela Dimas, Pauline Escalera, Brian Lumanski, Michael Brown, Tracie Boothe, Terry DeJuan, Rob Orvis

1. Convene Committee Meeting

Board Chair, Will McKay, convened the meeting at 4:00 p.m.

Proposed Board Agenda Action Items

2. Resolution XX-2026 Recognizing the Retirement of Barry Higgens

Chief Operations Officer, Joshua Rosas, presented a recommendation that the Board affirms the recognition of Fixed Route Driver, Barry Higgens, for his 21.5 years of service.

Action: Moved forward on the consent agenda for the regular board meeting.

3. Resolution XX-2026 Purchase of 7 GILLIG 35' Buses

Senior Manager of Fleet Maintenance, Terry DeJuan, presented the recommendation to authorize the Chief Executive Officer to award contract #1600 to GILLIG LLC for the purchase of up to seven 35-foot diesel coaches utilizing Washington State Contract #06719-01

Action: Moved forward on the consent agenda for the regular board meeting.

4. Resolution XX-2026 Authorizing the Adoption of the 2026 Annual Service Plan

Chief Planning and Development Officer, Kevin Sliger, presented a recommendation that the Board

Action: Approved for recommendation to the full board. Moved to action item for the regular board meeting.

Additional Documents in Executive Committee Packet

5. Notification of Upcoming Bids and Requests for Proposals

6. 22nd Ave Pasco TC Jan 2026 Update

7. Adjourn There being no further business, the meeting was adjourned at 4:22 p.m.

Next Executive Committee Meeting – Thursday, February 5, 2026, at 4:00PM

As of: 12/24/2025	Budget	Estimated Cost	Contract Term	Type IFB/RFP	Estimated Release Date	Estimated Award Date	Executive Board Committee
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In Progress

Color Code: Yellow - In Process

Operations Daily Scheduling & Time Keeping Solution Software RFP	Capital	\$3,500,000 over 10 Years	Up to 10 Years	RFP	9/10/2025	2/15/2026	X
Recommendation for Award: Architecture & Engineering Services for Maintenance, Operations & Administration Building	Capital	\$2,100,000	Up to 5 Years	RFQ	10/27/2025	2/15/2026	X
Supplemental Contract Services (VIA Connect)	Operating	\$2,500,00 per year	Up to 5 Years	RFP	12/30/2025	5/14/2026	X

January

Color Code: Green - Recommendation for Award

Recommendation of Award: Samsara Telematics System for Rideshare Vehicles	Operating	\$2,004,426	Up to five Years	^{NASPO} Cooperative Contract	NA	NA	X
Recommendation of Award: Seven Fixed Route Diesel Buses to Gillig LLC	Capital	\$6,500,000	24 Months	WA State Contract	NA	NA	X

February

Color Code: Grey - Future Procurement Awards

Recommendation: Facilities Maintenance Building Validation & Design Phase Award	Capital	\$5,500,000	9 Months	RFQ/RFP	NA	NA	X
Operations Daily Scheduling & Time Keeping Solution Software RFP	Capital	\$3,500,000 over 10 years	Up to 10 Years	RFP	9/10/2025	2/20/2026	X

Recommendation for Award: Architecture & Engineering Services for Maintenance, Operations & Administration Building	Capital	\$2,100,000	Up to 5 Years	RFQ	10/27/2025	2/15/2026	X
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March							



BFT Sales Tax Comparison
2022 to YTD 2025



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	YTD
2025 Activity	4,028,139	3,801,594	5,109,334	4,638,629	4,990,190	5,237,821	4,806,653	4,595,278	4,797,932	4,634,421			46,639,992	\$ 46,639,992
2024 Activity	3,779,941	3,890,902	4,676,729	4,364,050	4,587,567	4,803,116	4,610,109	4,470,339	4,705,860	4,510,224	4,388,830	5,121,953	53,909,620	\$ 44,398,837
2023 Activity	3,621,393	3,685,398	4,462,542	4,404,165	4,461,692	4,845,735	4,376,047	4,276,040	4,559,657	4,191,167	4,349,920	4,724,583	51,958,339	
2022 Activity	3,718,461	3,818,560	4,527,951	4,220,707	4,199,919	4,741,316	4,335,247	4,477,763	4,315,048	4,142,860	3,892,338	4,504,698	50,894,868	
Chg 25 to 24	248,198	(89,308)	432,605	274,580	402,623	434,705	196,543	124,940	92,073	124,197	-	-	2,241,155	
Chg 24 to 23	158,549	205,504	214,187	(40,116)	125,875	(42,619)	234,062	194,299	146,203	319,057	38,909	397,370	1,951,280	
Chg 23 to 22	(97,068)	(133,162)	(65,409)	183,458	261,773	104,419	40,800	(201,724)	244,609	48,307	457,583	219,885	1,063,471	
Chg 22 to 21	500,991	738,291	274,103	58,223	72,428	307,145	340,156	569,799	178,872	42,300	(237,388)	(221,564)	2,623,356	
% Chg 25 to 24	6.6%	-2.3%	9.3%	6.3%	8.8%	9.1%	4.3%	2.8%	2.0%	2.8%			5.0%	
% Chg 24 to 23	4.4%	5.6%	4.8%	-0.9%	2.8%	-0.9%	5.3%	4.5%	3.2%	7.6%	0.9%	8.4%	3.8%	
% Chg 23 to 22	-2.6%	-3.5%	-1.4%	4.3%	6.2%	2.2%	0.9%	-4.5%	5.7%	1.2%	11.8%	4.9%	2.1%	
% Chg 22 to 21	15.6%	24.0%	6.4%	1.4%	1.8%	6.9%	8.5%	14.6%	4.3%	1.0%	-5.7%	-4.7%	5.4%	
2025 Budget	3,738,700	3,748,300	4,690,300	4,528,500	4,529,100	4,965,400	4,499,800	4,484,000	4,607,600	4,403,500	4,381,400	4,942,200	53,518,800	\$ 44,195,200
2024 Budget	3,717,000	3,783,000	4,584,000	4,514,000	4,573,000	4,967,000	4,485,000	4,383,000	4,675,000	4,296,000	4,459,000	4,728,000	53,164,000	\$ 43,977,000
2023 Budget	3,680,707	3,513,039	4,384,049	4,227,086	4,601,849	5,074,020	4,571,488	4,468,766	4,739,106	4,447,024	4,513,023	5,179,843	53,400,000	
2022 Budget	3,339,912	3,196,447	3,822,127	3,685,386	4,188,859	4,468,726	4,219,761	4,071,741	4,363,599	4,029,370	4,099,852	4,641,719	48,127,500	
Vs. 2025 Budget	289,439	53,294	419,034	110,129	461,090	272,421	306,853	111,278	190,332	230,921			2,444,792	5.5%
Vs. 2024 Budget	62,941	107,902	92,729	(149,950)	14,567	(163,884)	125,109	87,339	30,860	214,224	(70,170)	393,953	745,620	1.0%
Vs. 2023 Budget	(59,315)	172,359	78,493	177,079	(140,157)	(228,285)	(195,440)	(192,726)	(179,449)	(255,857)	(163,103)	(455,260)	(1,441,661)	-2.7%
Vs. 2022 Budget	378,549	622,113	705,824	535,321	11,060	272,590	115,486	406,023	(48,551)	113,489	(207,515)	(137,021)	2,767,368	5.8%



Ben Franklin Transit Treasurer's Report

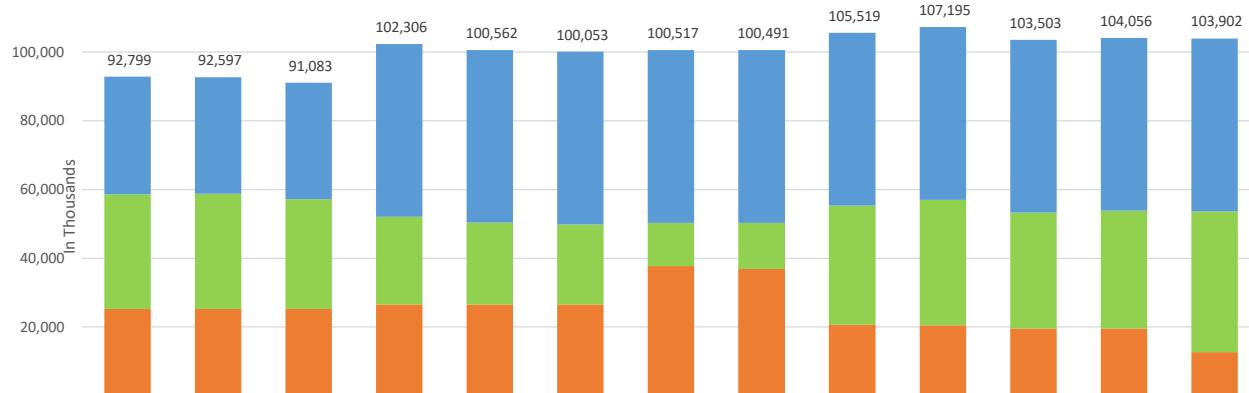
Date: January 15, 2026

To: Ben Franklin Transit Board of Directors
From: Finance Department
Subject: Treasurer's Report - As of Dec 31, 2025

The Investment Position of Ben Franklin Transit as of the Close of Business on Dec 31, 2025 is as follows:

ITEM	RATE	MATURITY	COST	% OF TOTAL
WA State Government Investment Pool	3.8762%	Open	\$ 93,652,228	90.1%
Subtotal Investments			\$ 93,652,228	90.1%
Check Book Balance, Petty Cash, & Travel Account			10,249,747	9.9%
				100.0%
Total Cash and Equivalents on Hand			\$ 103,901,975	
Less Reserve Funds				
Operating Reserves			(32,667,000)	
Fuel Reserves			(2,357,000)	
Fleet Replacement Reserves			(8,450,000)	
Non-Fleet Capital Reserves			(6,750,000)	
Total Reserves			(50,224,000)	
Subtotal Funds Available				53,677,975
Local Funds Obligated for Capital Projects (2024 - 2030)				
Fleet Vehicles	(13,422,446)	(306,901)		
Facilities - Transit Centers & Amenities	(61,444,869)	(3,168,660)		
Equipment	(1,837,232)	(1,364,859)		
Facilities - MOA Campus	(10,588,437)	(962,134)		
Technology	(7,164,652)	(4,081,507)		
Other	(7,927,144)	(2,780,422)		
Net Funds Available	(102,384,780)	(12,664,483)		
			\$ 41,013,492	

Total Cash & Investments (in thousands) as of Dec 31, 2025



GRANTS SUMMARY

Source	Grant	Total Awards	Total Funds Available
Federal			
	5307	62,797,282	49,309,901
	5310	2,083,274	2,016,397
	5339	<u>3,361,098</u>	<u>2,886,799</u>
	Total Federal	68,241,654	54,213,097
State			
	Formula Grants	13,947,411	11,636,390
	RMG Grants	6,845,000	6,477,842
	Rideshare Grants	958,207	826,313
	Move Ahead WA Grants	3,400,000	3,248,676
	World Cup Grants	<u>265,000</u>	<u>265,000</u>
	Total State	25,415,618	22,454,221
Other			
	WSTIP	<u>53,802</u>	0
	Total Other	53,802	0
Total Grants		93,711,074	76,667,318

Pending	Grant	Year	Total Requested
Other-Federal			
	NEA - Art Bus Wraps	2026	60,000
	WSDOT - FIFA	2026	<u>265,000</u>
	Total Other-Federal		325,000
Total Pending			325,000

Awarded 12.12.2025

FEDERAL GRANTS

FUNDING SOURCE	AWARD YEAR	TOTAL AWARD/BUDGET	TOTAL FUNDS AVAILABLE
5307	2018	6,515,735	98,210
5307	2019	6,471,622	3,560,123
5307	2020	6,689,922	5,017,442
5307	2021	6,704,521	5,885,055
5307	2022	8,593,081	6,926,670
5307	2023	8,729,975	8,729,975
5307	2024	9,283,725	9,283,725
5307	2025	9,808,701	9,808,701
TOTAL 5307		62,797,282	49,309,901
			49,309,901
5310	2018	176,938	176,938
5310	2019	183,530	183,530
5310	2020	192,711	192,711
5310	2021	203,019	203,019
5310 (CRSSA)	2021	33,438	-
5310 (ARPA)	2021	33,439	-
5310	2022	294,460	294,460
5310	2023	310,451	310,451
5310	2024	326,922	326,922
5310	2025	328,366	328,366
TOTAL 5310		2,083,274	2,016,397
			2,016,397
5339	2022	777,766	303,467
5339	2023	799,085	799,085
5339	2024	862,035	862,035
5339	2025	922,212	922,212
TOTAL 5339		3,361,098	2,886,799
			2,886,799
TOTAL FED FUNDS		68,241,654	54,213,097
			54,213,097

STATE GRANTS

FUNDING SOURCE	AWARD YEAR	TOTAL AWARD/BUDGET	TOTAL FUNDS AVAILABLE
Transit Support	2025-2027	7,109,914	5,303,037
Special Needs	2025-2027	6,837,497	6,333,353
			-
			-
TOTAL FORMULA		13,947,411	11,636,390
			11,636,390
RMG - W. Pasco	2025-2027	3,713,000	3,644,629
RMG - 22nd Ave	2025-2027	1,852,000	1,601,237
RMG - Peak Serv.	2025-2027	1,280,000	1,231,976
			-
			-
TOTAL RMG GRANTS		6,845,000	6,477,842
			6,477,842
PT Rideshare	2025-2027	542,700	542,700
RS Subsidy	2025-2027	415,507	283,613
			-
			-
TOTAL RIDESHARE GRANTS		958,207	826,313
			826,313
Long Range Corridor	2025-2033	3,400,000	3,248,676
		-	-
			-
			-
TOTAL MAWA GRANTS		3,400,000	3,248,676
World Cup 2026	2026	265,000	265,000
		-	-
			-
			-
TOTAL WORLD CUP		265,000	265,000
TOTAL STATE FUNDS		25,415,618	22,454,221
			22,454,221

OTHER GRANTS

FUNDING SOURCE	AWARD YEAR	TOTAL AWARD/BUDGET	TOTAL FUNDS AVAILABLE
WSTIP - Tech	2025	48,802	-
WSTIP - Risk Mngt.	2025	5,000	-
			-
			-
			-
TOTAL WSTIP		53,802	-
			-
		-	-
		-	-
		-	-
		-	-
TOTAL		-	-
			-
		-	-
		-	-
		-	-
TOTAL		-	-
			-
TOTAL STATE FUNDS		53,802	-

PENDING GRANTS

FUNDING SOURCE	AWARD YEAR	TOTAL REQUESTED	TOTAL FUNDS PENDING
NEA - Federal	2026	60,000	60,000
WSDOT - FIFA	2026	265,000	265,000
			-
			-
TOTAL OTHER		325,000	325,000
			325,000
		-	-
		-	-
		-	-
		-	-
		-	-
TOTAL STATE		-	-
			-
		-	-
		-	-
		-	-
TOTAL FEDERAL		-	-
			-
TOTAL PENDING AWARDS		325,000	325,000
			325,000

Awarded 12.12.2025