

Ben Franklin Transit

2017 – 2022

Transit Development Plan

Adopted by the BFT Board of Directors, July 13th, 2017
Resolution 39-2017

THE COLUMBIA • THE SNAKE • THE YAKIMA



1000 Columbia Park Trail
Richland, Wa 99352

Serving Benton and Franklin Counties for over 30 years



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BFT operates its programs without regard to race, color and national origin. To receive additional information on BFT's discrimination obligations including our complaint procedures please contact us at (509) 734-5107.

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Ben Franklin Transit's (BFT) Transit Development Plan (TDP) and Program of Projects (POP) provides a summary of information as well as projected changes over the next six-years. BFT is required to submit the six-year plan per RCW 35.58.2795 to the Washington State Department of Transportation (WSDOT) on an annual basis. The information contained herein will be used as part of WSDOT's annual report to the Washington State Legislature.

TRANSIT DEVELOPMENT PLAN (TDP) & PROGRAM OF PROJECTS (POP)

The TDP is a six-year transit plan required by the Washington State Legislature and Federal Transit Administration. The TDP is prepared by the independent transit properties and submitted to the State DOT for approval and final submittal to the Federal Transit Administration. The TDP includes a summary document which shows the size of the fleet, costs, revenue, service revenue hours, revenue miles, expenses, operating characteristics, capital expenditures and a summary of the completion of the project goals reflecting agency core values. Public hearings and a thirty-day comment period are held to obtain input from the public on the TDP. The POP is a listing of planned capital expenditures including construction, vehicles, equipment and consulting support that are funded with FTA grants, state and local funding.

TRANSIT IMPROVEMENT PLAN (TIP)

The TIP is a planning document that identifies capital projects expected to be funded with federal and state grants. The TIP is prepared annually by Benton Franklin Council of Governments (BFCG) and includes BFT's TDP. All TIPs from local jurisdictions, counties and city agencies are compiled into a Regional TIP as required by the federal government. If a capital item BFT would like to pursue is not listed in the TIP, it cannot be funded with state or federal money. The TIP is only for capital projects and represents the Capital Plan section of the TDP. Although the TIP is a federal requirement, the document goes through approval by the region and the state. Public hearings are held to obtain comments from the public on the TIP and again as the projects become part of the State Transportation Improvement Plan.

PROCEDURES

To ensure the maximum opportunity for public input and involvement in the decision process regarding major service changes and fare increases, BFT adheres to the following procedures:

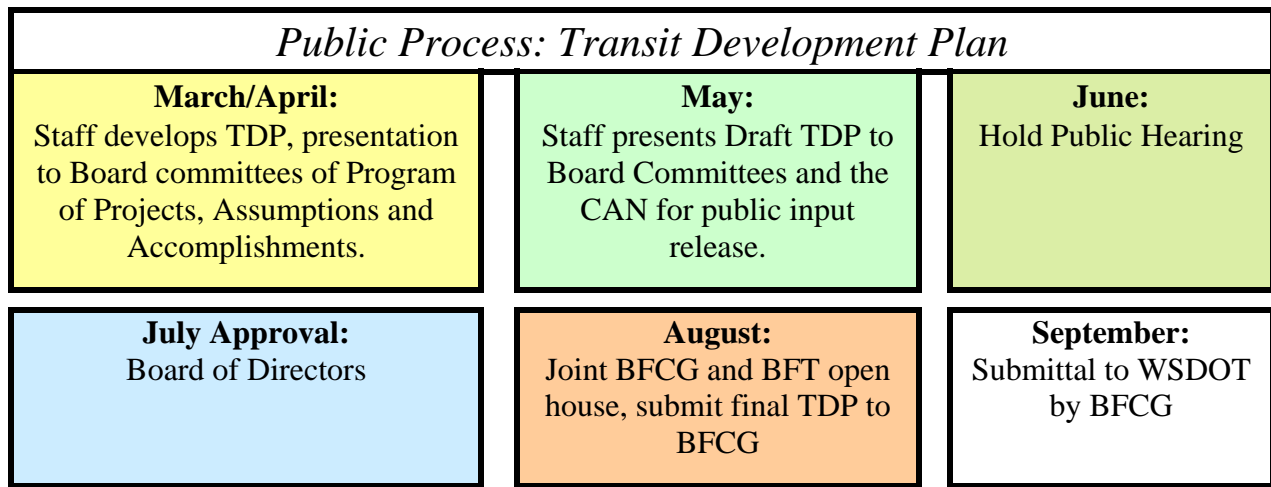
- Provide at least a 30-day notice of public hearings regarding major service changes or fare increases, in both Spanish and English.
- Customers, the public and the community will be informed of the proposed change, comment process and public hearings by way of: newspaper display ads, multimedia news releases, onboard fliers, and postings at BFT offices and on BFT's website, all in both Spanish and English.

- All comments are provided to BFT’s Board of Directors (Board) prior to any decision regarding any program of projects, major service changes, fare changes and other policies as needed. Interpreters are present at public hearings to translate information and take comments.

ADOPTION TIME LINE & PUBLIC PROCESS

The six-year TDP is developed using staff input, information from BFT’s Board and public input. Public comment is sought through a public hearing, advertised thirty days prior to the hearing. The Board receives copies of all public comments and participates in discussions during committee meetings, Board retreats and regularly scheduled Board meetings. The meetings are open to the public and the dates and times are posted on our website (www.bft.org). The flow chart shown below depicts the TDP development and public review process.

Figure 1: Ben Franklin Transit TDP Timeline



MISSION

The mission of BFT is to provide exceptional and cost-effective transportation services that consistently exceed customer expectations while promoting the principles and practices of livable communities and sustainable development.

BACKGROUND

BFT is a municipal corporation, which provides public transportation services in a 616-square mile area known as the Public Transit Benefit Area (PTBA), serving an estimated population of 251,151 in 2016 (Washington State Financial Management, Forecasting and Research Division). Included in the service area are the cities of Kennewick, Pasco, Richland, West Richland, Benton City, Prosser and adjacent unincorporated areas of Benton and Franklin counties. BFT's administration, operations and maintenance facility are located at 1000 Columbia Park Trail, Richland, Washington 99352. The Customer Service Office is located at the Three Rivers Transit Center, 7109 W Okanogan Pl, Kennewick, Washington 99337. For more detailed information on all BFT facilities, transit centers and park and rides, please refer to Table 10 and 11.

BFT was formed May 11, 1981, when the voters in the service area voted to levy a 0.3 percent sales tax to support public transit with a 64% majority. The Dial-A-Ride system was started January 1, 1982, by contract with the Benton Franklin Developmental Center. BFT assumed the operation of the Dial-A-Ride system January 1, 1985. The Vanpool service was initiated in September of 1982, under a contract with the Benton-Franklin Council of Governments. BFT took over Vanpool operations on January 1, 1984.

On November 4, 1997, the voters of Benton City and Prosser elected to be annexed to the Benton Franklin Public Transportation Benefit Area (PTBA), with a 62% majority. Service was contracted with the City of Prosser to provide service to the communities of Prosser and Benton City using their Prosser Rural Transit system. In January 1999, BFT took over the Prosser and Benton City Operations. On May 15, 2001, an additional sales tax proposition of 0.3 percent was voted on. It was narrowly defeated by 169 votes. On March 12, 2002, the voters of Benton and Franklin Counties approved the sales tax proposition of 0.3 percent. Voting statistics by county are as follows: Franklin County--53.5% and Benton County--56.28%. On April 26, 2005, the voters of Finley elected to be annexed to the Benton Franklin PTBA with a 65.12% majority. Currently, the authorized taxing level is 0.6 percent total sales and use tax, 0.3 was approved in May 1981 and an additional 0.3 percent was approved in March 2002.

BFT receives over 80% of its funding from local sales taxes. Additional funding is provided by the Federal Transit Administration and fare revenue. BFT is owned by the community and all staff work to serve the community's needs.

GOVERNANCE

BFT is a PTBA governed by a ten-member Board of Directors. The Board consists of two Franklin County commissioners, one Benton County commissioner, a city council member from each of six cities: (Richland, Pasco, Kennewick, West Richland, Benton City, and Prosser) and one non-voting Collective Bargaining Representative. BFT's Board of Directors holds public meetings the second Thursday of each month at Ben Franklin Transit's Administration building located at 1000 Columbia Park Trail, Richland, Washington 99352.

Board of Directors

Watkins, Matt, Chair – City of Pasco
Koch, Bob, Vice Chair – Franklin County
Becken, Steve – City of Prosser
Young, Steve – City of Kennewick
Miller, Rick – Franklin County
Bloom, Richard, City of West Richland
Christensen, Terry – City of Richland
Small, Shon – Benton County
Stade, Lisa – City of Benton City
Nelson, Norma – Non-Voting Union Rep, Teamsters Union

Alternate Board of Directors

Flores, Chi – City of Pasco
Trumbo, John – City of Kennewick
Taylor, Randy – City of Prosser
Peck, Brad – Franklin County
Buel, Rich – City of West Richland
Thompson, Bob – City of Richland
Beaver, James – Benton County
Sandretto, David – City of Benton City
Lilyblade, Chris – Non-Voting Union Rep, Teamsters union

ORGANIZATION

BFT does not discriminate on the basis of race, color or national origin. BFT is an equal opportunity employer. BFT's 2017 budget included the following number of positions listed by Department:

Table 1: Force Account*

Department	2016	2017
Operations	115.0	115.50
Dial-A-Ride	95.0	96.0
General Demand	6.5	6.5
Vanpool	4.0	4.0
Maintenance	32.0	32.0
Human Resources	4.5	5.0
Administration	13.5	15.0
Service Development	12.0	13.0
Contracted Employees (Taxi/ARC)	88.0	88.0
Total BFT Employees	370.5	375.0

*Data source BFT 2017 Budget

Figure 2: Ben Franklin Transit Organizational Chart 2016

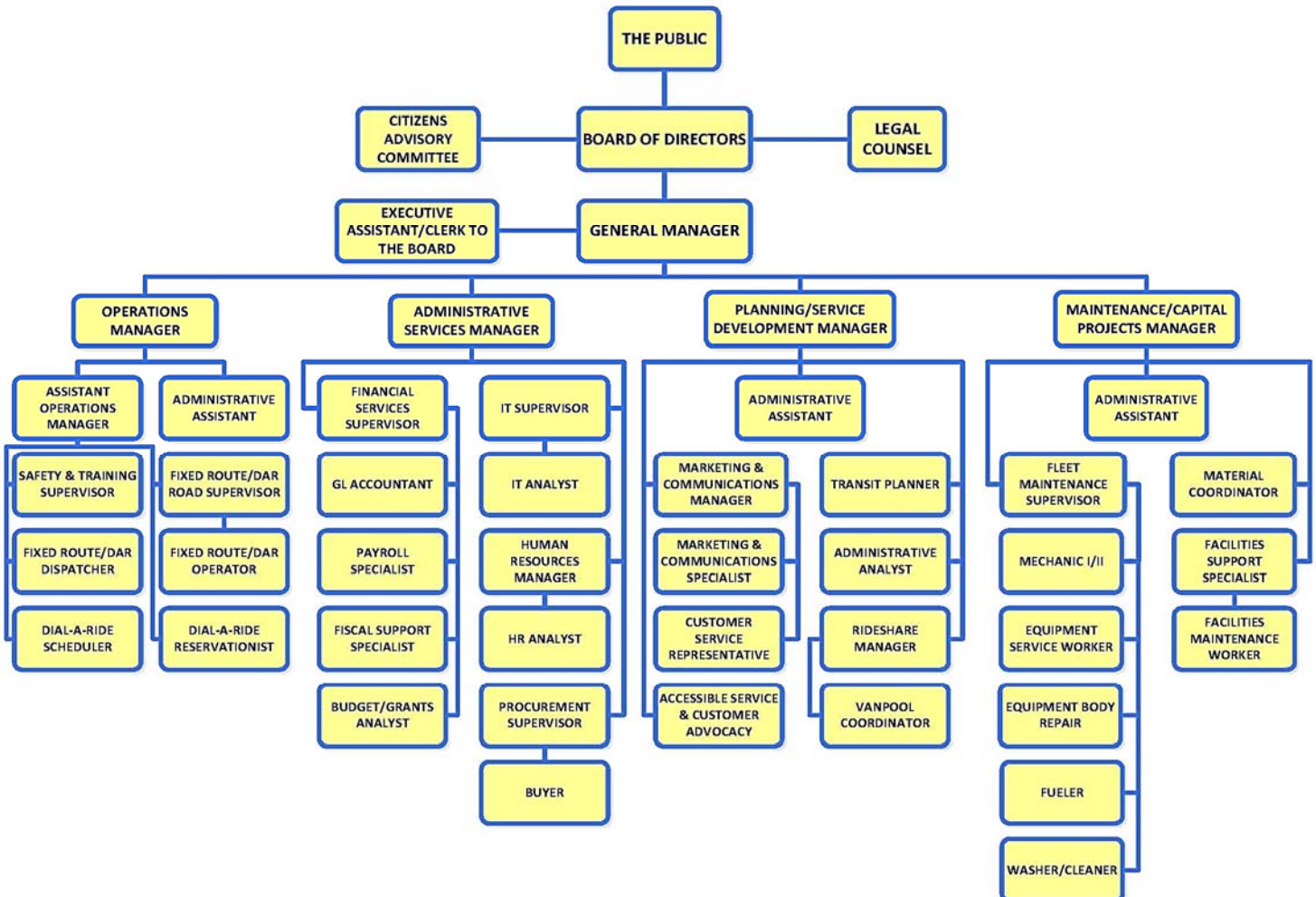
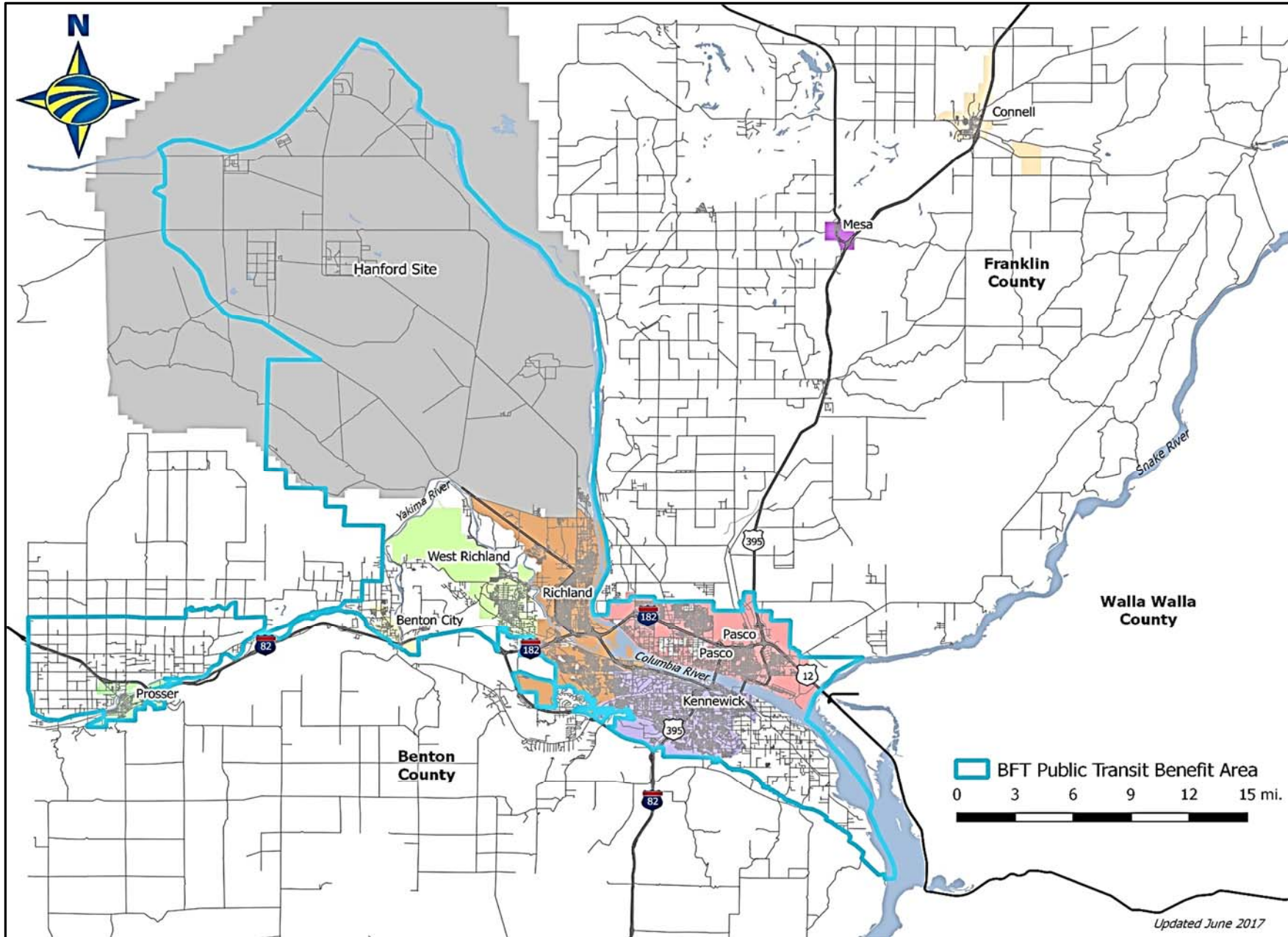


Figure 3: Ben Franklin Public Transportation Benefit Area Boundaries



Board Meetings: The Board holds monthly meetings the 2nd Thursday of each month and the public is invited to attend.

Customer Comment Process: Citizens may call BFT's Customer Service Department to report a complaint, suggestion, or service request. All comments are input into a database and then distributed to the respective department to be addressed as needed.

General Awareness Surveys: BFT conducts surveys to onboard riders. In addition, there are route or service specific surveys taken as needed to assist BFT in making informed decisions regarding service changes. The surveys are distributed in Spanish and English and are often coordinated with other agencies.

Bilingual Outreach: BFT provides an outreach program to Spanish-speaking customers to help them understand how to ride the bus through seminars and one-on-one assistance. Spanish is the primary language for a significant portion of the people BFT serves. BFT provides Spanish translations in all published schedules and public notices. Spanish speaking translators attend our public meetings, and if a significant portion of the attendees speak Spanish, we translate the full presentation and provide translators. In addition, a telephone translation service is available in customer service to aid communication for all languages. BFT's website can be translated through Google Translate allowing for all information and trip information to be available in numerous languages.

PUBLIC COMMENT PROCEDURES

The BFT Customer Comment Policy has been established to ensure that riders of all modes of the system, including bus, paratransit, vanpool and contracted services, have an easy and accessible way to provide feedback to the agency. Ben Franklin Transit is open to hearing any customer feedback including complaints, comments, suggestions, or concerns.

To Provide Public Comments Contact Ben Franklin Transit by:

- **Postage-free Customer Comment Cards** are available on BFT and contractor vehicles and at Pass Outlets in Spanish and English.
- **US Mail.**
- **Telephone:** Riders can contact Ben Franklin Transit Customer Service Department or use established public comment lines when available.
- **E-mail:** Riders can contact Ben Franklin Transit by e-mail.
- **Language Line:** For riders who speak a language other than English, Ben Franklin Transit will utilize the services of The Language Line to facilitate calls. BFT emphasizes bilingual staffing to assure communications with Limited English Proficiency (LEP) customers.
- **In-person:** Riders can provide comment at Three Rivers Customer Service Center or the Administration Building.

- **Website:** Riders can offer feedback on the Ben Franklin Transit website (www.bft.org), by going to the “Contact Us” link. Google Translate is linked to our site and assists communication with LEP customers.

Feedback Review Process: All feedback from customers is valued. Anyone who submits a comment, complaint, or service suggestion to Ben Franklin Transit and requests a response will receive an initial response within fifteen (15) working days, provided they give legible contact information.

Complaints are recorded and investigated by staff. Suggestions and improvements for the system are made to address complaints if possible. Appropriate actions are taken to address complaints regarding staff, equipment or processes.

Information about Policy: Information about the Customer Comment Policy, including how to submit a complaint, is made available to riders in our schedule book, at all sales outlets and on our vehicles.

Reporting: Staff will compile an annual summary of customer comments for the Board and employees for use in reviewing and evaluating service.

CUSTOMER COMMENTS

The categories listed below are broad with specific complaints placed in each using the best judgment of the staff person receiving the call:

- **Safety Issue:** includes any safety related issues including driving
- **Discourteous:** includes any behavioral issues involving BFT staff
- **Repeating Callers:** are members of the public that call on a regular basis with similar or varying complaints or comments
- **Equipment Problems:** all types of mechanical issues
- **Fares:** payment issues
- **Bus Stop:** usually locations (additional, or removal)
- **Schedule Change:** timing issues
- **Missed Connection:** people missing their bus
- **Passed by Passengers:** bus did not stop and caller was at the stop
- **Route Requests:** additional locations

Table 2: 2016 Customer Comments by Functional Department*

	<u>Total</u>	<u>Complaint</u>		<u>Commendation</u>		<u>Service Requests</u>		<u>Unknown</u>	
		Count	%	Count	%	Count	%	Count	%
Bus Operations	470	388	83%	50	11%	28	6%	4	1%
Bus Stops	28	16	57%	0	0%	12	43%	0	0%
Contracted Services	48	40	83%	5	10%	3	6%	0	0%
Customer Service	11	8	73%	3	27%	0	0%	0	0%
Dial -a-Ride	90	51	57%	39	43%	0	0%	0	0%
Facilities / Maint.	3	0	0%	0	0%	3	100%	0	0%
Other	12	9	75%	3	25%	0	0%	0	0%
Prosser / BC	1	1	100%	0	0%	0	0%	0	0%
Public Information	0	0	0%	0	0%	0	0%	0	0%
Vanpool	2	2	100%	0	0%	0	0%	0	0%
Total Records	717	567	79%	100	14%	46	6%	4	1%

*Data Source BFT CCR Database

TITLE VI

BFT does not discriminate on the basis of race, color or national origin.

- BFT is committed to ensuring that no person is excluded from participation in or denied the benefits of its transit services on the basis of race, color, or national origin, as protected by Title VI in Federal Transit Administration (FTA) Circular 4702.1.B. A complaint process is in place for anyone with concerns about discrimination.
- BFT is committed to breaking language barriers by implementing consistent standards of language assistance across its service area.
- There are pass and ticket outlets located throughout the area; in addition, these may be purchased on line at www.bft.org or by standard mail.

Community Outreach is a requirement of Title VI. As such, BFT seeks out and considers the viewpoints of minority and low-income populations in the course of conducting public outreach. BFT has wide latitude to determine what specific measures are most appropriate and makes this determination based on the composition of the affected population, the public involvement process, and its available resources. BFT consistently and continually engages the public in its planning and decision-making processes as well as its marketing and outreach activities.

It is the policy of BFT to encourage broad comment and input on proposed Program of Projects, Service Changes, Fare Changes and various policies. Title VI requires setting thresholds for this process to be implemented, as well as a complaint process. The Disproportionate Burden and/or Discriminatory Impact Policies are included in this document, as they state required public input and BFT's intention to resolve any concern regarding changes in the system.

Finally, BFT encourages broad comment on policies that may impact our customers, and frequently carries out surveys, public forums and open houses in addition to formal processes. The Customer Comment Records capture concerns or compliments received from the public; this process is detailed below.

TITLE VI PUBLIC INVOLVEMENT PROCESSES

Service Changes requiring a public process will include those changes defined in the BFT Title VI policies. Additional policies may be taken through a Public Input Process at the discretion of the General Manager. Public involvement will be undertaken for changes including but not limited to the following:

- A major service change is defined as any change in service on any individual route that would add or eliminate more than twenty percent (20%) of the route revenue miles or twenty percent of the route revenue hours. All major service changes will be subject to an equity analysis, which includes an analysis of adverse effects.
- A service change leading to an adverse effect is defined as a geographical or time-based reduction in service, which includes but is not limited to: span of service changes, frequency changes, route segment elimination, re-routing, or route elimination.
- A service change that could lead to a disproportionate burden occurs when the low-income population adversely affected by a fare or service change is twenty percent (20%) more than the average low-income population of Ben Franklin Transit's service area.
- A disparate impact occurs when the minority population adversely affected by a fare or service change is twenty percent (20%) more than the average minority population of Ben Franklin Transit's service area.
- Changes to the Program of Projects (POP) as included in the Transit Development Plan (TDP), Transportation Improvement Program (TIP), or any Environmental Justice (EJ) analyses. These are described more fully below.
- Any fare changes.

WEEKDAY AND SATURDAY FIXED ROUTE BUS SERVICE

BFT has 22 weekday routes and 18 Saturday routes serving Benton City, Kennewick, Pasco, Prosser, Richland, and West Richland. There are seven (7) Inter-City routes, routes providing service to multiple cities and 16 locals routes assigned to a specific city. During travel, a majority of riders make multiple transfers between routes to get to their destination. Buses are scheduled to arrive at the transit centers at approximately the same time and leave at the same time so transferring from bus to bus is simple to do and easy to understand. Route and schedule information is available online at www.bft.org and in Google Transit.

TAXI FEEDER ROUTES

Premium service that provides linked service from lower density areas to regular fixed route service. Customers contact BFT's contractor to schedule trips. Taxis pick up the customers in designated zones and then drop the customer off at a designated nearby bus stop. Feeder service provides access to areas that would otherwise be too costly to serve with fixed route service.

DIAL-A-RIDE PARATRANSIT SERVICE

Ben Franklin Transit exceeds requirements set forth in the Americans with Disabilities Act (ADA) by providing Paratransit service within the PTBA. Service provided outside the ¾ mile of fixed routes requires a premium fare. Operating hours for Paratransit services are the same as for fixed routes. Trips include access to employment opportunities, medical appointments, and general access to the community. We provide reasonable modification to aid riders who utilize the services.

TRANS+PLUS NIGHT AND SUNDAY SERVICE

Service that operates from 6:30 p.m. to 2:00 a.m. Monday thru Saturday and from 8:00 a.m. to 6:00 p.m. on Sundays, allowing customers access to transportation when regular services are not available. Reservation lines open at 2:00 p.m. daily and riders schedule trips as needed. Subscription trips may be booked for clients taking the same trips daily for weeks or months at a time; work related trips are a good example of subscription service. Tri-City Taxi currently provides this service.

DEMAND RESPONSE SERVICES

Demand response service provides trips as needed in low-density communities such as Prosser and Finley. Finley service is contracted by a local taxi company. Reservations are made the day prior to travel, or can be set up through a subscription. Designated stops have been established for pick-up by the taxi and BFT provides door-to-door service for Paratransit eligible riders. Prosser services are provided by Ben Franklin Transit. Reservations are made for the day prior to travel, or can be set up through a subscription. Designated stops have been established for pick-up and door-to-door service is available for Paratransit eligible riders.

VANPOOLS

BFT's Vanpool program is a ride share alternative for those with long commutes. Volunteer drivers and riders share the cost of fuel, maintenance, and insurance through a monthly fare to utilize BFT vans. Vanpool drivers are fellow commuters, responsible for collecting the monthly fee and fueling the vehicle. The monthly Vanpool fare is based upon miles travelled.

Table 3: Major Employers using BFT Vanpool

Major Employers Served by Vanpools		
Bechtel	Coyote Ridge Correctional	Wahluke Schools
Benton County	Facility	Washington Beef
Boise Cascade	Energy Northwest	Washington Closure Hanford
Canoe Ridge Winery	Hanford Site	Washington River Protection
Cayuse Technologies	Mission Support Alliance	Solutions
CH2M Hill	Priest Rapids Dam	Washington State Penitentiary
Columbia Crest Winery	St. Michelle Estate	W M Bolthouse Farms
Connell Elementary	U.S. Army Corps of Engineers	

COMMUNITY VANS

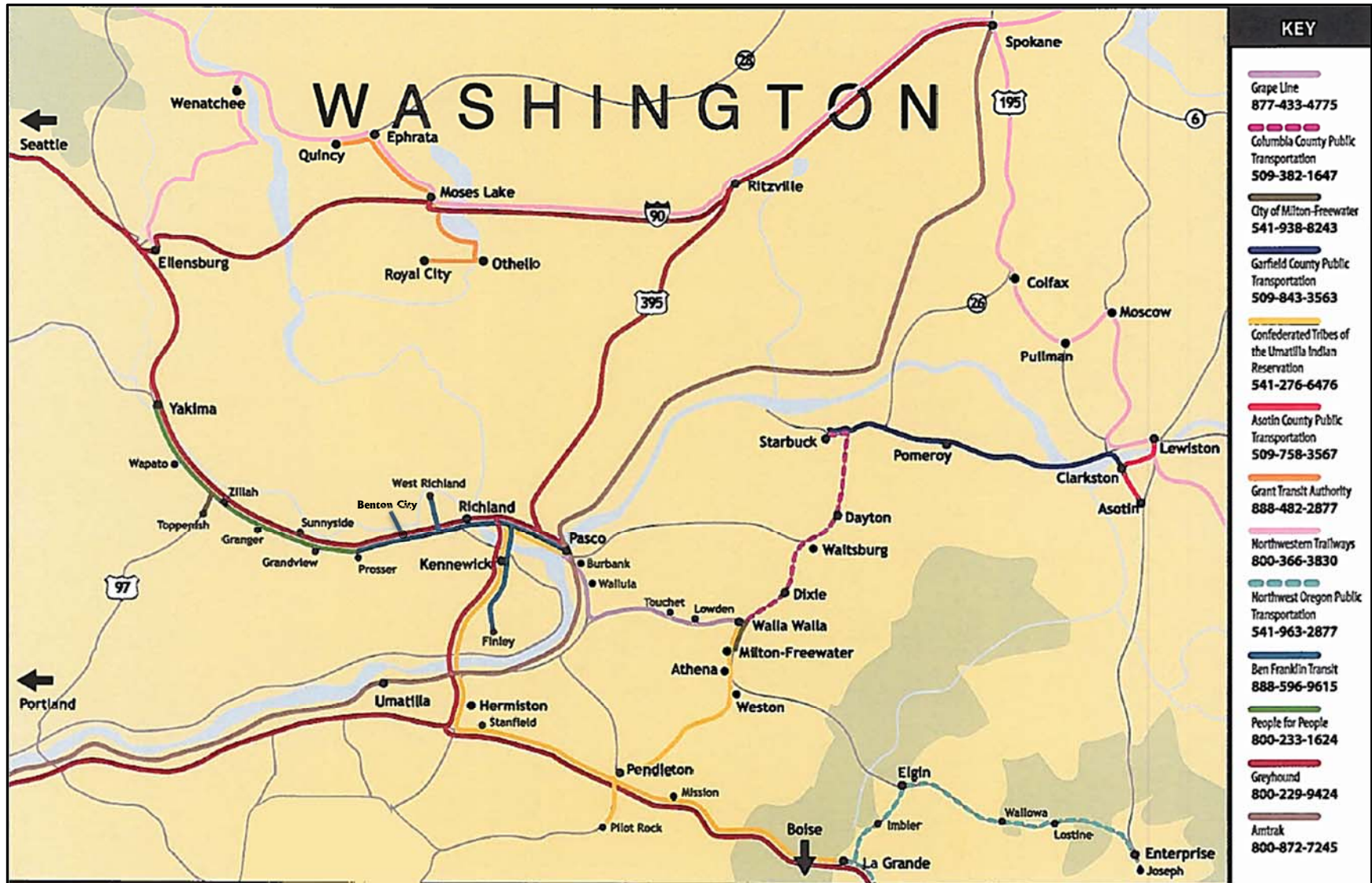
BFT makes 12-passenger and mini vans available for use on specific pre-approved trips with volunteer drivers and coordinators for community non-profit or governmental groups. Pre-approved trips are usually low frequency trips such as special events. Community Vanpools pay the full cost of mileage.

CONNECTIONS

Transportation Partners & Ben Franklin Transit Passenger Connections

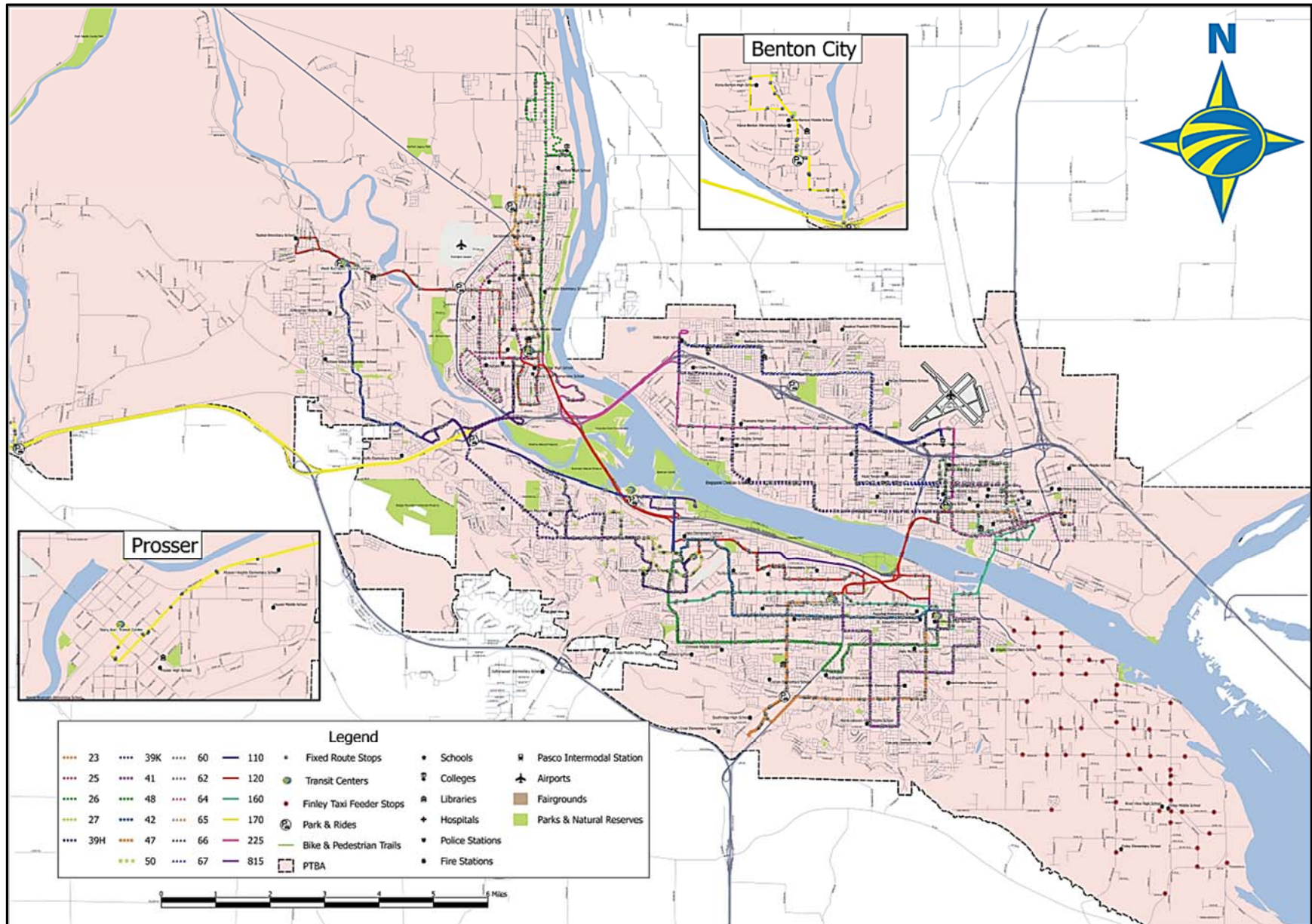
- Tri-Cities Airport
- Grapeline service of Walla Walla
- Fixed route service is provided to majority of schools in the PTBA
- Battelle and other North Richland business locations
- Pasco Intermodal Station (Amtrak and Greyhound)
- People for People service to Yakima, Othello, Mesa, Basin City and Connell
- Connects to Columbia Basin College in Pasco
- Connects to WSU Tri-Cities in Richland
- 16 Park and Ride lots within BFT's service area

Figure 4: Regional Transportation Connection Map *



*Data Source: Valley Transit, Walla Walla Valley

Figure 5: Ben Franklin Transit System Map



FARE STRUCTURE

Table 4: Fare Structure*

Adult and Dial-A-Ride			Day Pass	All ages all fixed route	\$4.00
Cash		\$1.50	Trans +Plus	All ages all times and days	
10 Tickets		\$12.00	Cash		\$3.00
Monthly Pass		\$25.00	10 Premium Tickets		\$25.00
Premium Dial-A-Ride	Pick-ups and drops beyond ¾ mile of fixed routes	\$2.50	Freedom Pass	All hours & services	\$50.00
Youth	Age 6 through High School		Taxi Feeder/Finley	Less than 4 mile trip length	\$1.00
Cash		\$1.00	Premium Taxi Feeder: More than 4 mile trip length	Cash or Premium Tickets	\$3.00
10 Tickets		\$8.00	Special Events		
Monthly Pass		\$14.00	Cash per person		\$1.50
Summer Youth	2010 application	\$25.00	Family up to 5 People		\$4.00
Medicare or Disabled	Medicare card or DSHS certificate with approved codes.		Seniors, Reduced	With BFT Picture ID Card	\$0.75
Cash		\$0.75	College Stickers	Pricing set contractually	
10 Tickets		\$6.00	Senior Citizens	65 years and older Fixed Route	Free
Monthly Pass		\$12.50	Children	Age 5 and younger Fixed Route (up to five children with one adult)	Free

*Fare Structure adopted by the Board June 1st 2012.

WASHINGTON TRANSPORTATION PLAN (WTP 2035)

The Washington State Department of Transportation (WSDOT) requires that transit agencies report their progress towards accomplishing the state's six statutory transportation policy goals in RCW 47.04.280. These goals and related objectives are identified in the *Washington Transportation Plan 2035* (WTP 2035).

The Washington Transportation Plan (WTP 2035) is a comprehensive and balanced statewide transportation plan that establishes a 20-year vision for the development of the statewide transportation system, from state highways and ferries to sidewalks and bike paths, county roads, city streets, public transit, air and rail. WTP 2035 identifies significant statewide transportation issues, and recommends statewide transportation policies and strategies to the legislature and Governor (RCW 47.01.071(4)). By law, WTP 2035 is required to be consistent with state's growth management goals, reflect the priorities of government, and address regional needs, including multimodal transportation planning.

WTP 2035 is based on the following six transportation policy goals established by the Legislature:

1. **Preservation** - To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
2. **Safety** - To provide for and improve the safety and security of transportation customers and the transportation system.
3. **Mobility** - To improve the predictable movement of goods and people throughout Washington State.
4. **Environment** - To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
5. **Stewardship** - To continuously improve the quality, effectiveness, and efficiency of the transportation system.
6. **Economic Vitality** - To promote and develop transportation systems that support, stimulate, and enhance the movement of people and goods to ensure a prosperous economy.

BFT continually strives to reach the goals and related objectives that are identified in WTP 2035. This is achieved by aligning BFT's agency goals and objectives with the six transportation policy goals detailed above.

BEN FRANKLIN TRANSIT STRATEGIC PLAN

The central theme of BFT's Strategic Plan is maximizing outreach to the community and developing strategic partnerships within our region that will help us reach our objectives and provide maximum value to our community. By further developing our employees and organization and through coordination with other agencies, we will continue to address the community's changing needs.

Primary Objectives

- Address community growth, particularly on the urban fringes.
- Maximize coordination with other agencies and organizations, including the community's growing healthcare industry.
- Implement succession planning, staff development, and measures to address upcoming attrition.

Secondary Objectives

- Address the changing demographics of our community, including reaching out to our growing Hispanic population regarding employment and transportation needs.
- Participate in Economic Development. Assist in the planning, development, and service provision to the Downtown Entertainment Districts. Includes tourism, special events, convention center, wineries, etc.
- Plan for paratransit demographic shifts. Manage increased demand by people with developmental disabilities, and changing senior needs.
- Continue to integrate technological communication with our customers.
- Continued pursuit of more environmentally friendly buses and alternative fuels.

2017 Goals and Major Initiatives

- Safety First (Fleet / Service)
- Comprehensive Service Plan Implementation
- Citizen's Advisory Network Implementation
- Leadership and Staff Development Training
- Transit Technology Implementation
- Comprehensive Employee Program Review
- Facilities Upgrades

2016 ACCOMPLISHMENTS

Staff works to provide excellent transit service by selecting, working on and completing tasks that support the following core values of the organization. Recent accomplishments include:

Fixed Route Operations

1. Decreased preventable accidents from 9 in first half of 2015 to 2 in the first half of 2016.
2. Established a collaborative working relationship with the Shop Stewards and Union Representative.
3. Successfully executed major County Fair service delivery changes with minimal impact to customers.

Dial-A-Ride

1. Held annual refresher training for 100% of DAR drivers with emphasis on safety.
2. Decreased on-the-job injuries in DAR from 22 in the first half of 2015 to 13 in the first half of 2016.
3. Implemented an annual safe driver contest.

General Demand Response

1. Completed annual refresher training for all Prosser operators.
2. Repaired bus parking lot to provide safe environment for operators.

Vanpool

1. Facilitated over 300 Vanpool driver refresher trainings.
2. Streamlined Vanpool Accounts Receivable.
3. Performed community outreach to Mission Support Alliance, Hanford Advisory Committee, and Hanford Site Traffic and Safety Committee.
4. Attended four community outreach events including the Hanford Safety and Health Expo and the Tyson Safety and Health Expo.

Maintenance

1. No safety related accidents.
2. Removed underground anti-freeze storage tank.

Human Resources

1. Updated and streamlined employee documentation process, recruiting and hiring process.
2. Successfully implemented the Affordable Care Act reporting requirements.

Administrative Services

1. Clean and timely Financial Statement, Federal Grants, and NTD Audits.
2. Performed Reserve Fund Analysis and Built Forecasting Model & Fleet Mgmt. Plan.
3. Converted to new TrAMS (Federal Grant & NTD Mgmt. Software) and met grant filing deadlines.
4. Converted key banking services.

5. Implemented key technology upgrades and processes throughout the fleet and agency.

Planning & Service Development

1. Completed Comprehensive Service Plan Study (CSPS) by presenting recommendations for action to the Board.
2. Attended approximately 81 partner agency meetings.
3. Reached out to 108 groups, 39 schools, and 5 organizations as part of the Art poster contest and an additional 25 businesses that participated in the 2016 coupon book summer youth pass promotion campaign.

1. **Population and Service Area** BFT's Public Transportation Benefit Area (PTBA) is a 616-square mile area located in Benton and Franklin Counties. The area includes all of the cities of Kennewick, Pasco, Richland, West Richland, Benton City, Prosser and certain unincorporated areas of Benton and Franklin County. The PTBA contains a population of approximately 251,151 as of 2016 (Washington State Financial Management, Forecasting and Research Division).

2017 Budget

1. **Sales Tax Revenue** is projected at \$33,882,492, a 2.0% increase over the 2016 actual amount of \$33,218,130. The increase in sales tax revenue reflects consistent economic growth of 4.0% over the last four years. This is due in part to school bond approvals and regional economic growth forecasts. 2017 is a fuel rod change-out at the Columbia Generating Station (Energy Northwest). On average this contributes \$500,000 to \$800,000 in additional sales tax revenues during the months of June and July. Of the total 2017 sales tax revenue, 86.0% or \$28,118,895 is programmed for the Operating budget and 6.1% or \$2,008,294 is programmed for the Capital budget and \$2,560,625 or 7.8% will be added to reserves to provide additional revenue service.
2. **Fares** are expected to remain relatively flat with no expected significant decrease or increase in 2017, subject to change from the implementation of the CSPA recommendations.
3. **Federal Grants** are budgeted in the amount of \$7,433,178 and include 5307 and 5339 formula funding for Federal Fiscal Year 2016.
4. **State Grants** are budgeted in the amount of \$2,000,000 and includes a portion of the 2015-2016 and 2017-2018 State biennium funding.
5. **Bus Operations** increases 9.7% or \$1,018,509 over FY 2016 actuals due to increased costs of labor and benefits, expected parts usage for diesel engine replacements, increase in insurance costs based on rate increases, fully allocating maintenance labor costs to the department and decreases in fuel based on a lower diesel fuel rate. Revenue miles are budgeted at 2,471,000, revenue hours at 131,400 and boardings at 2,136,000.
6. **Dial-A-Ride** increases 7.1% or \$634,332 over FY 2016 actuals due to increased costs of labor and benefits to include the requested addition of a Dispatcher position, increase in insurance costs based on rate increases, fully allocating maintenance labor costs to the department and a decrease in fuel based on a lower gasoline fuel rates. Revenue miles are budgeted at 1,668,000, revenue hours at 104,400 and boardings at 273,500.
7. **General Demand (Prosser)** increases 12.6% or \$77,612 from FY 2016 actuals as a net result of reallocating resources from Prosser to the Tri-Cities based on operational needs. Increases are seen in fuel and insurance due to logistics and the miles traveled. Revenue miles are budgeted at 215,000, revenue hours at 7,680 and boardings at 35,450.
8. **Vanpool** increases 2.7% or \$50,447 over FY 2016 actuals as a result of decreased costs of labor and benefits due to a reduction of one FTE, an increase in professional services due to

fully allocating maintenance labor costs to the department, decreases in fuel based on a lower gasoline fuel rate, and increases in insurance costs based on rate increases. Revenue miles are budgeted at 3,595,000, revenue hours at 79,900 and boardings at 735,800.

- 9. *Night Service*** is capped at \$1,750,000, which is slightly higher than the FY 2016 actuals of \$1,549,433 but flat when compared to the FY 2016 budget. Revenue miles are budgeted at 471,200, revenue hours at 21,700 and boardings at 75,800.
- 10. *Sunday Service*** remains at the same budgeted amount of \$325,000 as seen in 2016 and is slightly more than the FY 2016 actuals of \$319,149, or a 1.8% increase over FY 2016 actuals. Revenue miles are budgeted at 97,800, revenue hours at 4,275, and boardings at 16,900.
- 11. *Finley Service*** is budgeted at \$115,000, a 1.1% or \$1,265 decrease from the FY 2016 actuals and no change as compared to the FY 2016 budget of \$115,000. Revenue miles are budgeted at 35,820, revenue hours at 1,220 and boardings at 10,600.
- 12. *Taxi Feeder Service*** is budgeted at \$150,000, a 31.3% or \$35,721 increase over the FY 2016 actuals and no change as compared to the FY 2016 budget of \$150,000. Revenue miles are budgeted at 30,000, revenue hours at 1,445 and boardings at 10,550.

COMPREHENSIVE SERVICE PLAN STUDY (CSPS)

During 2015 and 2016 BFT conducted a Comprehensive Service Plan Study (CSPS). The purpose of the CSPS was to take an in-depth look at the operations and performance of Ben Franklin Transit's multimodal transit network, and identify how the agency's resources could be better allocated across various transit service modes to create an effective and efficient public transit system that better meets the transportation needs of the communities that make up the Tri-Cities service area.

The CSPS analyzed ridership and usage of all service modes, general travel trends in the service area, and current and anticipated development to understand need and market demand for transit service. The study also collected input from staff and the Board of Directors with regards to service and vision for the future, and input from the public during two series of open houses. The data and input collected were analyzed and considered when compiling the initial set of recommendations for the redesign of BFT's fixed-route network.

The goal of the CSPS was to provide service recommendations that would allow users of BFT transit service to:

Reach all parts of town with one transfer

- Extend routes to reach a major destination and reduce "forced" transfers at intermediate transit centers
- Provide transfer opportunities at "natural break points" in travel across the Tri-City area

Create more direct and frequent connections between cities

- Provide higher frequency service across river bridge connections between cities
- Service target: connections every 15 minutes (on one route or a combination of routes)

Reduce service duplication and route overlaps

- Reduce market competition and overlap between routes. Consolidate service into corridors and provide more frequency
- Users prefer walking to frequency rather than deciding between two corridors of low frequency
- Rely on walking access to service and simplify route alignments. Especially in core areas of Richland, Kennewick and Pasco

Reach emerging employment areas and activity centers

- Within the current network coverage in the short term. For instance, Southridge and Queensgate
- Outside current network coverage in the long term. For instance, Commercial Avenue and King City in Franklin County

Increase the span of service hours

- Extend service hours to at least 8:00 p.m. Monday to Friday
- Increase service hours from 7:00 am to 7:00 p.m. on Saturday
- Long term goal is to operate service seven days a week

On August 11th, 2016 the BFT Board of Directors authorized the implementation of the Comprehensive Service Plan and resulting service recommendations by way of Resolution 54-2016. Service recommendations outlined in the Comprehensive Service Plan are expected to be complete by the end of 2017.

COMPREHENSIVE SERVICE PLAN IMPLEMENTATION

In the later part of 2017, BFT will be implementing the service recommendations outlined in the Comprehensive Service Plan (CSP). These changes will affect the nature of the services our BFT provides. The service changes being made are a direct result of BFT's CSPPS and address the short term and long term transit needs of the BFT's Public Transit Benefit Area (PTBA).

Increases in operating costs would be funded through an increase in the budget for fixed-route service that has been secured with additional resources, and reallocation of funds from demand response services.

SHORT TERM SERVICE PLAN (0 – 3 YEARS)

Fixed Route

Short-term recommendations simplify BFT's fixed route system from a network of 22 routes to a network of 17 routes operating on both weekdays and Saturdays. Investments in services result in:

Increased service hours

- Later evening service during weekdays, from 6:00 a.m. to 8:00 p.m.
- Earlier and later service on Saturday, from 7:00 a.m. to 7:00 p.m.

Midday frequency

- Maintain schedule frequency throughout the day (on both weekday and Saturday)
- Address demand for trips other than work

Primary transit corridor frequency

- Increase frequency along major travel corridor and bridge crossings
- Higher frequency on individual routes or by staggering route schedules

Increase connectivity and directness of service

- Extension of service routes to match demand for longer trips
- Reach all parts of the network with one transfer only
- Reduction of transfer points and "pulse" locations

In general, the overall strategy for fixed-route service maintains its geographic coverage, but modifies the hours of operation and frequency of service. Extended hours on the bus system have an impact on other modes of service that complement fixed-route. At the same time, service areas and service types need more consistent operation and service delivery across the Tri-Cities to increase integration with the fixed-route system. Recommendations for modification of existing complementary services are provided below.

Additional Modes

Ben Franklin Transit operates a family of services that include fixed-route bus, demand response and taxi services. The focus of service change recommendations has been the fixed-route bus system; however, throughout the course of the study, the analysis identified several issues with respect to coverage, fare structure and service policies of demand response and taxi services that need revision in light of recommended service changes to the fixed-route system.

Taxi Feeder & Finley Service

Taxi Feeder and Finley operate a very similar service, but have distinct geographic coverages. Service change recommendations for these services include consolidation of Finley into Taxi Feeder and increasing the coverage of Taxi Feeder to the PTBA or any area that is within the PTBA but up to four miles away from transit. This means that service will be reorganized to provide service from designated pick-up points all over the service area to the nearest fixed-route bus stops.

Feeder service stops will be implemented one mile from fixed route and no further than four miles from a fixed route, creating a 4-mile service band around the fixed route system. Feeder service will transport riders from the feeder stop to the closest fixed route bus stop. Feeder stops will be located within rural areas of the PTBA with the expectation that riders will walk up to one-half of a mile to the feeder stops. The proposed service strategy will allow BFT to provide:

- Equitable Taxi Feeder service across the entire PTBA
- Access to service from rural areas that do not support fixed route service
- A methodology to gauge demand within rural areas to plan for future fixed route service

Taxi Night Service

There are several changes proposed for Taxi Night service that are triggered by the increase in hours of operation that are recommended for fixed route. Taxi Night service will start at 8:00 p.m., once fixed route service ends, and it will end at midnight. The service past midnight from 12:15 a.m. to 2:00 a.m. will be removed, as it is costly on a per rider basis and also trip making data indicates many of these trips are being made for recreational purposes rather than work, school or medical purposes.

Additionally, ridership trends for 2015 suggest that a very small percentage of riders utilize the Taxi Night Service and of that small percentage a large majority of riders are repeat customers. Data shows that close to one quarter of all Taxi Night trips occur in the evening (between 6:30 and 8:00 p.m.); 60% of trips occur in the late evening and night period (between 8:00 p.m. and 12:00 a.m.); and only 17% of night trips occur past midnight.

The proposed Taxi Night service reductions – evening and owl service, will create a savings of about \$500,000. The cost of providing Taxi Night service between 8:00 p.m. and 12:00 a.m. is currently \$1 million. An additional proposal is to cap Taxi Night service at \$500,000 during the hours of 8:00 p.m. and 12:00 a.m. and give priority to work, education and medical trips when scheduling service.

Demand Response (Prosser & Benton City)

Proposed service changes for the Prosser and Benton City general demand response service include extending the hours of operation to 8:00 p.m. on weekdays, and operating Saturdays from 7:00 a.m. to 7:00 p.m. to match fixed-route service hours. Other recommendations include strengthening the service policies to contain “no show” events.

ADA Dial-A-Ride Service

Proposed service changes for the Tri-Cities DAR service also include extending the hours of operation to 8:00 p.m. on weekdays, and operating Saturdays from 7:00 a.m. to 7:00 p.m. to match fixed-route service hours, as required by federal regulation. Tri-Cities DAR also needs to strengthen its ADA eligibility policies. One major recommendation is to outsource the eligibility process to reduce both cost and risk to BFT. Other recommendations include piloting circulation services for seniors that can offload demand on the DAR system.

Sunday Service

Sunday service is tentatively planned to keep its hours of operation from 7:30 a.m. to 6:00 p.m. However, during the implementation phase, ongoing efforts will be made to design relevant and equitable service while removing duplicity and maximizing cost containment.

Vanpool

No changes are proposed to service design and policy. However, BFT staff is developing a targeted marketing outreach to increase visibility of the program with major employers and expand the program to other employers and industries.

LONG TERM SERVICE PLAN (4 – 10 YEARS)

Fixed Route

Service recommendations in the long term were developed to strengthen the fixed route service proposed for implementation in the short term. Most investments are dedicated to increasing frequency on key travel corridors (such as Route 225), and on Saturday to match weekday service. In the Long-Term Service Recommendations, most routes in the system remain unchanged and only two new routes are proposed for implementation as pilots; these include a commuter route serving Commercial Ave and Industrial Way in east Pasco (KC) and a local circulator route in Prosser to provide community circulation service between residential areas, schools and employment centers, and feeder service to Route 170 at the Stacey Avenue Transit Center (PC). The goal on both routes is to address need for new services reaching into new markets in the fringes of the PTBA. Route KC would address commute to work trips that are currently being served by Taxi Feeder service, while Route PC would provide better service to internal trips that today are being taken on the general demand response service. The most significant changes are Route 225, which is proposed to operate every 15 minutes (instead of every 30 minutes); and Route 170, which is proposed to operate hourly between Richland, Benton City and Prosser. Most other increases in service frequency are on Saturdays to match weekday frequencies and provide consistent service 6 days per week.

Additional Modes

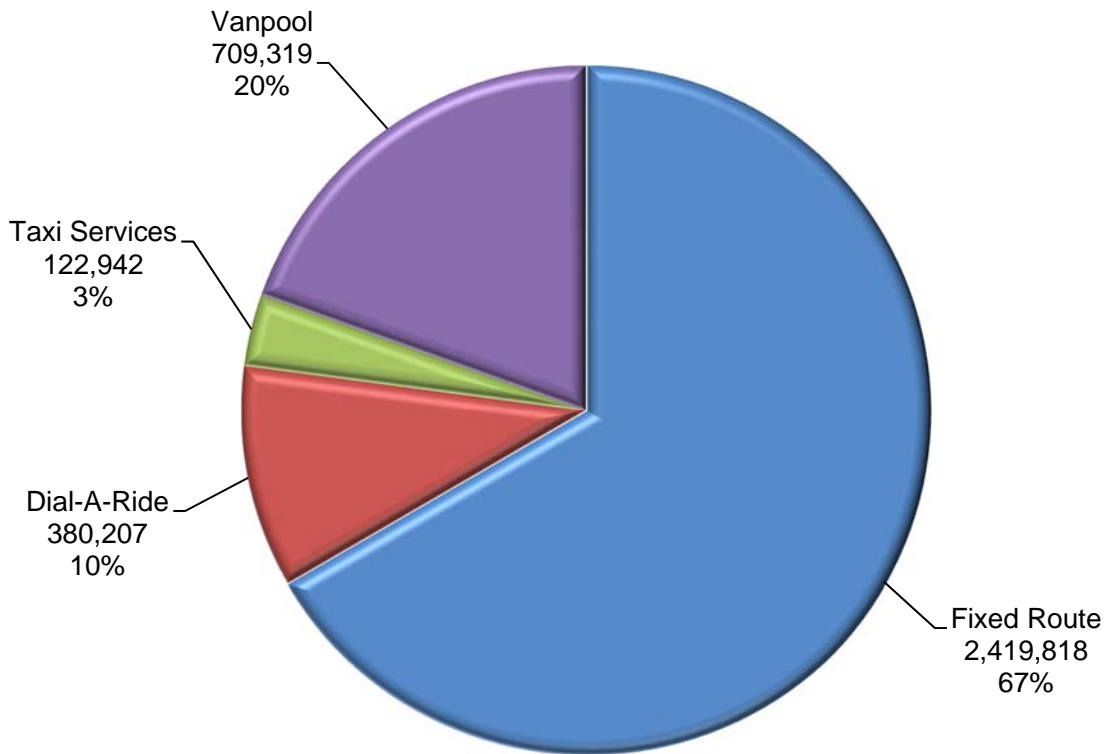
There are no solidified plans as to how BFT's supplementary transit modes (i.e. D.A.R., Taxi and Vanpool) will change in the Long-Term Service Plan. These additional modes will continue to be monitored and their effectiveness analyzed on a frequent basis.

Ben Franklin Transit provided 3,632,286 unlinked passenger trips in 2016 for a total system ridership decrease of 8.2% over 2015. Fixed Route unlinked passenger trips decreased by 8.1%. Vanpool unlinked passenger trips decreased by 10.7%. Demand Response and contracted Taxi services saw a 1.7% and 0.3% decrease in unlinked passenger trips respectively. The reduction in ridership can be primarily attributed to lower gas prices and better economic conditions.

The graph below illustrates unlinked passenger trips by mode, and the percentage of total system unlinked passenger trips they represent.

Figure 6: 2016 Unlinked Passenger Trips by Mode*

2016 Unlinked Passenger Trips by Mode



*Data source: BFT

Table 5: 2016 System Fatalities, Reportable Injuries and Collisions

2016 System Fatalities, Reportable Injuries, and Collisions	
Fatalities	0
Reportable Injuries	2
Collisions	4

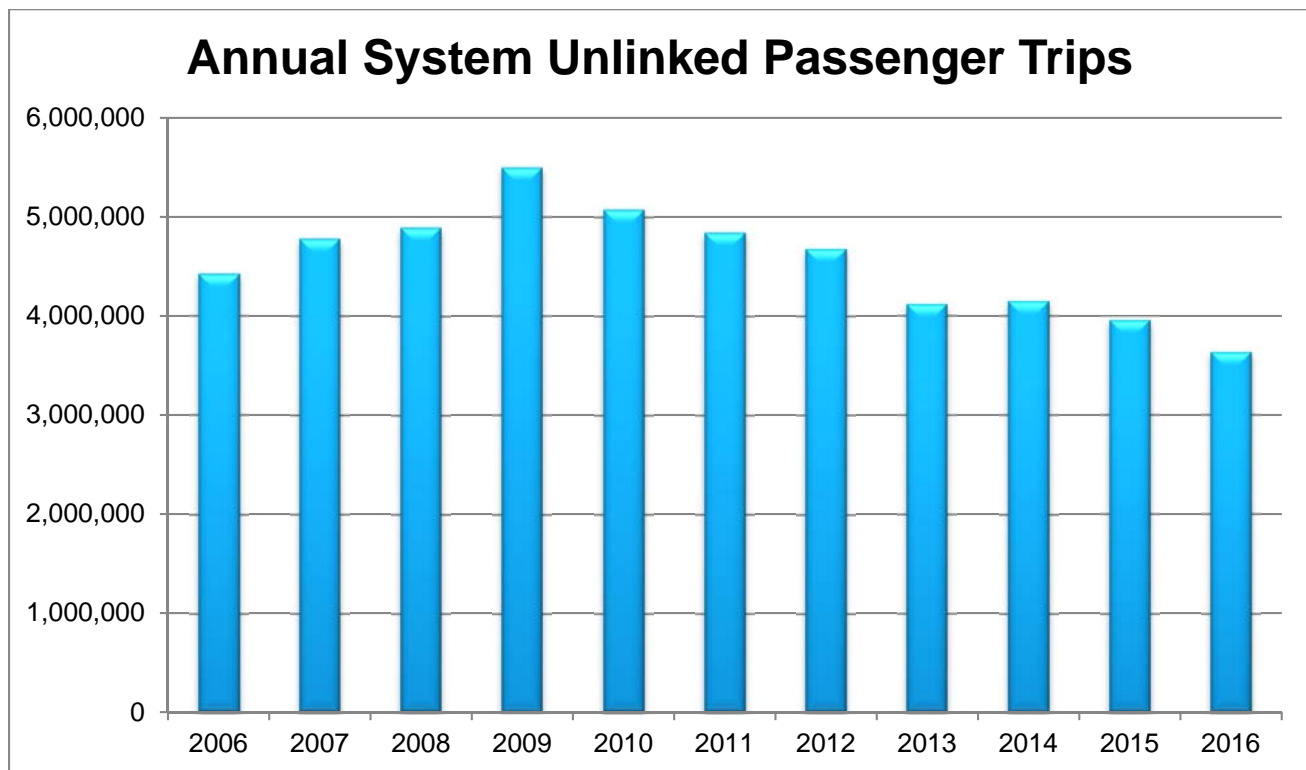
*Data source National Transit Database

Table 6: Service Types and Levels: Year End 2015 - 2016 calculations*

Service Type	Annual Revenue Miles 2015	Annual Revenue Miles 2016	Annual Revenue Hours 2015	Annual Revenue Hours 2016	Annual Diesel Usage	Annual Gas Usage	Unlinked Passenger Trips 2015	Unlinked Passenger Trips 2016
Bus	2,148,656	2,161,029	131,933	132,958	460,959	0	2,652,058	2,419,818
General Demand	171,627	172,364	7,733	7,376	464	31,844	39,555	32,564
Dial-A-Ride	1,956,574	1,946,937	112,970	120,450	1,401	311,258	352,503	354,239
Night Service	492,637	485,468	22,648	22,333			79,062	77,904
Taxi Feeder	34,065	30,236	1,517	1,445			11,789	11,199
Finley	37,389	36,299	1,287	1,252			9,931	10,914
Sunday	95,721	94,109	4,230	4,139			16,648	16,329
Vanpool	3,804,373	3,516,347	83,629	77,654	0	251,819	794,579	709,319
Total	8,741,042	8,442,709	365,946	367,605	462,824	594,921	3,956,125	3,632,286
2015 - 2016		-3.41%		+0.45%				-8.19%

*Data source BFT

Figure 7: Unlinked Passenger Trips Comparison 2006 - 2016*



*Data source BFT & National Transit Database

PROJECTED OPERATING DATA, 2017 – 2022 (IN THOUSANDS)

Table 7: Projected Operating Data 2017 – 2022*

Fixed Routes Services	2017	2018	2019	2020	2021	2022
Revenue vehicle hours	141	160	162	199	201	203
Total vehicle hours	148	169	171	210	212	214
Revenue vehicle miles	2,295	2,645	2,672	3,281	3,314	3,347
Total vehicle miles	2,490	2,871	2,899	3,560	3,596	3,632
Passenger trips	2,444	2,481	2,518	2,556	2,594	2,633
Fatalities	0	0	0	0	0	0
Reportable injuries	0	0	0	0	0	0
Collisions	0	0	0	0	0	0
Diesel fuel consumed (gal)	490	576	581	614	621	628
Gasoline consumed (gal)	0	0	0	0	0	0
Demand Response	2017	2018	2019	2020	2021	2022
Revenue vehicle hours	129	136	138	140	142	144
Total vehicle hours	147	173	176	179	181	184
Revenue vehicle miles	2,135	2,508	2,559	2,610	2,662	2,715
Total vehicle miles	2,509	2,850	2,907	2,966	3,025	3,085
Passenger trips	391	419	425	431	438	444
Fatalities	0	0	0	0	0	0
Reportable injuries	0	0	0	0	0	0
Collisions	0	0	0	0	0	0
Diesel fuel consumed (gal)	2	4	4	5	5	5
Gasoline consumed (gal)	353	371	377	383	388	394
Vanpooling Services	2017	2018	2019	2020	2021	2022
Revenue vehicle hours	78	79	79	80	81	82
Total vehicle hours	78	79	79	80	81	82
Revenue vehicle miles	3,551	3,587	3,623	3,659	3,695	3,732
Total vehicle miles	3,589	3,624	3,661	3,697	3,734	3,772
Passenger trips	716	723	730	738	745	753
Fatalities	0	0	0	0	0	0
Reportable injuries	0	0	0	0	0	0
Collisions	0	0	0	0	0	0
Diesel fuel consumed (gal)	0	0	0	0	0	0
Gasoline consumed (gal)	255	257	260	262	265	268

*Table 7 projections take into consideration the Comprehensive Service Plan Study.

*Data source BFT

PROPOSED SERVICE CHANGES, VEHICLE PURCHASES & FACILITIES IMPROVEMENTS

Table 8: Proposed Service Changes, Vehicle Purchases and Facilities Improvements 2017 – 2022

2017	Preservation / Improvements
Services	Implement service recommendations approved by the Board in August 2016.
Facilities	Maintain, improve, upgrade and expand per service level demands all bus stops, transit centers, park and rides and administration campuses including but not limited to paving and security. Operations Building Energy Audit Upgrades planning and engineering phases.
Vehicles	Replace or rebuild existing vehicles, up to 6 transit buses and up to 32 vanpool vehicles.
2018	Preservation / Improvements
Services	Assess and modify services as necessary; Increase taxi feeder and add fixed routes as demand warrants.
Facilities	Maintain, improve, upgrade and expand per service level demands all bus stops, transit centers, park and rides and administration campuses including but not limited to paving and security. Operations Building upgrades construction phase.
Vehicles	Replace or rebuild existing vehicles, up to 3 transit buses, up to 10 paratransit vehicles, and up to 32 vanpool vehicles, and 1 non-revenue support vehicles.
2019	Preservation / Improvements
Services	Assess and modify services as necessary; Increase taxi feeder and add fixed route as demand warrants.
Facilities	Maintain, improve, upgrade and expand per service level demands all bus stops, transit centers, park and rides and administration campuses including but not limited to paving and security.
Vehicles	Replace or rebuild existing vehicles, up to 4 transit buses, up to 11 paratransit vehicles, up to 32 vanpool vehicles, and 1 non-revenue support vehicles.
2020	Preservation / Improvements
Services	Assess and modify services as necessary; Increase taxi feeder and add fixed routes as demand warrants. Begin implementation of the long-range recommendations from the CSPPS.
Facilities	Maintain, improve, upgrade and expand per service level demands all bus stops, transit centers, park and rides and administration campuses including but not limited to paving and security.
Vehicles	Replace or rebuild existing vehicles, up to 4 transit buses, up to 11 paratransit vehicles, up to 32 vanpool vehicles, and 1 non-revenue support vehicles. Possible expansion of transit buses for phase two of the CSPPS implementation to meet planned service expansions
2021	Preservation / Improvements
Services	Assess and modify services as necessary; Increase taxi feeder and add fixed routes as demand warrants.
Facilities	Maintain, improve, upgrade and expand per service level demands all bus stops, transit centers, park and rides and administration campuses including but not limited to paving and security.
Vehicles	Replace or rebuild existing vehicles, up to 3 transit buses, up to 11 paratransit vehicles, up to 32 vanpool vehicles, and 1 non-revenue support vehicles.

2022	Preservation / Improvements
Services	Assess and modify services as necessary; Increase taxi feeder and add fixed routes as demand warrants.
Facilities	Maintain, improve, upgrade and expand per service level demands all bus stops, transit centers, park and rides and administration campuses including but not limited to paving and security.
Vehicles	Replace or rebuild existing vehicles, up to 4 transit buses, up to 11 paratransit vehicles, up to 32 vanpool vehicles, and 1 non-revenue support vehicles.

Table 9: Financial Forecasting Model 2017 – 2022*

Operating	2016	2017	2018	2019	2020	2021	2022	Total 2017-2022
Operating Revenues								
Total Sales Tax (Local)	\$ 33,218,130	\$ 34,048,583	\$ 35,070,041	\$ 36,297,492	\$ 37,386,417	\$ 38,694,942	\$ 39,855,790	\$ 221,353,264
Total 'Other' Local (Fares, Contracted Services, Misc.)	\$ 4,770,269	\$ 4,629,767	\$ 4,652,852	\$ 4,693,331	\$ 4,769,076	\$ 4,846,259	\$ 4,961,196	\$ 28,552,481
Total State Operating	\$ -	\$ 481,280	\$ 481,280	\$ 433,277	\$ 433,277	\$ 428,757	\$ 428,757	\$ 2,686,629
Total Federal Operating	\$ -	\$ 5,047,171	\$ 5,059,789	\$ 5,072,438	\$ 5,085,119	\$ 5,097,832	\$ 5,110,577	\$ 30,472,926
Total Operating Revenues	\$ 37,988,399	\$ 44,206,801	\$ 45,263,962	\$ 46,496,538	\$ 47,673,890	\$ 49,067,789	\$ 50,356,319	\$ 283,065,300
Operating Expense								
Total Labor	\$ 21,076,688	\$ 23,938,575	\$ 24,719,630	\$ 25,548,327	\$ 26,569,017	\$ 27,630,485	\$ 28,734,360	\$ 157,140,392
Total Non-Labor	\$ 10,657,183	\$ 11,885,046	\$ 11,048,322	\$ 11,214,047	\$ 11,382,257	\$ 11,596,489	\$ 11,770,436	\$ 68,896,597
CSPS Implementation	\$ -	\$ 4,500,000	\$ 4,567,500	\$ 4,636,013	\$ 5,330,553	\$ 5,410,511	\$ 5,491,669	\$ 29,936,245
Total Operating Expense	\$ 31,733,871	\$ 40,323,621	\$ 40,335,452	\$ 41,398,386	\$ 43,281,826	\$ 44,637,484	\$ 45,996,465	\$ 255,973,234
Operating Surplus/(Deficit)	\$ 6,254,528	\$ 3,883,181	\$ 4,928,510	\$ 5,098,153	\$ 4,392,063	\$ 4,430,305	\$ 4,359,855	\$ 27,092,066
Capital	2016	2017	2018	2019	2020	2021	2022	Total 2017-2022
Capital Grants	\$ 8,169,022	\$ 3,195,697	\$ 3,446,660	\$ 4,236,929	\$ 3,670,538	\$ 4,384,459	\$ 3,810,086	\$ 22,744,369
Capital Expenses	\$ 12,037,083	\$ 7,252,302	\$ 7,039,799	\$ 7,123,225	\$ 6,048,917	\$ 6,274,831	\$ 6,389,561	\$ 40,128,634
Capital Funds Surplus/(Deficit)	\$ (3,868,061)	\$ (4,056,605)	\$ (3,593,139)	\$ (2,886,296)	\$ (2,378,378)	\$ (1,890,372)	\$ (2,579,475)	\$ (17,384,266)
Combined Operating & Capital Surplus/(Deficit)	\$ 2,386,467	\$ (173,424)	\$ 1,335,370	\$ 2,211,856	\$ 2,013,685	\$ 2,539,933	\$ 1,780,380	\$ 9,707,801
Reserves	2016	2017	2018	2019	2020	2021	2022	Total 2017-2022
Beginning Reserves	\$ 28,019,200	\$ 30,405,667	\$ 30,232,243	\$ 31,567,613	\$ 33,779,469	\$ 35,793,154	\$ 38,333,087	
Current Year Surplus/(Deficit)	\$ 2,386,467	\$ (173,424)	\$ 1,335,370	\$ 2,211,856	\$ 2,013,685	\$ 2,539,933	\$ 1,780,380	
Subtotal Reserves	\$ 30,405,667	\$ 30,232,243	\$ 31,567,613	\$ 33,779,469	\$ 35,793,154	\$ 38,333,087	\$ 40,113,467	
Restricted - 3 Month Op Reserve	\$ 7,933,468	\$ 10,080,905	\$ 10,083,863	\$ 10,349,596	\$ 10,820,457	\$ 11,159,371	\$ 11,499,116	
Total Surplus (Deficit) Funds	\$ 22,472,199	\$ 20,151,338	\$ 21,483,750	\$ 23,429,873	\$ 24,972,697	\$ 27,173,716	\$ 28,614,351	\$ 28,614,351

*Details of planned expenditures are included in the attached Program of Projects.

**SECTION 10 PROGRAM OF PROJECTS - CAPITAL PROJECTS
2017 - 2022**

The Projects will be coordinated with the Benton Franklin Council of Governments as they develop their long-range transportation plan. Planning includes Park and Ride lots with emphasis on refining locations and rate development.

Public involvement and time established for public review and comments on the Transit Development Plan process will satisfy the FTA’s Program of Projects requirements. 2017 portion of the Program of Projects below indicates the planned improvements and upgrades of facilities and equipment. The entire six-year program is included as an attachment. Expenditures and Revenues must match as BFT maintains a minimum 3-month reserve and plans conservatively to assure a healthy financial future. Grant funds not committed to capital programs and flexible under federal guidelines will be used for operating expenses to help improve BFT’s fixed route service.

VEHICLES

1. Replace vehicles on a regular basis to maintain equipment at an age and usage level recommended by FTA or as indicated by BFT Maintenance costs and information.
2. 14-year replacement on buses; 9-year replacement on paratransit; 7-year replacement on vanpool vehicles; 7-year replacement on non-revenue vehicles.

VEHICLE PROCUREMENT PROJECTIONS 2017 – 2022

	2017		2018		2019		2020		2021		2022	
Bus												
Fixed Route	6	\$ 3,021,000	3	\$ 1,500,000	4	\$ 2,626,000	4	\$ 2,652,260	3	\$ 2,009,087	4	\$ 2,164,864
DAR/ARC												
Dial-A-Ride	21	2,101,404	10	950,000	11	1,055,450	11	1,055,450	11	1,066,005	11	1,076,665
Non-Revenue												
Vehicles	0	-	1	36,050	1	37,132	1	38,246	1	39,393	1	40,575
Vans												
Vanpool	33	1,112,402	32	1,100,800	32	1,122,816	32	1,145,272	32	1,168,178	32	1,191,541
Total	60	\$ 6,234,806	46	\$ 3,586,850	48	\$ 4,841,398	48	\$ 4,891,228	47	\$ 4,282,662	48	\$ 4,473,645

FACILITIES

1. Upgrade transit centers that have not been renovated and are in need of repairs.
 - a. The Maintenance facilities department has provided an onsite inspection and list of required repairs.
 - b. In addition, several have unpaved property attached; possible opportunities for land acquisition.
 - c. Kiosks, shelters and passenger amenities are missing or in need of replacement.
 - d. An energy audit was performed testing the electrical consumption from the Operations Facility. The test indicated twice the electrical usage per square foot was being used to heat the building. The building is 35 years old and needs new windows, doors, roof and siding replaced.

2. There are several areas of the Tri-Cities experiencing significant growth, key locations are being identified that may be considered for land acquisition. Land acquisition for Park and Ride lots will be linked to multi-modal transportation options allowing BFT to better serve our community.



EQUIPMENT

1. Equipment needs are requested to complete several projects that will provide ongoing improved security and data collection. They will additionally lead to BFT's ability to provide on time bus information at stops.
 - a. Cameras, DVRs and Servers are being installed on buses and at transit centers for increased security.
 - b. Automatic Vehicle Locaters (AVLs) will be included in future bus purchases to provide GPS information as to the exact location of buses.
 - c. Automatic Passenger Counters (APCs) will be installed to provide accurate counts, these can be linked with the AVL so the exact locations where riders are entering or leaving the bus can be recorded and used for future route designing and compiling National Transit Data (NTD) reports, including passenger miles traveled.
 - d. Radios are also being transitioned from analog to digital to replace aging equipment and with radios having longer range of signal and increased accuracy to improve communication options.

PROGRAM OF PROJECTS 2017 - 2022

As noted in other areas of the TDP, the Comprehensive Service Plan Study (CSPS) will play a large factor in outlying years for vehicle, property, and facility acquisitions. The CSPS will also potentially change where BFT will focus improvements to facilities, equipment, and technology.

2017					
Type of Expenditure	Quantity	Local	State	Federal	Total
Fleet Program					
Fixed Route	6	\$ 604,200	\$ -	\$ 2,416,800	\$ 3,021,000
Dial A Ride	21	56,589	2,000,000	44,815	2,101,404
Vanpool	33	521,795	558,272	32,335	1,112,402
Non-Revenue Support Vehicles	0	-	-	-	-
Facilities Program					
Maintenance Facility Upgrades - Fluid Dispensing Monitor		20,000	-	80,000	100,000
Three Rivers Transit Center		18,834	-	75,338	94,172
MOA Office Build Outs		75,000	-	-	75,000
Groundwater Project		150,000	-	-	150,000
Passenger Amenities Improvements / Construction		84,620	-	338,480	423,100
Operations Building Renovations		214,200	-	856,800	1,071,000
Equipment Program					
Bus Camera Retro Fit / Wiring		589	-	2,355	2,944
Transit Technologies					
ADP Software		396,000	-	-	396,000
Onboard Integrated Technology System		600,000	-	2,400,000	3,000,000
Replace Existing Switching Network		30,000	-	120,000	150,000
Point of Sale System		50,000	-	-	50,000
Safety & Security Program					
MOA Security		25,000	-	100,000	125,000
Total		\$ 2,846,827	\$ 2,558,272	\$ 6,466,923	\$ 11,872,022

2018					
Type of Expenditure	Quantity	Local	State	Federal	Total
Fleet Program					
Fixed Route	3	\$ 300,000	\$ -	\$ 1,200,000	\$ 1,500,000
Dial A Ride	10	-	950,000	-	950,000
Vanpool	32	528,384	572,416	-	1,100,800
Non-Revenue Support Vehicles	1	36,050	-	-	36,050
Facilities Program					
Maintenance Facility Upgrades		20,000	-	80,000	100,000
Property Acquisition		2,000,000	-	-	2,000,000
Facilities Maintenance Building		20,000	-	80,000	100,000
Passenger Amenities Improvements / Construction		50,000	-	200,000	250,000
Operations Building Renovations		74,090	-	296,362	370,452
Equipment Program					
Misc. Support Equipment - Computer Hardware, Other Support Equip.		225,000	-	-	225,000
Safety & Security Program					
Systemwide Security Improvements		24,000	-	96,000	120,000
Other					
ERMS Project Scoping/Implementation		500,000	-	-	500,000
Total		\$ 3,777,524	\$ 1,522,416	\$ 1,952,362	\$ 7,252,302

2019					
Type of Expenditure	Quantity	Local	State	Federal	Total
Fleet Program					
Fixed Route	4	\$ 525,200	\$ -	\$ 2,100,800	\$ 2,626,000
Dial A Ride	11	-	1,055,450	-	1,055,450
Vanpool	32	538,952	583,864	-	1,122,816
Non-Revenue Support Vehicles	1	37,132	-	-	37,132
Facilities Program					
Maintenance Facility Upgrades		20,000	-	80,000	100,000
Property Acquisition		1,000,000	-	-	1,000,000
Facilities Maintenance Building		60,000	-	240,000	300,000
Passenger Amenities Improvements / Construction		20,000	-	80,000	100,000
Equipment Program					
Misc. Support Equipment - Computer Hardware, Other Support Equip.		225,000	-	-	225,000
Safety & Security Program					
Systemwide Security Improvements		30,000	-	120,000	150,000
Other					
ERMS Project Scoping/Implementation		323,401	-	-	323,401
Total		\$ 2,779,685	\$ 1,639,314	\$ 2,620,800	\$ 7,039,799

2020					
Type of Expenditure	Quantity	Local	State	Federal	Total
Fleet Program					
Fixed Route	4	\$ 530,452	\$ -	\$ 2,121,808	\$ 2,652,260
Dial A Ride	11	-	1,055,450	-	1,055,450
Vanpool	32	549,731	595,542	-	1,145,273
Non-Revenue Support Vehicles	1	38,246	-	-	38,246
Facilities Program					
Maintenance Facility Upgrades		20,000	-	80,000	100,000
Property Acquisition		1,000,000	-	-	1,000,000
Passenger Amenities Improvements / Construction		20,000	-	80,000	100,000
Equipment Program					
Misc. Support Equipment - Computer Hardware, Other Support Equip.		225,000	-	-	225,000
Safety & Security Program					
Systemwide Security Improvements		25,000	-	100,000	125,000
Other					
ERMS Project Scoping/Implementation		681,997	-	-	681,997
Total		\$ 3,090,426	\$ 1,650,992	\$ 2,381,808	\$ 7,123,226

2021					
Type of Expenditure	Quantity	Local	State	Federal	Total
Fleet Program					
Fixed Route	3	\$ 401,817	\$ -	\$ 1,607,270	\$ 2,009,087
Dial A Ride	11	-	1,066,005	-	1,066,005
Vanpool	32	560,725	607,452	-	1,168,177
Non-Revenue Support Vehicles	1	39,393	-	-	39,393
Facilities Program					
Maintenance Facility Upgrades		40,000	-	160,000	200,000
Park and Ride Upgrades & Improvements		539,390	-	-	539,390
Park and Ride Property Acquisition		-	-	-	-
Passenger Amenities Improvements / Construction		20,000	-	80,000	100,000
Equipment Program					
Misc. Support Equipment - Computer Hardware, Other Support Equip.		176,865	-	-	176,865
Safety & Security Program					
Systemwide Security Improvements		50,000	-	200,000	250,000
Transit Technologies					
Onboard Integrated Technology System		100,000	-	400,000	500,000
Total		\$ 1,928,190	\$ 1,673,457	\$ 2,447,270	\$ 6,048,917

2022					
Type of Expenditure	Quantity	Local	State	Federal	Total
Fleet Program					
Fixed Route	4	\$ 432,973	\$ -	\$ 1,731,891	\$ 2,164,864
Dial A Ride	11	-	1,076,665	-	1,076,665
Vanpool	32	571,940	619,601	-	1,191,541
Non-Revenue Support Vehicles	1	40,575	-	-	40,575
Facilities Program					
Maintenance Facility Upgrades		40,000	-	160,000	200,000
Passenger Amenities Improvements / Construction		50,000	-	200,000	250,000
Equipment Program					
Misc. Support Equipment - Computer Hardware, Other Support Equip.		476,186	-	-	476,186
Safety & Security Program					
Systemwide Security Improvements		50,000	-	200,000	250,000
Transit Technologies					
Onboard Integrated Technology System		125,000	-	500,000	625,000
Total		\$ 1,786,674	\$ 1,696,266	\$ 2,791,891	\$ 6,274,831

APPENDIX A FACILITIES OVERVIEW AND PARK & RIDE DATA

Owned Facilities Inventory

Name of Transit System: Ben Franklin Transit Date: 2/6/2017

Table 10: Owned Facilities Inventory*

Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)
10	MOA - New Administration Building	100	6	24	\$5,187,000
10	MOA - Remodeled Operations Building	65	5	25	\$2,730,000
11	MOA - Maintenance Building	70	30	0	\$6,006,000
21	Fuel Island	90	11	19	\$1,365,000
21	Bus Wash Facility	90	11	19	\$1,092,000
6	Transit Center - 3 Rivers	80	12	18	\$2,456,480
6	Transit Center - 22nd Street/Pasco	55	30	0	\$819,000
6	Transit Center - Ed Frost/Huntington	55	30	0	\$819,000
6	Transit Center - Knight Street	55	18	12	\$819,000

*Public Transportation Management System Report

Summary of Facilities Needs and Descriptions (also see the Program of Projects)

Description: Maintenance, Operations and Administration Center: 1000 Columbia Park Trail, Richland, WA 99352. 10.5 total acres, 1058 Columbia Park Trail 3.4-acres, 1060 Columbia Park Trail 1-½ acres, 1066 Columbia Park Trail 1-¾ acres and the balance in parking for employees and visitors. There are 219 parking spaces with transit adjacent to the site.

1. Administration Building - An additional Administration Building was constructed in 2010. It is LEED Certified.

- Heating, ventilation, and air conditioning systems (HVAC): **HVAC LEED Certified.**
- Roof: **New**
- Structure (walls, floors, windows, and foundation): **New**
- Electrical/lighting: **New**
- Parking/driving surfaces: **Good**
- Water/sewer: **All new**
- Functional capacity (does the current use exceed design capacity): **All adequate looking to future office configurations to house growth.**
- Safety (alarms, detector, security, sprinkler, extinguishers, etc.): **There is no surveillance equipment. Doors are locked but the same building serves Vanpool driver, human resources and finance. Surveillance in money handling areas needed.**
- Communications (including signage): **New facility with older equipment mixed with new as needed.**
- Accessibility (ADA): **The building is fully accessible.**
- Mechanical (fixed or built-in) Passenger Elevator: **New**
- Fuel, fluid, or chemical storage: **N/A**

Needs -Cameras and enhanced security.

2. Operations Building - The Operations Building interior was renovated in 2011 including staff kitchen, lockers, lounge areas and office space. Dispatch and information centers established for drivers.

- Heating, ventilation, and air conditioning systems: **HVAC LEED Certified. An energy audit was conducted and Operations was found to be using twice the energy due to leaking windows, doors and old construction (built in 1985).**
- Roof: **leaks needs to be resealed.**
- Structure (walls, roof, floors, windows, and foundation): **Poor condition and failing roof**
- Electrical/lighting: **New**
- Parking/driving surfaces: **Good, New**
- Water/sewer: **All new**
- Functional capacity (does the current use exceed design capacity): **All adequate, no growth space available**
- Safety (alarms, detector, security, sprinkler, extinguishers, etc.): **There is no surveillance equipment**
- Communications (including signage): **new facility with older equipment mixed with new as needed**

- Accessibility (ADA): **The building is fully accessible.**
- Mechanical (fixed or built-in): **HVAC new in 2011**

3. Maintenance Facility - This facility was renovated in 2011 with technical refinements continuing into 2012.

- Heating, ventilation, and air conditioning systems (HVAC): **Heating very inefficient.**
- Roof: **20 years old, may need replacing if heating unit replacement required, HVAC in the roof.**
- Structure (walls, floors, windows, and foundation): **Good**
- Electrical/lighting: **Good**
- Parking/driving surfaces: **Pavement is in good condition.**
- Pedestrian access: **At grade sidewalks and doorway throughout as well as striping and designated pedestrian walkways at all crossings**
- Water/sewer: **Excellent drainage system (bio swales), inadequate restroom and staff lock space.**
- Functional capacity (does the current use exceed design capacity): **Good**
- Safety (alarms, detector, security, sprinkler, extinguishers, etc.): **The facilities are to code.**
- Communications (including signage): **Signage is in place.**
- Accessibility (ADA): **This is a fully accessible facility.**
- Mechanical (fixed or built-in) (examples might include vehicle hoists, elevators, cranes, fuel island): **Hoists replace in 2012. Fuel Island new in 2006.**
- Fuel, fluid, or chemical storage: **Vehicle wash has capacity for small and large vehicles. Recycling of water is excellent. Storage for chemicals is also excellent. Added an automated Diesel Exhaust Fluid (DEF) dispenser in 2014.**

Needs: New hot water heater, renovation of kitchens and bathrooms facilities, new HVAC and roof.

4. 3 Rivers Transit Center - 7109 W. Okanogan Place, Kennewick, WA, has 2.8 Acres with parking for 20 cars, 10 bus bays, a 7,700 square foot service island and a 3,000 square foot Customer Service Center.

- Heating, ventilation, and air conditioning systems (HVAC): **Good**
- Roof: **Needs new roof**
- Structure (walls, floors, windows, and foundation): **Needs paint, exterior columns oxides**
Interior customer service: paint, raise counter and replace throughout, new carpet, new furniture in break room and customer lobby. Roof in poor condition needs to be replaced.
- Electrical/lighting: **Good**
- Parking/driving surfaces (includes track system in rail yard): **Repaving needed and striping**
- Pedestrian access: **Good**
- Water/sewer: **Good**
- Functional capacity (does the current use exceed design capacity): **Good**

- Safety (alarms, detector, security, sprinkler, extinguishers, etc.): **Cameras, increased security and cash registers needed**
- Communications (including signage): **Good**
- Accessibility (ADA): **Need push button openers on all doors**
- Mechanical (fixed or built-in): **N/A**
- Fuel, fluid, or chemical storage: **NA**

Needs: Cameras, increased security and cash registers; push button openers on all doors; raise counter and replace throughout, new carpet, new furniture in break room and customer lobby, interior paint; repaving needed and striping paint, exterior paint with bus island columns now oxidized.

5. Pasco Transit Center - 719 N 22nd Street, Pasco, WA, has 1.86 Acres with parking for 50 cars, 11 bus bays and a service island of 7,760 square feet.

- Heating, ventilation, and air conditioning systems (HVAC): **Heating system needs upgrading**
- Roof: **over 10 years old.**
- Structure (walls, floors, windows, and foundation): **Poor, bathrooms need replaced.**
- Electrical/lighting: **Poorly lit, needs upgrading including the electrical system.**
- Parking/driving surfaces (includes track system in rail yard): **Needs repaving and striping**
- Pedestrian access: **Not ADA Compliant**
- Water/sewer: **Good**
- Functional capacity (does the current use exceed design capacity): **Good**
- Safety (alarms, detector, security, sprinkler, extinguishers, etc.): **Need security cameras.**
- Communications (including signage): **New signage is needed.**
- Accessibility (ADA): **Not ADA Compliant**
- Mechanical (fixed or built-in): **N/A**
- Fuel, fluid, or chemical storage: **N/A**

Needs paving, striping, and increased security

6. Ed Frost (Huntington) Transit Center - 17 N. Huntington, Kennewick, WA, 2.86 Acres, parking for 130 cars, 10 bus bays, service island of 6,600 square feet.

- Heating, ventilation, and air conditioning systems (HVAC): **No A/C, heat only**
- Roof: **The roof is over 10 years old**
- Structure (walls, floors, windows, and foundation): **Poor, bathrooms need replaced.**
- Electrical/lighting: **Poorly lit, needs up-grading including the electrical system**
- Parking/driving surfaces (includes track system in rail yard): **Needs repaving and striping**
- Pedestrian access: **Good**
- Water/sewer: **Good**
- Functional capacity (does the current use exceed design capacity): **Good**
- Safety (alarms, detector, security, sprinkler, extinguishers, etc.): **Needs security cameras.**
- Communications (including signage): **New signage is needed**
- Accessibility (ADA): **Not ADA compliant.**

- Mechanical (fixed or built-in) (examples might include vehicle hoists, elevators, cranes, delivery systems for fuel island): **N/A**
- Fuel, fluid, or chemical storage: **N/A**

Needs paving, striping, and increased security

7. Knight Street Transit Center - 1010 Knight Street, Richland, WA, 1.61 Acres with parking for 47 cars, 10 bus bays, and a service island of 8,160 square feet.

- Heating, ventilation, and air conditioning systems (HVAC): **Heat only need upgraded.**
- Roof: **The roof is over 10 years old.**
- Structure (walls, floors, windows, and foundation): **Poor, bathrooms need replaced.**
- Electrical/lighting: **Poorly lit, needs upgrading including the electrical system.**
- Parking/driving surfaces (includes track system in rail yard): **Needs repaving and striping.**
- Pedestrian access: **Good**
- Water/sewer: **Good**
- Functional capacity (does the current use exceed design capacity): **Good**
- Safety (alarms, detector, security, sprinkler, extinguishers, etc.): **Needs security cameras.**
- Communications (including signage): **New signage is needed**
- Accessibility (ADA): **Not ADA Compliant.**
- Mechanical (fixed or built-in): **N/A**
- Fuel, fluid, or chemical storage: **N/A**

Needs paving, striping, and increased security

8. Richland Wye Park and Ride - The Park and Ride has 3.3 acres with 250 parking spaces; no bus service within, but adjacent.

- Heating, ventilation, and air conditioning systems (HVAC): **N/A**
- Roof: **N/A**
- Structure (walls, floors, windows, and foundation): **N/A**
- Electrical/lighting: **Well lit**
- Parking/driving surfaces: **Good**
- Pedestrian access: **Good**
- Water/sewer: **Bio Swale, no plumbing**
- Functional capacity (does the current use exceed design capacity): **80% full on weekdays**
- Safety (alarms, detector, security, sprinkler, extinguishers, etc.): **N/A**
- Communications (including signage): **N/A**
- Accessibility (ADA): **Compliant**
- Mechanical (fixed or built-in): **N/A**
- Fuel, fluid, or chemical storage: **N/A**

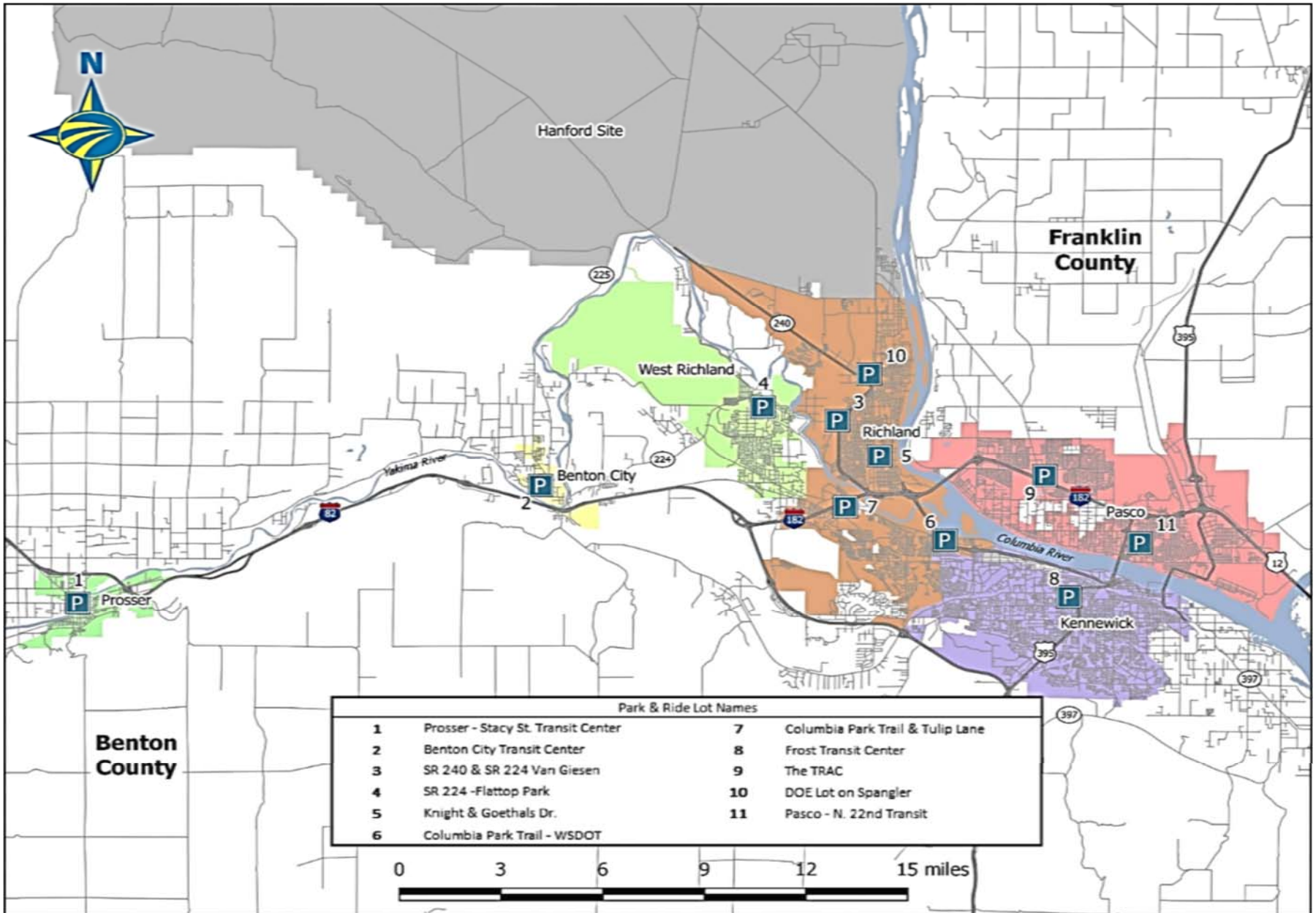
Table 11: Ben Franklin Transit Park & Ride Lots

<i>2016 Ben Franklin Transit Park & Ride Lots</i>					
Lot Name	Capacity	Q1 Average Daily Occupancy	Q2 Average Daily Occupancy	Q3 Average Daily Occupancy	Q4 Average Daily Occupancy
Prosser - Stacy St. Transit Center	28	43.3%	32.7%	30.8%	35.4%
7 th St and Stacey Ave – Lot served by Route 170					
Benton City Transit Center	37	38.2%	32.2%	29.7%	26.0%
9 th St and Main Ave – Lot served by Route 170					
Van Giesen Park & Ride	89	29.6%	19.6%	19.3%	19.6%
SR 224 Van Giesen and Terminal Dr. – Lot served by Route 120					
Flattop Park	154	34.4%	35.7%	31.5%	32.7%
SR224 Van Giesen and Bombing Range Rd – Lot served by Routes 110 and 120					
Knight St Transit Center	33	19.9%	21.6%	14.6%	20.2%
Knight St and Goethals Dr – Lot served by Routes 23, 25, 26, 27, 39, 120, and 225					
Columbia Park Trail - WSDOT	249	61.6%	57.7%	53.8%	51.0%
Columbia Park Trail and Fowler St – Lot served by Route 110					
Tulip Lane Park & Ride	139	3.1%	8.9%	11.6%	11.2%
Columbia Park Trail and Windmill Rd – Lot served by Routes 39H and 110					
Frost Transit Center	135	31.2%	29.1%	25.2%	24.1%
Huntington St and Clearwater – Lot served by Routes 41, 47, 120, and 160					
The TRAC	150	16.0%	15.6%	13.1%	12.2%
Convention Pl and Homerun Rd – Lot served by Route 67					
DOE Lot	686	**	**	11.0%	10.2%
Stevens Dr and Spengler St					
22 nd Ave Transit Center - Pasco	50	21.4%	10.4%	16.0%	11.0%
Sylvester St and 22 nd Ave – Lot served by Routes 60, 62, 64, 65, 66, 67, 120, 160, and 225					

*Data source Ben Franklin Transit. Monday through Friday counts.

**Counts unavailable for Q1 & Q2 Average Daily Occupancy Report.

Figure 8: Benton - Franklin Park & Ride Lots



APPENDIX B LIST OF EQUIPMENT

Fixed Route Vehicle Listing

<input type="checkbox"/>	RVI ID	Total Veh.	Active Veh.	Vehicle Type	Mfc.	Model	Mfc. Year
<input type="checkbox"/>	17688	3	3	BU	OTC	OPTUMUS	2004
<input type="checkbox"/>	17689	5	5	BU	GIL	PHANTOM	2005
<input type="checkbox"/>	23357	3	3	BU	GIL	PHANTON	2006
<input type="checkbox"/>	28664	5	5	BU	GIL	PHANTOM	2007
<input type="checkbox"/>	36964	9	9	BU	GIL	PHANTOM	2009
<input type="checkbox"/>	43373	3	2	BU	GIL	PHANTOM	1995
<input type="checkbox"/>	43374	1	0	BU	GIL	PHANTOM	1995
<input type="checkbox"/>	46961	7	4	BU	GIL	PHANTOM	1999
<input type="checkbox"/>	53972	11	7	BU	GIL	PHANTOM	1999
<input type="checkbox"/>	59212	4	4	BU	GIL	LOWFLOOR	2013
<input type="checkbox"/>	59492	1	1	BU	GIL	LOWFLOOR	2013
<input type="checkbox"/>	337400	5	2	BU	ZZZ	OPUS 29 LOW	2003
<input type="checkbox"/>	337401	4	4	BU	GIL	40 Low Floor	2013
<input type="checkbox"/>	337402	2	2	BU	GIL	40 Low floor	2014
<input type="checkbox"/>	343274	2	2	BU	GIL	40 Low Floor	2014
<input type="checkbox"/>	343275	9	9	BU	GIL	40 Low Floor	2015
<input type="checkbox"/>	348425	3	3	BU	GIL	Low Fir Trolley	2016

Demand Response Vehicle Listing

<input type="checkbox"/>	RVI ID	Total Veh.	Active Veh.	Vehicle Type	Mfc.	Model	Mfc. Year
<input type="checkbox"/>	17725	2	2	CU	EDN	AEROTECH	2003
<input type="checkbox"/>	17726	3	2	CU	EDN	AEROTECH	2005
<input type="checkbox"/>	17731	5	5	CU	EDN	AEROTECH	2005
<input type="checkbox"/>	23356	10	10	CU	ELK	AEROTECH	2006
<input type="checkbox"/>	36967	18	18	CU	EDN	AEROTECH	2009
<input type="checkbox"/>	43372	1	1	CU	EDN	AEROTECH	2010
<input type="checkbox"/>	53845	9	9	CU	EDN	Aerotech	2005
<input type="checkbox"/>	53846	4	4	CU	EDN	Aerotech16	2007
<input type="checkbox"/>	59493	2	0	CU	EDN	ELDORHAWK	1999
<input type="checkbox"/>	337405	24	24	CU	EDN	Aerotech	2014
<input type="checkbox"/>	337406	4	4	CU	EDN	Aerotech	2014
<input type="checkbox"/>	343272	6	6	CU	EDN	Aerotech	2014
<input type="checkbox"/>	343273	2	2	CU	EDN	AEROTECH	2014
<input type="checkbox"/>	343662	1	0	BU	EDN	AEROTECH	2002
<input type="checkbox"/>	343663	1	0	BU	EDN	AEROELLIRE	2003

Arc Vehicle Listing

RVI ID	Total Veh.	Active Veh.	Vehicle Type	Mfc.	Model	Mfc. Year
17905	5	5	CU	EDN	AEROTECH	2005
53858	1	1	CU	EDN	NATIONAL	2003
53859	2	2	VN	FRD	VARTANIAN	2005
59498	1	1	VN	DTD	CARAVAN	2006
59499	2	2	VN	EDN	HAWK	1999
337411	1	1	CU	EDN	Aerotech	2014
337412	7	7	BU	EDN	Areotech	2014
343276	1	1	VN	CMD	EXPRESS	2008
349545	1	1	VN	FRD	FREESTAR	2007
349551	1	1	VN	DTD	RAM	1997
349552	2	2	VN	CMD	EXPRESS	1999
349553	1	1	VN	DTD	RAM	1999
349554	2	2	VN	DTD	RAM	2000
349555	2	2	VN	DTD	RAM	2002
349556	2	2	VN	FRD	E350	2006

Vanpool Vehicle Listing

RVI ID	Total Veh.	Active Veh.	Vehicle Type	Mfc.	Model	Mfc. Year
17747	13	13	VN	FRD	E350	2003
17749	6	5	VN	DTD	CARVAN	2005
17750	34	26	VN	CMD	EXPRESS	2004
17752	22	21	VN	FRD	E350	2006
29617	9	8	VN	CMD	UPLANDER	2007
29618	22	22	VN	CMD	EXPRESS	2007
33063	24	23	VN	CMD	EXPRESS	2008
41959	15	15	VN	DTD	CARVAN	2010
41960	20	20	VN	CMD	EXPRESS	2010
53848	16	16	VN	CMD	EXPRESS	2009
53849	5	5	VN	TOY	SIENNA	2009
53850	1	1	VN	DTD	CARVAN	2006
54310	1	1	BU	EDN	AEROTECH	2010
54311	76	76	VN	CMD	EXPRESS	2008
59463	15	15	VN	DTD	CARAVAN	2013
59464	1	1	VN	CMD	EXPRESS15	2013
337407	15	15	VN	CMD	Express	2014
337408	20	20	VN	CMD	Express	2014
337409	30	30	VN	DTD	Caravan	2014
338038	1	1	VN	FRD	Freestar	2007