

BFCOG 2024 CALENDAR YEAR PROJECT OBLIGATION REPORT



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EXECUTIVE SUMMARY

The 2024 Project Obligation Report, developed by the Benton-Franklin Council of Governments (BFCOG), details projects in the Benton-Franklin region that obligated federal transportation funds during the 2024 calendar year. This report serves as a practical evaluation tool, tracking the region's progress in programming and completing projects while highlighting regional coordination with local jurisdictions and the Washington State Department of Transportation (WSDOT).

In 2024, approximately \$23.5 million in federal funds were obligated, while \$538,456 was de-obligated, resulting in a net utilization of \$22.96 million for projects in the BFCOG region.

INTRODUCTION

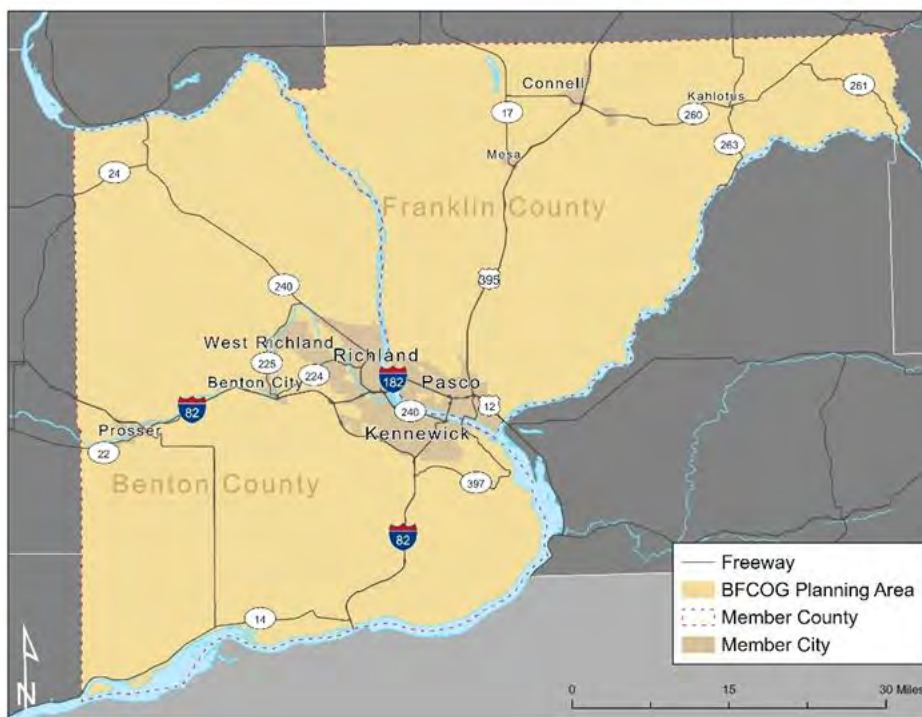
BFCOG Region

The Benton-Franklin Council of Governments (BFCOG) serves as the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for Benton and Franklin Counties. The region is also considered a Transportation Management Area (TMA) as the Tri-Cities Urbanized Area (UZA) exceeds a total population of 200,000. The jurisdictions located in the Tri-Cities UZA include the cities of Kennewick, Pasco, Richland, and West Richland. Jurisdictions located outside of the Tri-Cities UZA, but within the BFCOG region, include the cities of Benton City, Prosser, and Connell, along with the towns of Kahlotus and Mesa. The BFCOG region covers an area of over 3,000 square miles and as of 2023, the total population was over 316,000 people, with nearly 274,000 living in the Tri-Cities UZA¹.

Requirements

As an MPO, BFCOG is required to comply with federal regulations by publishing a list of all project obligations that occurred in the preceding calendar year². BFCOG's list of projects must include the amount of federal funds programmed in the TIP and the amount of funds that were utilized in the preceding year, and any remaining funds planned to obligate in future years. The list of obligations must be published no later than ninety (90) calendar days after the end of the programmed year and once completed, BFCOG then submits the report to WSDOT.

Figure 1: Map of BFCOG's Metropolitan Planning Area (MPA)



¹ Washington State Office of Financial Management

² Code of Federal Regulations (23 CFR 450.332)

REGIONAL TRANSPORTATION PROGRAMMING

Long-Range Planning

At least once every five years, BFCOG develops a Metropolitan Transportation Plan (MTP) to guide long-range transportation planning and project implementation in the region. BFCOG's MTP outlines goals and recommends improvements for highways, transit, non-motorized travel, and other transportation systems to meet future demand. The current MTP, *Transition 2045*, was approved by the BFCOG Board in May 2022.

Short-Range Planning

Each year, BFCOG develops the Transportation Improvement Program (TIP), a short-range planning document that outlines projects with programmed funding over the next four years. The TIP ensures that projects throughout the region align with the goals and strategies identified in BFCOG's MTP. BFCOG's 2025-2028 TIP was approved by the BFCOG Board in October 2024 and went into effect in January 2025.

ANNUAL LISTING OF OBLIGATIONS

Once a project is programmed into an approved regional and statewide TIP, the project sponsor(s) can access funds and begin work. This process, known as "obligation," occurs when the federal government authorizes the start of the Preliminary Engineering (PE), Right-of-Way (RW), or Construction (CN) phases. Upon completion of a project phase, regardless of whether all authorized funds are used, the phase is removed from the next TIP update.

De-Obligation of Federal Funds

A de-obligation occurs when federal funds previously allocated to a specific project are removed, which can happen if a jurisdiction withdraws from the project, completes it without using all programmed funds, or reallocates funds between phases within the same project. Additionally, funds may be de-obligated when a project transitions to a different funding source. Depending on the funding source, de-obligated funds are reimbursed to the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Washington State Department of Transportation (WSDOT), or BFCOG. Funds returned to the FTA, FHWA, and WSDOT are less likely to be redistributed within the BFCOG region, whereas those returned to BFCOG are reallocated through the current Call for Projects Contingency List.

In 2024, approximately \$23.5 million in federal funds were approved for obligation, while \$538,456 was de-obligated, resulting in a net utilization of \$22.96 million for projects in the BFCOG region. Table 1 summarizes the obligated and de-obligated funds by jurisdiction, while Appendix 1 provides detailed information on each project.

Table 1: Obligated/De-Obligated Fund Totals by Jurisdiction

Jurisdiction	Number of Projects	Total Amount
Benton City	1	\$23,500
Benton County	3	\$735,440
BFCOG	1	\$340,243
Franklin County	6	\$2,036,625
Kennewick	3	\$2,088,456
Pasco	8	\$2,590,061
Port of Benton	1	\$865,000
Richland	4	\$4,178,892
West Richland	1	\$626,000
WSDOT – South Central	7	\$9,476,025
Total	35	\$22,960,202

OBLIGATION BY FUND SOURCE

Jurisdictions utilize a variety of federal programs to fund projects for implementation in the BFCOG region. Table 2 lists obligation totals by fund source and demonstrates the regionwide success of programs used in 2024.

Table 2: Obligation Amount by Fund Source

Fund Source	Federal Funds Obligated	% of Programmed Funds
Bridge	\$9,385,152	39.9%
CRRSAA	\$1,155,247	4.9%
Highway Infrastructure Program	\$77,378	0.3%
HSIP	\$3,143,683	13.4%
NHFP	\$865,000	3.7%
NHPP	\$1,407,936	6%
STP – Regional	\$6,814,763	29%
TAP	\$649,500	2.8%
Total	\$23,498,658	100%

BFCOG CALL FOR PROJECTS

To maintain consistency with BFCOG's long- and short-range plans, BFCOG is responsible for focusing on the performance of regionally managed funds, which include:

- Carbon Reduction (CRP)
- Highway Infrastructure Program (HIP)
- Surface Transportation Block Grant (STBG)
- STBG Set-Aside (TAP)

Approximately every three years, BFCOG conducts a Call for Projects to allocate all available regionally managed funds. Projects not selected are then placed on a contingency list, with the highest-ranked projects prioritized for funding if additional funds become available. The contingency list prioritization is based on partially funded projects and the scoring criteria from the Call for Projects. BFCOG ensures that STBG, TAP, CRP, and HIP projects are competitively selected based on their alignment with priorities identified in the Metropolitan Transportation Plan (MTP).

In 2022, BFCOG conducted a Call for Projects to distribute STBG and TAP funds to local jurisdictions. In late 2023, a separate Call for Projects was held to allocate CRP funds for eligible projects. A formal project selection process has been established to ensure transparency and clarity in regional funding prioritization. The next Call for Projects is scheduled for May 2025 and BFCOG will distribute over \$21 million in STBG and TAP funds for use by jurisdictions in 2026, 2027, 2028, and 2029.

As outlined in the BFCOG Transportation Improvement Program (TIP) Policies and Procedures, BFCOG is responsible for tracking the status of projects receiving regionally managed funds. This tracking ensures that federal funds are obligated efficiently and that projects continue progressing toward construction or implementation.

Each year, WSDOT establishes an Obligation Authority (OA) target for Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Organizations (RTPOs) in each region. The OA target represents the total amount of STBG, TAP, and CRP funds that must be obligated for transportation projects by the end of the Federal Fiscal Year (FFY). In FFY 2024, the region obligated eight projects for a total of \$5.1 million in STBG and TAP funds. Table 3 provides a breakdown of each project that obligated in FFY 2024.

Table 3: Obligated Funds Managed by BFCOG

Jurisdiction	Project Title	STIP ID	Phase	Fund Source	Obligation Amount
Benton City	Pedestrian Crossings	WA-14839	PE	TAP	\$48,200
Benton City	Riverfront Park Trail	WA-14840	PE	TAP	\$23,500
BFCOG	2023-2025 Unified Planning Work Program (UPWP)	PD24006	PL	STBG	\$310,000
Kennewick	Columbia Center Blvd. Widening	WA-07765	PL/PE	STBG	\$666,050
Kennewick	Quinault Ave. & Columbia Center Blvd. Intersection	Kenn90	CN	STBG	\$1,712,700
Pasco	Court St & Road 68 Intersection Improvements	WA-12647	CN	STBG	\$1,535,731
Prosser	Alexander Court Improvements – Phase 1	PROSSER 12	PE	TAP	\$137,016
West Richland	Keene Road Pathway Phase 4	WA-13463	CN	TAP	\$626,000
Total					\$5,059,197

Missed Obligation Deadline

Per Policy 4.4 of the BFCOG TIP Policies and Procedures, if a project phase does not meet its targeted Federal Fiscal Year (FFY) obligation date, BFCOG may administratively grant the project sponsor a one-time, one-year extension. Upon notification of the extension, the project sponsor has 30 calendar days to submit a revised project delivery schedule to BFCOG. If the sponsor fails to meet this deadline, the project will be presented to the BFCOG Board for further direction, which may include removal from the TIP.

In FFY 2024, two City of Richland projects missed their targeted obligation date of September 30, 2024. BFCOG granted a one-year extension for both projects, and Richland submitted revised delivery schedules within the required 30-day window. However, in October 2024, the South George Washington Way Intersection Improvements project obligated, and the Downtown Connectivity Improvements project is scheduled for obligation in FFY 2025. Table 4 provides further information on projects that missed the obligation deadline.

Table 4: Funds Distributed by BFCOG that Missed Obligation Deadline

Jurisdiction	Project Title	STIP ID	Phase	Fund Source	Obligation Amount
Richland	Downtown Connectivity Improvements	WA-12723	CN	TAP	\$500,000
Richland	South George Washington Way Intersection Improvements	R031	CN	STBG	\$2,761,273
Total					\$2,874,534

2024 Project Closures

The final stage of project delivery is the project close out process. This process is utilized to review any final reimbursements and officially deem the project as completed. In 2024, six projects closed and totaled a closed amount of \$4.7 million. Of that total, \$76,235 in funds were de-obligated. Table 5 provides details on projects that closed in 2024.

Table 5: Projects Closed in 2024

Jurisdiction	Project Title	STIP ID	Fund Source	Phase	Obligation Amount
Franklin County	Countywide Guardrail & Curve Improvements	WA-12300	HSIP	PE	\$15,210
				CN	\$273,755
Kennewick	Deschutes Ave & Columbia Center Blvd	Kenn71	STP Regional	PE	\$91,732
				RW	\$167,769
Pasco	Signage & Striping at Road 68/Burden Blvd	WA-07739	STP Regional	PE	\$47,229
				CN	\$173,346
	Road 68 Widening – South of I-182	WA-06309	STP Regional	PE	\$40,607
				CN	\$150,631
Richland	Island View to Vista Field Trail Study	WA-12678	TAP	PL	\$123,624
	Columbia Park Trail – East	R010	STP Regional	PE	\$72,300
			TAP	PE	\$50,000
			HIP	CN	\$1,192,853
			STP Regional	CN	\$1,952,009
			TAP	CN	\$353,623
Total					\$4,704,687

APPENDIX 1: ANNUAL LIST OF OBLIGATED PROJECTS

Jurisdiction	Project Title	STIP ID	Program	Phase	Obligated	Approved
Benton City	Riverfront Park Trail	WA-14840	TAP	PE	\$23,500	4/11/2024
Benton Co.	2023 Intersection Safety & Pedestrian Crossing	WA-15557	HSIP	PE	\$41,000	8/29/2024
Benton Co.	Guidepost and Guardrail Installation	WA-12636	HSIP	CN	\$148,090	9/9/2024
			HSIP	CN	\$505,400	1/5/2024
Benton Co.	District Line Chandler Bridge	WA-15543	Bridge	PE	\$66,000	10/25/2024
BFCOG	WSDOT: BFCG 2024-2025 UPWP	WA-10725	STP Regional	PL	\$340,243	11/13/2024
Franklin Co.	Countywide Guardrail & Curve Improvements	WA-12300	HSIP	CN	\$450	3/4/2024
Franklin Co.	Glenwood Road Bridge	WA-15396	Bridge	PE	\$450,000	6/4/2024
Franklin Co.	Glade North Road Intersection Illumination	WA-15711	HSIP	PE	\$100,000	7/18/2024
Franklin Co.	Countywide Guardrail	WA-15712	HSIP	PE	\$103,000	7/31/2024
Franklin Co.	Columbia River Road Culverts	WA-15716	HSIP	PE	\$151,000	9/9/2024
Franklin Co.	Glade North Rd Pavement Rehabilitation I	WA-12328	CRRSAA	CN	\$1,155,247	9/18/2024
			Highway Infrastructure Program	CN	\$77,378	9/18/2024
Kennewick	Deschutes Ave & Columbia Center Blvd	kenn71	STP Regional	PE	\$5,232	1/30/2024
Kennewick	Columbia Center Blvd (Deschutes to Quinault)	WA-07765	STP Regional	PE	\$666,050	1/31/2024
Kennewick	Quinault & Columbia Center Blvd	kenn90	STP Regional	CN	\$1,422,406	9/9/2024
Pasco	Traffic Signal Improvements - Citywide Ph. 2	WA-08734	STP Regional	CN	\$21,193	3/4/2024
Pasco	Court Street & Road 68 Intersection	WA-12647	STP Regional	CN	\$1,597,500	3/5/2024
Pasco	Lewis Street Pavement Preservation	WA-15719	NHS Asset Management	PE	\$400,000	5/20/2024
Pasco	Ainsworth Ave Pavement Preservation	WA-15720	NHS Asset Management	PE	\$400,000	5/21/2024
Pasco	Signage & Striping at Road 68/Burden Blvd	WA-07739	STP Regional	CN	\$346	9/9/2024
Pasco	A Street and 6th Avenue Pedestrian Crossing	WA-14921	HSIP	CN	\$552,000.00	9/25/2024
Port of Benton	White Bluff Rail/SR 240 Rail Crossing	WA-14968	NHFP	CN	\$865,000	8/20/2024
Richland	Stevens Drive Preservation	WA-13898	NHS Asset Management	CN	\$48,607	6/4/2024
Richland	Systemic Stop-Controlled Intersections	WA-14254	HSIP	CN	\$1,426,615	7/31/2024
Richland	S. George Washington Way Intersection	R031	STP Regional	CN	\$2,761,793	10/30/2024
West Richland	Keene Road Pathway Phase 4	WA-13463	TAP	CN	\$626,000.00	9/24/2024
WSDOT	SR 24 et al/2024 SCR Region Wide - Rumble Strips & Chip Seal	502402T	HSIP	CN	\$50,034	03/15/2024
			HSIP	PE	\$10,603	02/28/2024
			HSIP	CN	\$55,491	06/17/2024
WSDOT	I-82/Columbia River Bridge at Umatilla EB - Bridge Painting	508202G	NHPP	PE	\$126,065	08/20/2024
WSDOT	SR 241/North of Sunnyside and I-82 Interchanges - Paving	BPF, BPVCOG	NHPP	CN	\$76,210	07/31/2024
WSDOT	US 395/Pasco - Flamingo Mobile Home Park Noise Walls	539503X	NHPP	CN	\$138,967	06/24/2024
WSDOT	US 395/Old Maid Coulee Bridge SB - Deck Rehabilitation	539504S	NHPP	CN	\$218,087	07/25/2024
WSDOT	US 395/Pioneer Memorial Bridge - Bridge Painting Stage 2	539505R	BR / HIP	CN	\$8,869,152	07/25/2024
Total					\$23,498,658	

APPENDIX 2: ANNUAL LIST OF DE-OBLIGATED PROJECTS

Agency	Title	STIP ID	Program	Phase	De-Obligated	Approved
Benton Co.	Guidepost and Guardrail Installation	WA-12636	STP Regional	PE	-\$25,090	9/9/2024
Franklin Co.	Countywide Guardrail & Curve Improvements	WA-12300	HSIP	CN	-\$450	3/4/2024
Kennewick	Deschutes Ave & Columbia Center Blvd	kenn71	STP Regional	CN	-\$5,232	1/30/2024
Pasco	Argent Road Widening Phase 3	WA-12648	Bridge	PE	-\$151,600	2/20/2024
Pasco	Argent Road Widening Phase 3	WA-12648	HSIP	PE	-\$71,211	2/20/2024
Pasco	Traffic Signal Improvements - Citywide Ph. 2	WA-08734	STP Regional	PE	-\$21,193	3/4/2024
Pasco	Court Street & Road 68 Intersection	WA-12647	TAP	CN	-\$61,769	3/5/2024
Pasco	Signage & Striping at Road 68/Burden Blvd	WA-07739	STP Regional	CN	-\$346	9/9/2024
Pasco	Road 68 Widening - South of I-182	WA-06309	STP Regional	PE	-\$9,241	10/22/2024
Pasco	Road 68 Widening - South of I-182	WA-06309	STP Regional	CN	-\$65,618	10/22/2024
Richland	Island View to Vista Field Trail Study	WA-12678	HSIP	CN	-\$1,376	4/22/2024
Richland	Stevens Drive Preservation	WA-13898	STP Regional	CN	-\$3,247	6/4/2024
Richland	Systemic Stop-Controlled Intersections	WA-14254	CRRSAA	CN	-\$53,500	7/31/2024
WSDOT	SR 241/North of Sunnyside and I-82 Interchanges - Paving	BPDF, BPYVCOG	NHPP	CN	-\$20,733	07/31/2024
WSDOT	I-82/Yakima River Bridges & Chandler Canal Br WB - Deck Rehabilitation	508211L	NHPP	CN	-\$47,850	05/16/2024
TOTAL					-\$538,456	

APPENDIX 3: BFCOG GLOSSARY

BFCOG	Benton-Franklin Council of Governments The MPO, RTPO, and Economic Development District for Benton and Franklin Counties. BFCOG is governed by a board that consists of an elected member from each county, city, and port district in the region. BFCOG's transportation responsibilities include administering federal funds to local jurisdictions for transportation infrastructure projects.
BFT	Ben Franklin Transit The operator of public transportation in Benton and Franklin Counties.
BR	Bridge Federal Grant Program – Highway Bridge.
CN	Construction Phase The project phase where facilities are constructed.
CRP	Carbon Reduction Program A competitive federal grant program that funds projects that reduce CO2 emissions.
FFY	Federal Fiscal Year The fiscal year is the accounting period of the federal government. It begins on October 1 and ends on September 30 of the next calendar year.
FHWA	Federal Highway Administration An agency within the United States Department of Transportation that specializes in highway transportation. The agency's major activities are grouped into two programs, the Federal-aid Highway Program and the Federal Lands Highway Program. Fiscal Constraint The requirement for each TIP, STIP, and MTP document to prove that it can implement projects using committed, available, or reasonably available Federal, State, local, and private funds. Each document must also prove that the federally supported transportation system is being adequately maintained.
FTA	Federal Transit Administration An agency within the United States Department of Transportation that provides financial and technical assistance to local public transportation systems. The FTA is one of ten modal administrations within the DOT.

HIP	Highway Infrastructure Program HIP provides federal funds to construct highways, bridges, and tunnels. The 2019 HIP fund apportionment may also be used for the elimination of hazards and installation of protective devices at railway-highway crossings.
HSIP	Highway Safety Improvement Program Federal Grant Program.
MPA	Metropolitan Planning Area A geographic area for which the MPO implements the transportation planning process. The area is determined by an agreement between the Governor and the relevant MPO.
MPO	Metropolitan Planning Organization A policy board of an organization designated to coordinate transportation planning for a region. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census.
MTP	Metropolitan Transportation Plan Federal statute requires each MPO to prepare an MTP to outline the planned development of the regional transportation network and regional transportation objectives set by the relevant MPO and the state. The MTP must identify how the metropolitan area will manage and operate a multi-modal transportation system (including transit, highway, bicycle, pedestrian, and accessible transportation) to meet the region's economic, transportation, development and sustainability goals – among others – for a 20+-year planning horizon, while remaining fiscally constrained.
NHS	National Highway System A network of strategic highways within the United States, including the Interstate Highway System and other roads serving major airports, ports, military bases, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities.
NH	Highway Safety Improvement Program Federal Grant Program.
PE	Preliminary Engineering The first stage in the development of infrastructure projects. This stage is where project planners and managers decide how to implement a project, evaluate the environmental impact, analyze costs, and assess any other measures needed for project implementation.

RTPO	<p>Regional Transportation Planning Organization</p> <p>A RTPO is an organization that identifies local transportation needs, conducts planning, assists local governments, and supports the statewide transportation planning process in nonmetropolitan regions of a State. States are provided the opportunity to designate RTPOs as a method for formalizing the engagement of officials from areas with a population size less than 50,000 as they incorporate rural transportation needs in the statewide transportation planning process.</p>
RW	<p>Right of Way</p> <p>Process to obtain all necessary property for completion and operation of a transportation infrastructure project.</p>
SAW	<p>Secure Access Washington</p> <p>An online WSDOT managed database that displays all projects identified in the STIP as well as funding information by phase for each project.</p>
SFY	<p>State Fiscal Year</p> <p>A 12-month period used for budget and accounting purposes. The state fiscal year runs from July 1 through June 30 of the following year and is named for the calendar year.</p>
STBG	<p>Surface Transportation Block Grant</p> <p>A flexible funding program that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.</p>
STIP	<p>Statewide Transportation Improvement Program</p> <p>The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years.</p>
STP-R	<p>STBG - Regional</p> <p>Regional allocations of STBG funds managed by BFCOG.</p>
TAC	<p>Technical Advisory Committee</p> <p>A committee comprised of engineers and planners representing local jurisdictions, agencies, special purpose districts and the Washington State Department of Transportation (WSDOT) South Central Region. Its purpose is to provide policy review and guidance to transportation activities and projects that will eventually require adoption by the BFCG Board and/or local jurisdictions.</p>

- TAP** **Transportation Alternative Program**
 Authorized funds for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways. For administrative purposes, the FHWA refers these funds as the TA Set-Aside.
- TDM** **Transportation Demand Management**
 The application of strategies and policies to reduce travel demand, or to redistribute this demand in space or in time. In transport, as in any network, managing demand can be a cost-effective alternative to increasing capacity.
- TIP** **Transportation Improvement Program**
 BFCOG is required by federal and state regulations to develop a regional transportation improvement program (TIP) which spans at least four years and is updated at least every two years. BFOG generally updates the TIP annually and allows amendments to the TIP monthly. A primary purpose of the TIP is to identify and document federally funded and/or regionally significant projects to be included in the Washington Statewide Transportation Improvement Program (STIP).
- TMA** **Transportation Management Area**
 An area designated by the Secretary of Transportation, having an urbanized area population of over 200,000, or upon special request from the Governor and the MPO designated for the area.
- WSDOT** **Washington State Department of Transportation**
 A governmental agency that constructs, maintains, and regulates the use of transportation infrastructure in the U.S. state of Washington. Established in 1905, it is led by a Secretary and overseen by the Governor.