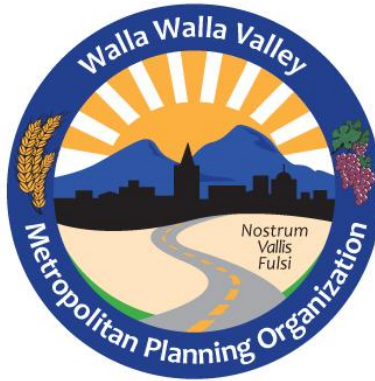




Walla Walla Valley Metropolitan and Sub-Regional Transportation Planning Organization

Metropolitan and Regional Transportation Improvement Program 2027-2032

**Draft – September 08, 2026
For TAC Review**

Acknowledgements

This report is the product of a study financed in part by the U.S. Department of Transportation (Federal Highway Administration and Federal Transit Administration), the Oregon and Washington State Departments of Transportation, and local government contributions. The contents of this report reflect the views of the Walla Walla Valley Metropolitan Planning Organization/Sub Regional Transportation Planning Organization (WWVMPO/SRTPO), which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect official views or policy of the U.S. Department of Transportation. Approval of the report by federal or state agencies constitutes acceptance of the report as evidence of work performed, but does not imply endorsement of the report's findings or recommendations. This report does not constitute a standard, specification, or regulation.

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Questions, Concerns, or Comments:

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Placeholder for: 2027-2032 Metropolitan and Regional
Transportation Improvement Program –
Adoption & Air Quality Conformity Determination Resolution

Placeholder for: Federal Highway Administration and Federal
Transit Administration
Air Quality Conformity Determination Confirmation Letter

Walla Walla Valley Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization Membership & Committee Roster

Walla Walla Valley Metropolitan Planning Organization (WWVMPO) Member Agencies

City of College Place (WA) • City of Prescott (WA) • City of Waitsburg (WA) • City of Walla Walla (WA) • Umatilla County (OR) • Walla Walla County (WA) • Confederated Tribes of the Umatilla Indian Reservation (OR) • Port of Walla Walla (WA) • Valley Transit (WA) • Oregon Department of Transportation • Washington State Department of Transportation

Walla Walla Sub-Regional Transportation Planning Organization (SRTPO) Member Agencies

City of College Place (WA) • City of Prescott (WA) • City of Waitsburg (WA) • City of Walla Walla (WA) • Port of Walla Walla (WA) • Valley Transit (WA) • Walla Walla County (WA) • Washington State Department of Transportation

WWVMPO/SRTPO Policy Board (PB)

Voting:

Norma Hernandez, Mayor, City of College Place (*Chair*)
Karen Gleason, Council Member, City of Prescott
Randy Hinchliffe, City Administrator, City of Waitsburg
Jeffrey Robinson, Council Member, City of Walla Walla (*Vice Chair*)
Dan Dorran, County Commissioner, Umatilla County
Gunner Fulmer, County Commissioner, Walla Walla County
Dani Schulte, Senior Transportation Planner, Confederated Tribes of the Umatilla Indian Reservation
Ron Dunning, Commissioner, Port of Walla Walla
Angie Peters, General Manager, Valley Transit
Teresa Penninger, Planning and Program Manager, ODOT Region 5
Brian White, Regional Administrator, WSDOT South Central Region

Ex Officio:

Washington State District 16: Senator Perry Dozier and
Representatives Mark Klicker and Skyler Rude
U.S. Districts 4/5: Senators Maria Cantwell and Patty Murray and Representatives Cathy McMorris Rodgers and Dan Newhouse

WWVMPO/SRTPO Technical Advisory Committee (TAC)

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Nathanial Murphy, City Clerk and Treasurer, City of Prescott
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Neal Chavre, City Engineer, City of Walla Walla (*Vice Chair*)
Megan Davchevski, Planning Division Manager, Umatilla County
Joel Dickerson, County Engineer, Walla Walla County (*Chair*)
Eric Smith, Kayak Public Transit General Manager, Confederated Tribes of the Umatilla Indian Reservation
Meagan Blair, Governmental Affairs/Community Outreach Specialist, Port of Walla Walla
Randy Alexander, Fleet, Facilities and Special Projects Manager, Valley Transit
Teresa Penninger, Planning and Program Manager, ODOT
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Introduction

Metropolitan and Regional transportation planning organizations facilitate the coordinated planning and implementation of a seamless transportation system for all users. This effort requires cooperation and close collaboration among all entities involved in implementing, maintaining, and improving individual network segments.

In the Walla Walla Valley, this facilitation responsibility is assigned to the Walla Walla Valley Metropolitan Planning Organization and Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO), which includes representation from Oregon and Washington State, Valley Transit, the Confederated Tribes of the Umatilla Indian Reservation (CTUIR), the Port of Walla Walla, as well as the cities and counties in the region.

Walla Walla Valley Metropolitan Planning Organization

Established on March 27, 2013, the Walla Walla Valley Metropolitan Planning Organization (WWVMPO) is a bi-state transportation planning agency located in the Walla Walla Valley region. As the federally designated MPO for an urbanized area with a population greater than 50,000, the WWVMPO carries out the **continuing, cooperative, and comprehensive (3C) multimodal transportation planning process** that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight, and to foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution (23 USC 134).

Federal regulations require the WWVMPO to develop a regionally coordinated long-range transportation plan and short-range improvement program to ensure consistency and efficient use of federal transportation funds. The MPO's bi-state planning area was expanded in early 2017 and includes the cities of College Place, Prescott, Waitsburg, and Walla Walla, and portions of the counties of Umatilla and Walla Walla. The MPO also serves Kayak Transit with CTUIR public transportation to unincorporated Umatilla County.

The majority of funding for the WWVMPO is provided through transportation planning grants from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), administered and supported by the Oregon and Washington State Departments of Transportation (ODOT and WSDOT).

Walla Walla Sub-Regional Transportation Planning Organization

The Walla Walla Sub-Regional Transportation Planning Organization (SRTPO) was created by an agreement, effective July 1, 2013, between the Benton-Franklin-Walla Walla Regional Transportation Planning Organization (RTPO) and the WWVMPO in order to make regional planning efforts with the new MPO more efficient.

The Walla Walla SRTPO activities comply with Washington State's RTPO requirements (RCW 47.80), which call for **transportation planning, at all jurisdictional levels, to be coordinated with local comprehensive plans** in order to achieve both statewide and local transportation goals.

Instead of creating a separate Policy Board and Technical Advisory Committee (TAC) for the SRTPO, the WWVMPO chose to expand the current MPO Policy Board and TAC to include additional members. Agencies participating as members of the SRTPO include the MPO members in Washington State and representatives from the cities of Prescott and Waitsburg.

State funding for the SRTPO, appropriated through WSDOT, is used to carry out the regional transportation planning activities.

Program Overview and Summary

Federal and state regulations require the WWVMPO/SRTPO to develop a short-term Transportation Improvement Program (TIP) for its metropolitan and regional study areas. Federal requirements call for a four-year, fiscally constrained list of projects, whereas Washington State regulations stipulate a six-year list of projects.

In lieu of producing two separate documents, the combined Walla Walla Valley Metropolitan and Regional Transportation Improvement Program (M/RTIP) is a six-year programming document, which demonstrates fiscal constraint for federal funds throughout the first four years of the integrated financial plan.

The projects included in the M/RTIP are derived from a variety of planning efforts:

- ◆ The WWVMPO/SRTPO-managed call for federally funded transportation improvements;
- ◆ The cities' and county's six-year Comprehensive Transportation Programs (also known as local TIPs), developed and adopted by each of the local Washington State member entities;
- ◆ The Transportation System Plans, developed by Oregon member entities;
- ◆ The six-year Transit Development Plan, developed and adopted by the public transportation agency; and
- ◆ The project lists developed by the Departments of Transportation with jurisdiction over certain infrastructure elements in the planning area.

All projects in the M/RTIP must be consistent with policy and project recommendations of the **Walla Walla Valley Metropolitan and Regional Transportation - 2045 Second Plan Update**, which was adopted on September 3, 2025.

The M/RTIP is updated annually and functions as a project programming document and financial plan that identifies all federally funded and prioritized projects, as well as other transportation improvements of regional significance, regardless of their funding source. General steps in the development of the M/RTIP include:

- ◆ The WWVMPO/SRTPO issues a Call for Projects, based on anticipated federal funding availability.
 - ◆ Member entities select projects from the fiscally constrained project list contained in the 2045 Plan for consideration in the M/RTIP
 - ◆ The submitted projects are prioritized using the adopted project selection process and criteria.
 - ◆ Projects are awarded within the limits of available federal funding.
- ◆ Local city and county governments and public transportation agencies prepare and submit their local six-year programs to WSDOT and the WWVMPO/SRTPO.

- ◆ Based on local comprehensive plans, these programs also contain non-federally funded, but regionally significant projects.
- ◆ The WWVMPO/SRTPO coordinates with ODOT and WSDOT regarding anticipated state-managed projects.
- ◆ The public and interested parties are afforded early and reasonable opportunity for involvement and a public hearing is held to obtain the views of the public on the proposed program of projects.
- ◆ Prior to program adoption, the WWVMPO/SRTPO reviews the projects to ensure the following –
 - ◆ All projects scheduled for federal funding are included in the TIP;
 - ◆ Federally funded projects are fiscally constrained by year and funding source;
 - ◆ All regionally significant projects are included, regardless of funding source; and
 - ◆ The M/RTIP projects are consistent with the current metropolitan and regional transportation plan.

The following tables show summaries of the first four years of funding (2027-2030) included in the 2027-2032 M/RTIP for projects within the Washington State MPO and SRTPO area as well as the Oregon MPO area, respectively.

Washington MPO/SRTPO Area	Projects	Federal Funds	State Funds	Local Funds	TOTAL
Roadway, Pedestrian, Bicycle	27	\$55,786,628	\$9,127,912	\$28,705,310	\$93,619,850
Public Transit	7	\$9,697,560	\$3,200,000	\$4,157,802	\$17,055,362
Total Projects				Total Funding	\$110,675,212

Oregon MPO Area	Project s	Federal Funds	State Funds	Local Funds	TOTAL
Roadway, Pedestrian, Bicycle	0	\$0	\$0	\$0	\$0
Public Transit	0	\$0	\$0	\$0	\$0
Total Projects				Total Funding	\$0

Once adopted, the M/RTIP is included in the respective Statewide Transportation Improvement Programs (STIP). ODOT and WSDOT are responsible for the statewide coordination of their STIPs. Following federal approval of the STIPs, local jurisdictions may begin obligating federal funds for their projects.

Regulatory Background

WWVMPO/SRTPO staff assembles the M/RTIP in compliance with the following federal and state laws.

Federal Requirements

According to 23 USC 134 (j), the Metropolitan Transportation Improvement Program must –

- ◆ Be cooperatively developed by the MPO, cities, counties, transit agencies, and state DOT;
- ◆ Include regionally significant and all federally funded transportation capital and non-capital projects;
- ◆ List prioritized projects with description, total cost, and implementing agency;
- ◆ Encompass four years of programmed projects;
- ◆ Be updated regularly – at least once every four years;
- ◆ Include cooperatively determined funding estimates;
- ◆ Demonstrate fiscal constraint by year and funding source;
- ◆ Be consistent with the adopted Metropolitan Transportation Plan; and
- ◆ May include a list of illustrative (unfunded) projects.

In compliance with 49 USC 5307 (b), the WWVMPO/SRTPO M/RTIP also satisfies the public participation requirements pertaining to urbanized area formula grant funding received from the Federal Transit Administration.

The WWVMPO/SRTPO M/RTIP also considers the Environmental Justice factors by focusing on the environmental and human health effects on minority and low-income populations with the goal of achieving environmental protection for all communities.

State Requirements

According to RCW 47.80.023 (5), the Regional Transportation Improvement Program must –

- ◆ Be cooperatively developed by the RTPO, cities, counties, transit agencies, and state DOT;
- ◆ Include regionally significant transportation projects and programs, transportation demand management (TDM) measures, as well as projects that advance special needs coordination transportation as identified by the Agency Council on Coordinated Transportation;
- ◆ Provide a priority list of projects, programs, and TDM measures;
- ◆ Encompass six years of programmed projects;
- ◆ Be updated at least every two years;
- ◆ Include a financial plan that demonstrates how programmed projects can be funded;
- ◆ Be based on the local six-year programs, projects, and TDM measures of regional significance identified by transit agencies, cities, and counties, as well as WSDOT; and
- ◆ Be consistent with the adopted Regional Transportation Plan.

Air Quality Conformity

In 1990, the Wallula area located in the western-most part of Walla Walla County was designated as “moderate” non-attainment for particulate matter with a diameter less than or equal to ten micrometers (PM10). PM10 is one of the major air quality pollutants for which the Environmental Protection Agency (EPA) must set standards, as required by the Clean Air Act. In 2001, the Wallula site was upgraded to

“serious”. Subsequently, the re-designation to attainment was earned after a concerted effort by the Washington Department of Ecology (ECY) and the EPA to show that extra-ordinary and naturally occurring wind events were the main cause of the recorded exceedances. In general, dust stirred by agricultural activity is the region’s primary source of particulates, and the natural events analysis determined that all but one of the PM10 exceedances in the area were tied to high wind events. In 2005, the EPA declared the site in compliance with the required air quality standard. The record of previous exceedances and associated non-attainment declarations triggered a 20-year maintenance plan requirement. At this time, the Wallula site has an updated Second 10-Year Maintenance Plan for PM10, which became effective June 1, 2020. The Wallula site will require continued air quality conformity determination through September 26, 2025.

As a part of its compliance with 40 CFR 93 governing air quality conformity, the WWVMPO/SRTPO must demonstrate that transportation projects included in this M/RTIP will not cause air quality to degrade to levels that would be in violation of the allowed standards for PM10. Appendix G provides additional detail on the Wallula site, the air quality conformity process, and completion. This shows that the M/RTIP’s demonstration of compliance with all requirements.

The region’s 2045 Metropolitan and Regional Transportation Plan Second Update, adopted on September 3, 2025, demonstrated that the air quality conformity requirements were met, as the 20-year maintenance period had been completed.

Upon successful completion of the 20-year maintenance period in September 2025, transportation conformity determinations will no longer be required for the Wallula PM10 Maintenance Area. However, the air quality control measures and contingency provisions included in the approved Wallula PM10 Maintenance Plan and the High Wind Fugitive Dust Mitigation Plan will remain in effect unless and until revised by ECY. Future transportation construction projects in the area will be subject to general air quality analysis under applicable SEPA and NEPA requirements.

Public Involvement

Citizens and interested parties are provided opportunity to comment on the draft M/RTIP as required under the Fixing America’s Surface Transportation (FAST) Act. The public review and comment period for the 2027-2032 M/RTIP was held from September 1, 2026 through September 14, 2026. Furthermore, a public meeting will be conducted as part of the regular Policy Board meeting on October 7, 2026, provided an additional opportunity to obtain the views of the public on the proposed projects.

Public notices announcing the availability of the document will be published in the newspaper of record and on the WWVMPO/SRTPO website. An electronic copy of the 2027-2032 M/RTIP will be posted on the agency’s website at <https://wwwmpo.org/public-participation.html>. All public comments related to the M/RTIP have been included in Appendix J of the final document.

IT IS IMPORTANT TO NOTE THAT PUBLIC INVOLVEMENT ACTIVITIES AND TIMES, ESTABLISHED FOR THE PURPOSE OF PUBLIC REVIEW AND COMMENT ON THE M/RTIP, ALSO SATISFY

**PROGRAM OF PROJECTS (POP) PUBLIC INVOLVEMENT REQUIREMENTS PROMULGATED BY THE
FEDERAL TRANSIT ADMINISTRATION SECTION 5307 PROGRAM,**
AS THEY RELATE TO VALLEY TRANSIT PROJECTS.

Title VI Assurance

As a recipient of federal funds, the WWVMPO/SRTPO is subject to the provisions of Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987. In compliance with the requirements, the agency assures that no person shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity conducted by the WWVMPO/SRTPO.

The agency has an approved Title VI Plan and any Title VI issues discovered during the development of the 2027-2032 M/RTIP will be corrected in the first available amendment cycle in January 2027.

Program Purpose and Scope

Each year the WWVMPO/SRTPO prepares the M/RTIP in coordination with local jurisdictions, public transportation agencies, ODOT, and WSDOT. All projects in the 2027-2032 M/RTIP have been reviewed and found to be consistent with the goals and objectives in local comprehensive plans, the Metropolitan and Regional Transportation Plan, and the respective State Transportation Plans.

M/RTIP Purpose and Scope in Washington State

The Metropolitan and Regional Transportation Improvement Program aids in the coordination of transportation investments throughout the region. The program provides the public, elected officials, state and local staff, transit providers, tribes, and other interested parties the opportunity to submit and then review projects for consistency with regional, local, and state plans and their goals and policies. The M/RTIP requires approval by the WWVMPO/SRTPO Policy Board, the Federal Highway Administration and Federal Transit Administration, the Washington State Department of Transportation and the Washington State Governor's Office. The approved M/RTIP is then included in the Statewide Transportation Improvement Program (STIP). WSDOT is responsible for the statewide coordination of the STIP. The Washington STIP process and project list can be found at:

<https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm>.

Once local agency projects are programmed, WSDOT manages the local portion of the federal highway funds on a first-come first-served basis. Following federal approval of the STIP, local jurisdictions may begin obligating federal funds for their projects. The regional procedures allow any federal project included in the STIP to be advanced or delayed without STIP amendment, contingent upon the financial balance being maintained for each fiscal year.

MTIP Purpose and Scope in Oregon State

The development of the Oregon STIP is also geared towards giving the public, elected officials, state and local staff, transit providers, tribes, and other interested parties the opportunity to submit and then review projects for consistency with regional, local, and state plans and their goals and policies. However, the timing of Walla Walla Valley M/RTIP, Washington STIP, and Oregon STIP development activities are generally not concurrent.

The Oregon-specific TIP projects also require approval by the WWVMPO/SRTPO Policy Board, the Federal Highway Administration and Federal Transit Administration, as well as the Oregon Department of Transportation and the Oregon Governor's Office.

- ◆ With an effective date of October 1, 2026, the new 2027-2030 STIP for WWVMPO's Oregon members was developed ahead of the WWVMPO/SRTPO 2027-2032 M/RTIP, and the Oregon-specific projects are included in this M/RTIP to inform the public.
- ◆ The development of the new 2027-2030 STIP began in July 2026. Completion of this next STIP is anticipated in the summer of 2026.

ODOT is responsible for the statewide coordination of the Oregon STIP. The Oregon STIP process and project list can be found at: <https://www.oregon.gov/odot/stip/pages/index.aspx>.

Once local agency projects are programmed, ODOT manages the local portion of the federal highway funds on a first-come first-served basis and, in coordination with local jurisdictions, may choose to exchange the federal funds for state funds. If local jurisdictions are recipients of federal funds, following federal approval of the STIP, local jurisdictions may begin obligating federal funds for their projects. The regional procedures allow any federal project included in the STIP to be advanced or delayed without STIP amendment, contingent upon the financial balance being maintained for each fiscal year.

Intermodal/Multimodal Provisions

The WWVMPO/SRTPO and its member entities recognize that quality of life, which is highly valued by regional stakeholders and the public, is inherently improved through the advancement of pedestrian and bicycle related transportation projects. Therefore, all projects listed in the 2027-2032 M/RTIP have considered context-sensitive provisions for pedestrian and bicycle transportation modes to the extent possible.

NHS Facility Certification

Following the adoption of the Moving Ahead for Progress in the 21st Century (MAP-21) Act in 2012, the National Highway System (NHS) was greatly expanded. Accounting for 37.99 miles in the WWVMPO/SRTPO area, local agencies with NHS routes are responsible for maintaining those roadway segments. Because of their national and strategic significance, NHS routes are deemed to be of greater importance than non-NHS routes. The emphasis on importance of the NHS routes was carried forward into the IJA Act.

The WWVMPO/SRTPO certifies that the regionally significant state and local National Highway System routes have been given appropriate priority throughout M/RTIP programming process.

Performance Management

Performance-based planning, programming, and management, focused on national transportation goals, provides the means to the most efficient investment of federal transportation funds, improves project decision-making, and increases accountability and transparency. (23 USC 150)

In 2012, the passage of the MAP-21 Act first instituted this requirement for performance-based transportation planning. The FAST Act and the Infrastructure Investment and Jobs Act, signed into law in 2015 and 2021 respectively, continue MAP-21's overall performance management approach, requiring States and Metropolitan Planning Organizations (MPOs) to undertake performance-based planning and programming to collectively make progress toward identified national goals.

These national performance goals have been established for the following seven key areas:

- ◆ Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- ◆ Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair
- ◆ Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System
- ◆ System Reliability - To improve the efficiency of the surface transportation system
- ◆ Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- ◆ Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- ◆ Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

State DOTs and MPOs are required to: a) establish select performance targets and b) track progress towards achieving these national goals.

The following table summarizes how the WWVMPO/SRTPO has addressed each performance area:

Performance Areas	WWVMPO Actions to Date
<i>Safety</i>	MPO supports the DOTs' targets
<i>Highway Safety Improvement Program</i>	Assist DOTs
<i>Statewide & Metro Planning; Non-Metro Planning</i>	Added performance measures, base line data, and progress report in 2045 Plan
<i>Transit Asset Management</i>	MPO supports Valley Transit's & Kayak Transit's targets
<i>Pavement and Bridge Performance Measures</i>	MPO supports the DOTs' targets
<i>System Performance Measures</i>	MPO supports the DOTs' targets
<i>Asset Management Plan</i>	Assist DOTs
<i>Public Transportation Agency Safety Plan</i>	MPO supports Valley Transit's & Kayak Public Transit's targets

Within the M/RTIP, federal rules call for an assessment of the anticipated performance effects of investments into the transportation system.

Safety and the Highway Safety Improvement Program

The final rulemaking for safety has two components: Safety Performance Management Measures and the Highway Safety Improvement Program (HSIP). Five performance measures were established to assess safety performance (5-year rolling average) and carry out the HSIP. ([23 CFR 490.207\(a\)](#))

- ◆ Number of fatalities
- ◆ Rate of fatalities per vehicle miles traveled (VMT)
- ◆ Number of combined non-motorized fatalities and non-motorized serious injuries
- ◆ Number of serious injuries
- ◆ Rate of serious injuries per VMT

On February 2026, the WWVMPO/SRTPO Policy Board agreed to support WSDOT's 2025 targets for the five safety performance targets.

Pavement and Bridges

The final pavement and bridge condition rule outlines measures to assess pavement and bridge conditions on the National Highway System (NHS). ([23 CFR 490.307\(a\)](#) and [23 CFR 490.407\(a\)](#))

- ◆ Pavement
 - ◆ Percent of Pavements of the Interstate System in "Good" and "Poor" condition¹
 - ◆ Percent of Pavements of the non-Interstate NHS in "Good" and "Poor" condition
 - ◆ Measured as: Four condition metrics for each section – International Roughness Index (IRI), rutting, faulting, and cracking percent; and three inventory data elements - through lanes, surface type, and structure type.
- ◆ Bridge
 - ◆ Percent of NHS bridges in "Good" AND "Poor" condition
 - ◆ Measured as: Good, Fair, Poor classification related to the minimum [lowest] condition rating of the deck, superstructure, substructure, and culverts (National Bridge Inventory (NBI) items 58, 59, 60, and 62, respectively)

In 2023, the WWVMPO/SRTPO took formal action to support WSDOT's applicable pavement and bridge performance measures.

System Performance

FHWA released the Final Rule for System Performance ([23 CFR 490.507](#)), Freight¹ ([23 CFR 490.607](#)), and Congestion Mitigation and Air Quality (CMAQ)² ([23 CFR 490.707](#) and [23 CFR 490.807](#)).

- ◆ National Highway Performance Program (NHPP) –
 - ◆ Percent of Person-Miles Traveled on the Interstate System that are reliable
 - ◆ Percent of Person-Miles Traveled on the non-Interstate NHS that are reliable
 - ◆ Measured as: All traffic/vehicle data in National Performance Management Research Data Set (NPMRDS) or Equivalent (15-minute interval data)
- ◆ Freight movement on the Interstate System (NHFP) –
 - ◆ Truck Travel Time Reliability Index
- ◆ Congestion Mitigation and Air Quality (CMAQ) –
 - ◆ Annual Hours of Peak Hour Excessive Delay per Capita
 - ◆ Percent of Non-SOV Travel
 - ◆ Total Emissions Reduction

On February 2024, the WWVMPO/SRTPO took formal action to support WSDOT's applicable system performance measures.

¹ As there are no Interstate facilities in the WWVMPO/SRTPO area, Interstate-related performance measures are not applicable.

² Although located in a PM10 maintenance area, the region is below the population threshold and does not use CMAQ funding.

Transit Asset Management

Becoming effective on October 1, 2016, the final rule required that all recipients of federal financial assistance under [49 USC Chapter 53](#), who own, operate, or manage public transportation capital assets, must develop and implement Transit Asset Management (TAM) plans. A TAM plan must include an asset inventory, condition assessments of inventoried assets, a decision-support tool, and a prioritized list of investments to improve the “State of Good Repair” (SGR) levels of their capital assets. The final rule ([49 CFR 625](#)) also established SGR standards and four associated SGR performance measures; required coordination of the performance targets with the state DOTs and MPOs; and called for the reporting of asset inventories, conditions, and performance measures through the National Transit Database. The FTA is implementing the TAM requirements using a two-tiered approach, in order to reduce associated resource obligations for agencies operating smaller fleets:

- ◆ Tier I – A Tier I provider is a recipient who owns, operates, or manages 101 or more vehicles in revenue service during peak-time regular service across all fixed route modes or in any one non-fixed route mode; or a provider who operates rail transit.
- ◆ Tier II – A Tier II provider is a recipient who owns, operates, or manages 100 or fewer vehicles in revenue service during peak -time regular service across all non-rail fixed route modes or in any one non-fixed route mode; a sub-recipient under the 5311 Rural Area Formula program; a sub-recipient under the 5310 Seniors and Individuals with Disabilities program who operates an open-door service; or any American Indian tribe.

Within the WWVMPO/SRTPO, Valley Transit Public Transportation are classified as Tier II operators. The final SGR performance measures that all Tier II Locally Operated Transit Services (LOTS) are required to adopt are:

- ◆ Equipment (Non-revenue vehicles) –
 - ◆ % of non-revenue vehicles that have met or exceeded their useful life benchmark
- ◆ Rolling Stock (Revenue Vehicles) –
 - ◆ % of revenue vehicles that have met/exceeded their useful life benchmark
- ◆ Infrastructure (Guideway)³ –
 - ◆ % of track segments with performance restrictions
- ◆ Facilities –
 - ◆ % of facilities with a rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale

In compliance with the requirements of the final TAM rule, Valley Transit completed their Transit Asset Management Plans by July 2021, the WWVMPO/SRTPO adopted the respective transit SGR targets for the metropolitan area.

Public Transportation Agency Safety Plan

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires FTA Section 5307 recipients and certain operators of rail systems to develop safety plans in accordance with [49 USC 5329](#). The PTASP rule became effective on July 19, 2019, and the compliance

³ As this asset class includes rail fixed-guideway, track, signals, and systems, it is not applicable to Valley Transit or Kayak Public Transit.

deadline was set for July 20, 2020. At a minimum, the final rule ([49 CFR 673](#)) requires each safety plan to include the following:

- ◆ Approval by the agency's Accountable Executive and Board of Directors (or equivalent)
- ◆ Designation of a Chief Safety Officer
- ◆ Process documentation of the agency's Safety Management System (SMS, including a Safety Management Policy), Safety Risk Management, Safety Assurance, and Safety Promotion
- ◆ Employee reporting program
- ◆ Targets based on performance measures established in FTA's National Public Transportation Safety Plan (NSP)
- ◆ Criteria to address requirements and standards set in FTA's Public Transportation Safety Program and NSP
- ◆ Process and timeline for the annual review and periodic update of the safety plan

On August 2025 Valley Transit submitted their first PTASPs and associated safety targets to the WWVMPO/SRTPO in compliance with the FTA rule. The WWVMPO/SRTPO resolved to plan and program projects that support the respective PTASP targets declared by Valley Transit.

Progress Towards Achievement of Performance Targets

Since its establishment in 2013, the WWVMPO/SRTPO has been independently implementing elements of performance-based planning as part of its planning and programming activities. Collision data associated collision rates, and pavement conditions have been an integral part to regional project selection, as can be seen in the detailed project selection criteria contained in [Appendix F](#).

However, in response to federal requirements, the 2027-2032 M/RTIP now also shows the anticipated effects on transportation performance in its program of projects⁴ and includes the complete set of targets in [Appendix H](#).

Major Projects in the TIP

The following projects will obligate all associated funding, although construction may still continue until the projects' full completion:

- ◆ City of Walla Walla – Poplar Street - 5th to 14th

Financial Plan

Fiscal feasibility is a significant priority in determining the final list of 2027-2032 M/RTIP transportation improvements. Federal and state requirements mandate that this document be fiscally constrained and only include projects that can reasonably be expected to have adequate funding.

Funding Sources

The 2027-2032 M/RTIP is funded from a variety of federal, state, and local sources. A list of the most common funding programs is shown in [Appendix I](#). It is important to note that not all state and locally funded projects have to be programmed in the M/RTIP, unless one or more of the following conditions apply:

- ◆ State or local funds are used to match federal dollars;

⁴ Not included in the project matrix is a reference to transit safety since the performance is tied to operational practices and policies.

- ◆ Projects that require federal approval or other formal federal action; or
- ◆ The state or locally funded projects are of regional significance.

Fiscal Constraint

The M/RTIP covers six years of projects from 2027 to 2032. Placement of M/RTIP projects is based on priority; projects to be obligated in 2027 are the highest priority and include carry-over projects from 2024-.

The M/RTIP must demonstrate fiscal constraint for federal Surface Transportation Block Grant (STBG), Transportation Alternatives (TA, an STBG set-aside) and Carbon Reduction Program (CRP) funding, which is tied directly to the anticipated allocations for the WWVMPO/SRTPO provided through WSDOT. Close coordination between WSDOT and the agency allowed the estimation of STBG, TA and CRP funding from 2027 through 2030. The table below summarizes the associated funding assumptions, which are based on final allocations received in federal fiscal year (FFY) 2025.

STBG (WA)	2027	2028	2029	2030	Total 2027-2030
Urban	\$678,471	\$678,471	\$678,471	\$678,471	\$2,713,884
Rural	\$587,102	\$587,102	\$587,102	\$587,102	\$2,348,408
Any Area	\$465,929	\$465,929	\$465,929	\$465,929	\$1,863,716
Yearly Total	\$1,731,502	\$1,731,502	\$1,731,502	\$1,731,502	\$6,926,008
Funds Carry-Over to 2027	(123,709)	-	-	-	(123,709)
2026-2029 Projects carried	\$1,750,000	-	-	-	\$1,750,000
STBG Available for Newly Programmed Projects					\$5,052,299

TA (WA)	2027	2028	2029	2030	Total 2027-2030
Urban	\$66,711	\$66,711	\$66,711	\$66,711	\$266,844
Rural	\$17,178	\$17,178	\$17,178	\$17,178	\$68,712
Any Area	\$41,988	\$41,988	\$41,988	\$41,988	\$167,952
Yearly Total	\$125,877	\$125,877	\$125,877	\$125,877	\$502,508
Funds Carry-Over to 2027	(\$111,109)	-	-	-	(\$111,109)
2026-2029 Projects carried	-	-	-	-	\$0
TA Available for Newly Programmed Projects					\$392,399

CRP (WA)	2027	2028	2029	2030	Total 2027-2030
Urban	\$80,245	\$80,245	\$80,245	\$80,245	\$320,980
Rural	-	-	-	-	\$0
Any Area	\$32,702	\$32,702	\$32,702	\$32,702	\$0
Yearly Total	\$112,947	\$112,947	\$112,947	\$112,947	\$451,788
Funds Carry-Over to 2027	\$113,532	-	-	-	\$113,532
2026-2029 Projects carried	\$23,273	-	-	-	\$23,273
CRP Available for Newly Programmed Projects					\$542,047

Source: WSDOT financial data

STBG, TA and CRP funding not tied to 2026-2029 M/RTIP carry-over projects, will be available for assignment to new projects through a regionwide STBG, TA and CRP call for projects. Placement of the projects within the first four years of this M/RTIP is based on project priority as well as available funding for the respective urban, rural, and any area categories; carry-over projects retain their original timing whenever possible.

[Appendix A](#) provides a funding summary by source for all projects within the MPO/SRTPO area in Washington State. [Appendix B](#) expands upon this financial information and demonstrates the required fiscal constraint for each source of federal funding by year in greater detail. [Appendix C](#) then provides detailed project descriptions and financial information by project phase and source for all projects within the MPO/SRTPO area in Washington State, whereas detailed information on Oregon MPO area projects is shown in [Appendix D](#). It is important to note that although this M/RTIP discloses project descriptions and financial details for all WWVMPO/SRTPO projects, it does not include Oregon-specific project funding in the fiscal constraint calculation, as the 2027-2030 ODOT STIP has already gone through the required review and approval process.

M/RTIP Amendment Process

The WWVMPO/SRTPO will develop the calendar year (CY) 2027 internal amendment schedule for Washington State and Oregon projects by November 2026. Each member agency's request for an M/RTIP amendment must include the project title, description, cost, funding sources, implementation schedule, and reason for the amendment. The project amendment will undergo the same review process required of the original project submission to assure compliance with federal and state laws and consistency with the 2045 Plan.

Amendment to WA MPO/SRTPO Projects

Local jurisdictions or agencies located in Washington may submit a request for an M/RTIP amendment according to the internal schedule, which is based on guidance provided by WSDOT.

The M/RTIP is required to be amended for a project within Washington State, if any of the conditions listed in the table on the following page are met.⁵

STIP Administration		Appendix C
<u>Amendment</u> ¹	<u>Administrative Modifications</u> ²	<u>Updates Not Requiring STIP Change</u>
See Section VII STIP Management - STIP Amendments & Administrative Modifications of the STIP document for definition.	See Section VII STIP Management - STIP Amendments & Administrative Modifications of the STIP document for definition. The following do not require the STIP to be modified prior to federal authorization of the project. However, the STIP must be updated to align with MPO requirements and reflect the changes as soon as possible.	The following do not require the STIP to be changed, as they will be reflected in the annual obligation report or subsequent STIP as applicable.
Adding a New Project	Revisions to lead agency	Moving a project within the four years of the TIP or STIP.
Deleting a Project	Adding a prior phase of a project not previously authorized	Changes in a projects federal fund source(s) (any change from IM to NHS or STP etc., is an update only as this is a funds management action)
Changes to a project's total programmed amount* greater than 30% (or any amount greater than \$3 million). This includes adding or subtracting funds from currently programmed phases. * Total programmed amount = A project's current 4-year STIP total of programmed funds	Changes to a project's total programmed amount* less than 30% (or any amount less than \$3 million). This includes adding or subtracting funds from currently programmed phases. <u>Note:</u> In order to reprogram funds decreased from a project or phase (i.e. adjust to award), the STIP will need to be updated prior to or at the same time funds are being reprogrammed. * Total programmed amount = A project's current 4-year STIP total of programmed funds	Any and/or all federal funds currently programmed in the STIP for a particular project without consideration of the phase split. For example: Programmed amounts are: PE – 1,000,000 CN – 4,000,000 Authorization for PE of 1,750,000 is allowed without a change to the STIP since the funds are programmed. OR Authorization for CN of 5,000,000 if the funds were not utilized for PE.
Major Scope Changes		
Changes to a project that affects Air Quality Conformity	Minor changes or errors in project information such as: environmental type, right of way required, improvement type, project limits, functional classification, typographical errors, transposed numbers, etc.	All adjustments in a project's funding authorization for award of a contract.
Adding a future phase of a project		
Adding Federal dollars to a project currently in the TIP/STIP that does not have federal funds (<i>federalizing a project</i>).		
¹ Amendments will continue monthly January through October		² Administrative modifications will be updated monthly and available via the on-line STIP. FHWA/FTA will be provided listing twice a year with the January and October amendment submittals. Additionally, financial feasibility will be shown in the original STIP and updated twice a year in the January and October amendment submittals to FHWA/FTA.

Amendment to OR MPO Projects

Local jurisdictions or agencies located in Oregon may submit a request for an M/RTIP amendment according to the internal schedule. Although ODOT accepts amendments to the STIP on a daily basis, the WWVMPO must follow the established schedule prior to the ODOT STIP submission process to allow for public review and subsequent approval of TIP amendments by its Technical Advisory Committee and Policy Board.

The M/RTIP is required to be amended for an Oregon project if it meets any of the conditions in the following amendment categories listed below.⁵

Figure 1: ODOT – FTA – FHWA Amendment Matrix

FULL AMENDMENTS	
1	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2	Major change in project scope. Major scope change includes: • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ by addition of non-exempt projects** • Adding capacity per FHWA Standards • Adding or deleting worktype
3	Changes in Fiscal Constraint by the following criteria: • FHWA project cost increase/decrease: - Projects under \$500K – increase/decrease over 50% - Projects \$500K to \$1M – increase/decrease over 30% - Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
4	Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1	Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2	Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3	Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4	Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5	Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6	Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7	Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

** Non-Exempt: Projects that are not included in 40 CFR 93.126, 40 CFR 93.127 and 40 CFR 93.128

⁵ The Amendment Matrix was extracted from ODOT's current 2021-2024 STIP document, which can be accessed at <https://www.oregon.gov/odot/STIP/Pages/Current-Future-STIP.aspx#CurrentSTIP>.)

M/RTIP Projects

The 2027-2032 M/RTIP list⁶ of projects contains all federally funded or regionally significant transportation improvements in the WWVMPO/SRTPO area. Details for each project are found in [Appendix C](#) and [Appendix D](#) for Washington State and Oregon projects, respectively. For air quality conformity determination purposes, it is important to note that all projects are exempt from project conformity per [40 CFR 93.126](#), with the exception of the WSDOT's "US 12/Wallula to Nine Mile Hill – Build New Highway" project, which will need to be reviewed to determine if an air quality consultation is required.

Funded Projects

Washington MPO/SRTPO Area

Washington Locally Sponsored Projects

Safety	Pavement	Bridge	System PM3	Transit SGR	
Anticipated Impact: Positive ++ / Moderately Positive + / Neutral o / Moderately Negative - / Negative --					
++	++		++		SE 12th Street (College to Sky) (WA-11672) City of College Place – 2027
++	o		+		College/Southside Development Intersection #1 (WA-11687) City of College Place – 2027
++	o		++		Whitman Drive & Larch Avenue Intersection (new signal) (WA-11694) City of College Place – 2028
++	+		++		Southside Development East-West Corridor (WA-11671) City of College Place – 2027
+	++		+		SW 10th Street Reconstruction (College to Bade) (WA-13605) City of College Place – 2027
++	o		o		SW Davis Ave and Whitman Dr Pedestrian and Bicyclist Safety Improvements (WA-14318) City of College Place – 2027
+	o		o		Whitman Drive Multiuse Path Gap Completion (Davis Avenue to Academy Way) (WA-15410) City of College Place – 2027
++	+		+		3rd Avenue - Maple to Tietan IRRP/TBD (WA-15340) City of Walla Walla – 2031-2032
+	+		o		Howard Street - Bryant to Tietan IRRP (WA-16048) City of Walla Walla – 2031-2032
+	+	+	+		4th Avenue Bridge & 6th Avenue Bridge Replacement (WA-15636) City of Walla Walla - 2027
+	++		+		Clinton-Division IRRP (WA-16074) City of Walla Walla – 2028

⁶ Projects (or phases) planned for implementation in 2031 and 2032 extend beyond the 2026-2029 fiscally constrained TIP.

+	+		o		Sumach/Colville Intersection Improvements (WA-16083) City of Walla Walla - 2031
++	+		+		Poplar Street - 5th to 14th IRRP (WA-11551) City of Walla Walla - 2027
++	++		+		Mill Creek Rd MP 6.50 to 8.00 (WA-13155) Walla Walla County - 2027
++	++		+		Reser Rd Complete Streets Improvements, MP 0.49 to 0.97 (WA-04766) Walla Walla County – 2027-2028
+	o	++	o		Meinberg Rd MP 0.00 to 0.20 (Meinberg Bridge) (WA-15429) Walla Walla County - 2027
+	++		+		Mojonnier Rd MP 0.14 to 1.07 (WA-01889) Walla Walla County – 2027-2028
+	o		o		Humorist Rd and Columbia School Rd Sidewalk (WA-16155) – 2027
++	++		++		US 12 Clinton Interchange Project (WA-16154) Port of Walla Walla - 2027
+	o		o		Hwy 124 Railroad Crossing (WA-16424) Port of Columbia - 2027

Safety	Pavement	Bridge	System PM3	Transit SGR	WSDOT State-sponsored Projects
Anticipated Impact: Positive ++ / Moderately Positive + / Neutral o / Moderately Negative - / Negative --					
++	o		o		US 730/4.1 Miles N of Oregon Border - Rockfall Prevention (573001H36) WSDOT – 2027
++	o		o		US 730/4.4 Miles N of Oregon Border - Rockfall Prevention (573001I36) WSDOT – 2027
++	o		o		US 730/5.2 Miles N of Oregon Border - Rockfall Prevention (573001J36) WSDOT – 2027
++	o		o		US 730/3.0 Miles N of Oregon Border - Rockfall Prevention (573001G36) WSDOT – 2027
+	++		o		Asphalt/Chip Seal Preservation Walla Walla Valley Metropolitan Planning Organization (BPWWV) WSDOT – 2027 - 2030
+	o		o		SR 125/Plaza Way - Railroad Crossing Improvements (512502R36) WSDOT – 2027

Safety	Pavement	Bridge	System PM3	Transit SGR	Washington Public Transit-Sponsored Projects
Anticipated Impact: Positive ++ / Moderately Positive + / Neutral o / Moderately Negative - / Negative --					
				+	Replace up to Three (3) Paratransit Vehicles (2203) – Valley Transit - 2027
				+	Replace up to Four (4) Heavy-Duty Transit Buses (1204) – Valley Transit - 2027
				o	Dial-A-Ride Storage Facility Expansion (2504) – Valley Transit – 2027
				+	Refurbish one (1) heavy-duty transit bus (2703) – Valley Transit – 2027
				o	Replace up to Three (3) Heavy-Duty Transit Buses (2302) – Valley Transit - 2028
				+	Replace up to Four (4) Paratransit Vehicles (2701) – Valley Transit - 2028
				++	General Labor Operating FFY 2029 (2001) – Valley Transit - 2029

Oregon MPO Area

Safety	Pavement	Bridge	System PM3	Transit SGR	ODOT State-sponsored Projects
Anticipated Impact: Positive ++ / Moderately Positive + / Neutral o / Moderately Negative - / Negative --					

List of Illustrative Projects (Planned - Funding is not Secured)

WA MPO/SRTPO Area

City of College Place

- ◆ SE 12th Street (College to Sky) (WA-11672) – 2027 – 2028
- ◆ SE 12th St & SE Larch Avenue Intersection (WA-11676) – 2027
- ◆ College/Southside Development Intersection #1 (WA-11687) – 2027
- ◆ Whitman Drive & Larch Avenue Intersection (new signal) (WA-11694) – 2028-2029
- ◆ Southside Development East-West Corridor (WA-11671) - 2027
- ◆ SW 10th Street Reconstruction (College to Bade) (WA-13605) – 2027-2028
- ◆ Whitman Drive Multiuse Path Gap Completion (Davis Avenue to Academy Way) (WA-15410) – 2028
- ◆ SE 12th St (Dewey to Myra) (WA-11696) - 2028-2029
- ◆ W Whitman Dr - half street (Doans to City Limits) (WA-12414) - 2027-2028

- ◆ SE 9th Street Reconstruction (College Avenue to Dead End) (WA-13604) – 2029
- ◆ Whitman Drive Complete Street Project (Davis to Adams) (WA-14319) – 2027
- ◆ SE 11th Street Reconstruction (Birch to Date Avenue) (WA-15405) – 2030
- ◆ NE Cedar Avenue (A to C Street) Reconstruction (WA-15406) – 2027
- ◆ SE Dewey Drive Grind and Overlay (WA-15407) – 2029-2030
- ◆ Railroad Crossing Improvement Project - Wallula and Damson Crossings at Union Pacific Railroad (WA-16127) – 2027-2028
- ◆ SE Birch Avenue (2nd to 4th) Reconstruction (WA-16128) – 2027
- ◆ State Route 125 & College Avenue/McMinn Rd & Aufte Lane Intersection Reconfiguration (WA-16138) – 2027-2028
- ◆ Roundabout at Whitman & 1195 E Whitman Drive (WA-16158) – 2027

City of Waitsburg

- ◆ Highway 12 Bridge Replacement (WA-16160) – 2030-2031
- ◆ Coppei Creek Bridge Replacement (Waitsburg7) - 2030-2031
- ◆ Touchet Valley Trail (WA-12973) – 2030
- ◆ W 2nd St Sidewalk (WA-16159) – 2027-2028

City of Walla Walla

- ◆ Plaza Way TBD - Village to Taumanson (WA-11549) – 2029-2031
- ◆ Poplar Street - 14th to Myra (WA-13200) – 2028-2029
- ◆ Fern & Abbott Intersection Reconstruction (WA-14733) – 2027
- ◆ Bryant Avenue Corridor Planning (WA-14735) – 2029
- ◆ Fern Avenue Corridor Planning (WA-14736) – 2029
- ◆ Wilbur Avenue Corridor Planning (WA-14737) – 2028
- ◆ Cottonwood Road Pedestrian Bridge (WA-14741) – 2032
- ◆ 3rd Avenue Bridge Replacement over Garrison Creek (WA-14745) – 2030-2032
- ◆ Chase Avenue Bridge Replacement over Garrison Creek (WA-14746) - 2030-2032
- ◆ Myra Road Preservation (WA-16078) – 2028-2029
- ◆ Main Street - Isaacs to 9th (WA-16079) – 2029-2031
- ◆ 1st and Main Intersection ADA Retrofit (WA-17353) - 2027

Port of Walla Walla

- ◆ US 12 Clinton Interchange Project (WA-16154) – 2027

Port of Columbia

- ◆ Hwy 124 Railroad Crossing (WA-16424) - 2027

Valley Transit

- ◆ Replace three (3) Heavy-Duty Transit Buses (1904) – 2030
- ◆ Replace up to Three (3) Paratransit Vehicles (2901) – 2030

Walla Walla County

- ◆ Wallula Ave Sidewalk MP 1.43 to 2.14 (Campbell Rd to Gose St) (WA-17439) – 2029

Walla Walla Valley MPO

- ◆ WWVMPO Annual UPWP Planning Program (WA-16861) – 2027-2029

Appendices

Appendix A - WA MPO/SRTPO Funding Summary by Source

Financial Feasibility Summary by Fund Code of Federal Aid Projects by Year

		Funds (To Nearest Dollar)			
Fund Code	Description	Federal	State	Local	Total
5307					
	2027 Obligation Costs	4,144,288		1,036,074	5,180,362
	2028 Obligation Costs	4,380,000		1,095,000	5,475,000
	2029 Obligation Costs	900,000		900,000	1,800,000
	5307 Obligation Totals	9,424,288		3,031,074	12,455,362
5339					
	2027 Obligation Costs	273,272		326,728	600,000
	5339 Obligation Totals	273,272		326,728	600,000
BR					
	2027 Obligation Costs	11,974,000		297,156	12,271,156
	BR Obligation Totals	11,974,000		297,156	12,271,156
CRP(UM)					
	2027 Obligation Costs	113,532		31,468	145,000
	CRP(UM) Obligation Totals	113,532		31,468	145,000
DEMO					
	2027 Obligation Costs	2,654,743		414,324	3,069,067
	DEMO Obligation Totals	2,654,743		414,324	3,069,067
HSIP					
	2027 Obligation Costs	5,342,227	1,562,739	1,720,000	8,624,966
	2028 Obligation Costs	2,736,000		1,564,000	4,300,000
	HSIP Obligation Totals	8,078,227	1,562,739	3,284,000	12,924,966
State/Local					
	2027 Obligation Costs		8,763,342	7,076,383	15,839,725
	2028 Obligation Costs		1,350,000	8,435,020	9,785,020
	State/Local Obligation Totals		10,113,342	15,511,403	25,624,745
STBG					
	2027 Obligation Costs	7,994,930	94,080		8,089,010
	2028 Obligation Costs	138,847	5,554		144,401
	2029 Obligation Costs	10,494,743	248,670		10,743,413
	2030 Obligation Costs	10,426,365	208,527		10,634,892
	STBG Obligation Totals	29,054,885	556,831		29,611,716
STBG(R)					
	2027 Obligation Costs	550,000	100,000		650,000
	STBG(R) Obligation Totals	550,000	100,000		650,000

Financial Feasibility Summary by Fund Code of Federal Aid Projects by Year

		Funds (To Nearest Dollar)			
Fund Code	Description	Federal	State	Local	Total
WFL					
	2027 Obligation Costs	3,373,500		526,500	3,900,000
	WFL Obligation Totals	3,373,500		526,500	3,900,000
	Grand Total All Fund Codes	65,496,447	12,332,912	23,422,653	101,252,012

Source: SAW Access and ODOT STIP – August 31, 2026

*Note: The grand total funds are not equal to the total project cost (Page 3) as few projects are not included as it will be obligated in the year 2026.

Appendix B - WA MPO/SRTPO Fiscal Constraint Overview by Year

The M/RTIP for the WWVMPO/SRTPO demonstrates that it is a financially realistic program. Projected revenues by program are equal to or greater than the estimated cost of programmed projects for each year.

<i>Fund Type*</i>	<i>Year</i>	<i>Starting Balance (carryover)</i>	<i>Annual Allocation</i>	<i>Total Available Revenue</i>	<i>Total Amount Programmed</i>	<i>Ending Balance (carryover)</i>
STBG Regional (US, R, Any Area)	2027	-\$123,709	\$1,731,502	\$1,607,793	\$1,750,000	-\$142,207
	2028	-\$142,207	\$1,731,502	\$1,589,295	\$0	\$1,589,295
	2029	\$1,589,295	\$1,731,502	\$3,320,797	\$0	\$3,320,797
	2030	\$3,320,797	\$1,731,502	\$5,052,299	\$0	\$5,052,299
TA Regional (US, R, Any Area)	2027	-\$111,109	\$125,877	\$14,768	\$0	\$14,768
	2028	\$14,768	\$125,877	\$140,645	\$0	\$140,645
	2029	\$140,645	\$125,877	\$266,522	\$0	\$266,522
	2030	\$266,522	\$125,877	\$392,399	\$0	\$392,399
CRP Regional (US, R)	2027	\$113,532	\$112,947	\$226,479	\$23,273	\$203,206
	2028	\$203,206	\$112,947	\$316,153	\$0	\$316,153
	2029	\$316,153	\$112,947	\$429,100	\$0	\$429,100
	2030	\$429,100	\$112,947	\$542,047	\$0	\$542,047
FTA 5307	2027	-	\$4,144,288	\$4,144,288	\$4,144,288	-
	2028	-	\$4,380,000	\$4,380,000	\$4,380,000	-
	2029	-	\$900,000	\$900,000	\$900,000	-
	2030	-	-	-	-	-
FTA 5339	2027	\$0	\$273,272	\$273,272	\$273,272	\$0
	2028	-	-	-	-	-
	2029	-	-	-	-	-
	2030	-	-	-	-	-
BR	2027	\$0	\$11,974,000	\$11,974,000	\$11,974,000	\$0
	2028	-	-	-	-	-
	2029	-	-	-	-	-
	2030	-	-	-	-	-
DEMO	2027	\$0	\$2,654,743	\$2,654,743	\$2,654,743	\$0
	2028	-	-	-	-	-
	2029	-	-	-	-	-
	2030	-	-	-	-	-

Fund Type*	Year	Starting Balance (carryover)	Annual Allocation	Total Available Revenue	Total Amount Programmed	Ending Balance (carryover)
HSIP	2027	\$0	\$5,420,227	\$5,420,227	\$5,420,227	\$0
	2028	\$0	\$2,736,831	\$2,736,831	\$2,736,831	\$0
	2029	-	-	-	-	-
	2030	-	-	-	-	-
WFL	2027	\$0	\$3,373,500	\$3,373,500	\$3,373,500	\$0
	2028	-	-	-	-	-
	2029	-	-	-	-	-
	2030	-	-	-	-	-
State	2027	\$0	\$8,763,342	\$8,763,342	\$8,763,342	\$0
	2028	\$0	\$1,350,000	\$1,350,000	\$1,350,000	\$0
	2029	-	-	-	-	-
	2030	-	-	-	-	-
Local	2027	\$0	\$7,076,383	\$7,076,383	\$7,076,383	\$0
	2028	\$0	\$8,435,020	\$8,635,220	\$8,635,220	\$0
	2029	-	-	-	-	-
	2030	-	-	-	-	-

*Refer to [Appendix I](#) for detailed information on funding sources

Fund Type*	Year	Starting Balance (carryover)	Annual Allocation	Total Available Revenue	Total Amount Programmed	Ending Balance (carryover)
State Match to Federal Projects	2027	\$0	\$1,756,819	\$1,756,819	\$1,756,819	\$0
	2028	\$0	\$5,554	\$5,554	\$5,554	\$0
	2029	\$0	\$248,670	\$248,670	\$248,670	\$0
	2030	\$0	\$208,527	\$208,527	\$208,527	\$0
Local Match to Federal Projects	2027	\$0	\$4,352,250	\$4,352,250	\$4,352,250	\$0
	2028	\$0	\$2,659,000	\$2,659,000	\$2,659,000	\$0
	2029	\$0	\$90,000	\$90,000	\$90,000	\$0
	2030	-	-	-	-	-

*Refer to [Appendix I](#) for detailed information on funding sources

Appendix C - WA MPO/SRTPO Projects, Cost and Funding

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: College Place

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03		College/Southside Development Intersection #1 N/A to N/A Construct new intersection on South College Avenue.	WA-11687	07/23/24	06/25/19	07/23/24	24-057	01	C G P S T W		CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2027		0		0	9,129	9,129
S	RW	2027		0		0	236,200	236,200
P	CN	2027		0		0	925,108	925,108
Totals				0		0	1,170,437	1,170,437

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	236,200	0	0	0	0
RW	9,129	0	0	0	0
CN	0	925,108	0	0	0
Totals	245,329	925,108	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: College Place

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04		SE 12th Street (College to Sky) SE 12th Street S College Ave to SE Sky Avenue Full reconstruction including utilities for a portion of this section of 12th Street.	WA-11672	07/11/23	06/25/19	07/23/24	24-057	04	C G O P S T W	0.430	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2027		0		0	468,296	468,296
P	RW	2027		0		0	93,659	93,659
P	CN	2028	Discretionary	2,500,000	TIB	1,000,000	1,368,795	4,868,795
Totals				2,500,000		1,000,000	1,930,750	5,430,750

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	468,296	0	0	0	0
RW	93,659	0	0	0	0
CN	0	3,184,412	0	0	0
Totals	561,955	3,184,412	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: College Place

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
05		Southside Development East-West Corridor S College Ave to City Limits Construct new collector with ADA sidewalks, water, sewer and franchise utilities.	WA-11671	07/23/24	06/25/19	07/23/24	24-057	01	C G O P S T W	0.760	EA	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2027		0		0	540,650	540,650
P	CN	2028		0		0	6,579,811	6,579,811
Totals				0		0	7,120,461	7,120,461

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	540,650	0	0	0	0
CN	0	6,579,811	0	0	0
Totals	540,650	6,579,811	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: College Place

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07		SW 10th Street Reconstruction (College to Bade) SW 10th Street College Avenue to Bade Avenue Reconstruction of roadway to include full roadway reconstruction, curb and gutter, stormwater infrastructure, water infrastructure, and sewer infrastructure.	WA-13605	07/11/23	06/08/21	07/23/24	24-057	04	S W	0.120	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2027		0	OTHER	246,830	61,708	308,538
P	RW	2028		0		0	61,707	61,707
P	CN	2028		0	OTHER	518,343	345,563	863,906
Totals				0		765,173	468,978	1,234,151

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	308,538	0	0	0	0
RW	0	61,707	0	0	0
CN	0	863,906	0	0	0
Totals	308,538	925,613	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: College Place

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
05		/ 000S(751) SW Davis Ave and Whitman Dr Pedestrian and Bicyclist Safety Improvements Davis Sixth to Whitman Install sidewalk, street lighting, pedestrian crossing improvements, and ADA upgrades.	WA-14318	07/11/23	05/10/22	07/23/24	24-057	43		0.500	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2027	HSIP	131,000		0	0	131,000
S	RW	2027	HSIP	10,000		0	0	10,000
S	CN	2027	HSIP	933,000		0	0	933,000
Totals				1,074,000		0	0	1,074,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	131,000	0	0	0	0
RW	10,000	0	0	0	0
CN	933,000	0	0	0	0
Totals	1,074,000	0	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: College Place

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04		Whitman Drive & Larch Avenue Intersection (new signal) Whitman Drive N/A to N/A Reconstruct Whitman Drive/Larch Avenue intersection to mitigate eroding LOS.	WA-11694	07/11/23	06/25/19	07/23/24	24-057	03	C G P S T W		CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2028		0		0	38,020	38,020
P	RW	2028		0		0	7,604	7,604
P	CN	2029		0	TIB	258,539	116,081	374,620
Totals				0		258,539	161,705	420,244

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	38,020	0	0	0
RW	0	7,604	0	0	0
CN	0	0	258,539	0	0
Totals	0	45,624	258,539	0	0

Six Year Transportation Improvement Program

From 2027 to 2032

Agency: College Place

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
05		/ 7166(002) Whitman Drive Multiuse Path Gap Completion (Davis Avenue to Academy Way) Davis Avenue to Academy Way Engineering, Right-of-way acquisition, and construction of asphalt multiuse path in gap on south side of Whitman Drive between Davis Avenue and Whitman Drive. Includes ADA Ramps at Davis, Evans, and Academy Way.	WA-15410	07/11/23	07/12/23		23-039	38		0.230	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2027	CRP(UM)	113,532		0	31,468	145,000
P	CN	2028	CRP(UM)	379,864		0	42,207	422,071
Totals				493,396		0	73,675	567,071

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	145,000	0	0	0	0
CN	0	422,071	0	0	0
Totals	145,000	422,071	0	0	0

	Federal Funds		State Funds	Local Funds	Total Funds
Grand Totals for College Place	4,067,396		2,023,712	10,926,006	17,017,114

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Port of Columbia

County:

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03		Hwy 124 Railroad Crossing Hwy 124/US DOT crossing #:808621G USDOT Crossing #808621G to USDOT Crossing #808621G Update crossing surface, railroad warning system, track circuitry, and bungalow.	WA-16424					22		0.940	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2027	HSIP	35,000		0	45,000	80,000
S	CN	2027	HSIP	1,664,000		0	0	1,664,000
Totals				1,699,000		0	45,000	1,744,000

Expenditure Schedule						
Phase	1st	2nd	3rd	4th	5th & 6th	
PE	80,000	0	0	0	0	
CN	1,664,000	0	0	0	0	
Totals	1,744,000	0	0	0	0	

	Federal Funds		State Funds	Local Funds	Total Funds
Grand Totals for Port of Columbia	1,699,000		0	45,000	1,744,000

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Port of Walla Walla

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02		/ 0012(273) US 12 Clinton Interchange Project MP 337.15 to MP 338.19 Replace an existing at-grade intersection at US Highway 12 and Clinton Street with a tight diamond interchange. Clinton Street would also be raised over the highway to provide a safe north-south crossing for pedestrians, cyclists and vehicle traffic. Additionally, as part of the project, the intersection of Middle Waitsburg Road/Lower Waitsburg Road would be realigned to the north along with the existing east.	WA-16154					21		1.040	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2027	DEMO	2,654,743		0	414,324	3,069,067
P	CN	2027		0		0	66,773,432	66,773,432
Totals				2,654,743		0	67,187,756	69,842,499

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	1,000,000	2,069,067	0	0	0
CN	66,773,432	0	0	0	0
Totals	67,773,432	2,069,067	0	0	0

	Federal Funds		State Funds	Local Funds	Total Funds
Grand Totals for Port of Walla Walla	2,654,743		0	67,187,756	69,842,499

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Valley Transit

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	2601	Dial-A-Ride Storage Facility Expansion N/A to N/A Expand the Dial-A-Ride minibus storage facility to hold additional vehicles.	2504	06/18/26	06/18/26		2026-07	23	G P		CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2027		0	WSDOT	400,000	100,000	500,000
S	CN	2027		0	WSDOT	2,800,000	700,000	3,500,000
Totals				0		3,200,000	800,000	4,000,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	500,000	0	0	0	0
CN	3,500,000	0	0	0	0
Totals	4,000,000	0	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Valley Transit

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	2602	Replace up to Three (3) Paratransit Vehicles N/A N/A to N/A Replace up to three (3) paratransit vehicles which have exceeded their useful life.	2203 N/A	06/18/26	06/18/26		2026-07	23		0.000	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	ALL	2027	5307	581,796		0	145,450	727,246
Totals				581,796		0	145,450	727,246

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	727,246	0	0	0	0
Totals	727,246	0	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Valley Transit

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	2603	Replace up to Four (4) Heavy-Duty Transit Buses N/A N/A to N/A Replace four (4) heavy-duty transit buses which have exceeded their useful life.	1204 N/A	06/18/26	06/18/26		2026-07	23		0.000	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	ALL	2027	5307	3,562,492		0	890,624	4,453,116
Totals				3,562,492		0	890,624	4,453,116

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	4,453,116	0	0	0	0
Totals	4,453,116	0	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Valley Transit

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	2703	Refurbish one (1) heavy-duty transit bus N/A N/A to N/A Refurbish one (1) heavy-duty transit bus that has reached its useful life.	2703 N/A	06/18/26	06/18/26		2026-07	23		0.000	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	ALL	2027	5339	273,272		0	326,728	600,000
Totals				273,272		0	326,728	600,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	600,000	0	0	0	0
Totals	600,000	0	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Valley Transit

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	2801	Replace up to Four (4) Paratransit Vehicles N/A to N/A Replace up to four (4) paratransit vehicles which have exceeded their useful life.	2701	06/18/26	06/18/26		2026-07	23			CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	ALL	2028	5307	640,000		0	160,000	800,000
Totals				640,000		0	160,000	800,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	800,000	0	0	0
Totals	0	800,000	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Valley Transit

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	2802	Replace up to Three (3) Heavy-Duty Transit Buses N/A N/A to N/A Replace up to three (3) heavy-duty transit buses that have exceeded their useful life.	2302 N/A	06/18/26	06/18/26		2026-07	23		0.000	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	ALL	2028	5307	3,740,000		0	935,000	4,675,000
Totals				3,740,000		0	935,000	4,675,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	4,675,000	0	0	0
Totals	0	4,675,000	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Valley Transit

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
			G. Structure ID									
00	2901	General Labor Operating FFY 2029 N/A N/A to N/A Provide general labor for transit operations.	2001 N/A	06/18/26	06/18/26		2026-07	23		0.000	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	ALL	2029	5307	900,000		0	900,000	1,800,000
Totals				900,000		0	900,000	1,800,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	1,800,000	0	0
Totals	0	0	1,800,000	0	0

	Federal Funds		State Funds	Local Funds	Total Funds
Grand Totals for Valley Transit	9,697,560		3,200,000	4,157,802	17,055,362

Six Year Transportation Improvement Program

From 2027 to 2032

Agency: Waitsburg

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04	1	Main Street Overlay Main Street Warren Street to Coppei Ave Grind and overlay Main Street from 1st Street to 3rd Street and one crack and fog seal from 1st to 3rd and one block east and west along Highway 124	WA-12972	06/17/26	06/17/26		2026-803	05	C O P S T W	0.750	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2027		0		0	104,400	104,400
S	CN	2027	STBG(R)	550,000	TIB	100,000	0	650,000
Totals				550,000		100,000	104,400	754,400

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	104,400	0	0	0	0
CN	650,000	0	0	0	0
Totals	754,400	0	0	0	0

	Federal Funds		State Funds	Local Funds	Total Funds
Grand Totals for Waitsburg	550,000		100,000	104,400	754,400

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Walla Walla

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
05		3rd Avenue - Maple to Tietan IRRP/TBD 3rd Avenue Maple Street to Tietan Street Full roadway and utility improvements on 3rd Avenue from Malcolm Street to Milburn Street. Work also includes water system replacement on 3rd Avenue from Maple to Malcolm and from Milburn to Tietan.	WA-15340	06/11/25	06/11/25		2025-052	04	C G O P S T W	0.550	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2031		0		0	750,000	750,000
S	CN	2032		0		0	4,250,000	4,250,000
Totals				0		0	5,000,000	5,000,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	750,000
CN	0	0	0	0	4,250,000
Totals	0	0	0	0	5,000,000

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Walla Walla

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07		/ 1365(006) 4th Avenue Bridge & 6th Avenue Bridge Replacement 4th Avenue, 6th Avenue various to various Replace the structurally deficient 4th Avenue bridge and 6th Avenue bridge over Mill Creek with similar structures.	WA-15636 08534900	06/22/22	06/22/22		2022-85	11	O P S W		DCE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2027	BR	10,070,000		0	0	10,070,000
Totals				10,070,000		0	0	10,070,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	10,070,000	0	0	0	0
Totals	10,070,000	0	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Walla Walla

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07		Clinton-Division IRRP various various to various Reconstruct roadway and utilities on portions of Clinton, Division, Madison, University, Pearson, Balm, Juniper, and Woodlawn streets.	WA-16074	06/12/24	06/12/24		2024-064	04	C G O P S T W		DCE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2027		0		0	200,000	200,000
S	CN	2028		0		0	5,800,000	5,800,000
Totals				0		0	6,000,000	6,000,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	200,000	0	0	0	0
CN	0	5,800,000	0	0	0
Totals	200,000	5,800,000	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Walla Walla

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04		Howard Street - Bryant to Tietan IRRP Howard Street Bryant Avenue to Tietan Street Full roadway and utility improvements on Howard Street from Bryant Avenue to Tietan Street.	WA-16048	06/12/24	06/12/24		2024-064	04	C G O P S T W	0.500	DCE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2031		0		0	650,000	650,000
S	CN	2032		0		0	3,550,000	3,550,000
Totals				0		0	4,200,000	4,200,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	650,000
CN	0	0	0	0	3,550,000
Totals	0	0	0	0	4,200,000

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Walla Walla

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03		/ 7198(004) Poplar Street - 5th to 14th IRRP Poplar Street 5th Avenue to 14th Avenue Reconstruct Poplar Street between 5th Avenue to 14th Avenue. Includes buffered bike lanes, installing pedestrian crosswalk improvements, upgrading traffic signal operations, illumination and utility reconstruction.	WA-11551	11/20/24	11/20/24		2024-099	04	C G O P S T W	0.600	DCE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2027	HSIP	1,500,000	Ped/Bike Program	1,555,000	1,675,000	4,730,000
S	CN	2027		0	TIB	3,000,000	4,435,000	7,435,000
Totals				1,500,000		4,555,000	6,110,000	12,165,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	12,165,000	0	0	0	0
Totals	12,165,000	0	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Walla Walla

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
05		Sumach/Colville Intersection Improvements N/A to N/A Reconstruct the curb radii and ADA ramps to improve pedestrian safety. Also includes stormwater improvements to accommodate the modified curb radii.	WA-16083	06/12/24	06/12/24		2024-064	28		0.010	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2031		0		0	20,000	20,000
S	CN	2031		0		0	130,000	130,000
Totals				0		0	150,000	150,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	20,000
CN	0	0	0	0	130,000
Totals	0	0	0	0	150,000

	Federal Funds		State Funds	Local Funds	Total Funds
Grand Totals for Walla Walla	11,570,000		4,555,000	21,460,000	37,585,000

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Walla Walla Co.

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04	1	/ ATDW(013) Humorist Rd & Columbia School Rd Sidewalk W. Humorist Rd 0.52 to 0.70 The project will develop and design wide sidewalks or sidepaths, buffered bike lanes, and/or curb ramps/extensions and crosswalks on Humorist Rd, Columbia School Rd, Main St, 5th St, Cherry St, and Reinken Blvd.	WA-16155	07/13/26	07/13/26		26-133	28	G P T W	0.480	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2027		0	SRTS	1,700,000	96,000	1,796,000
Totals				0		1,700,000	96,000	1,796,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,796,000	0	0	0	0
Totals	1,796,000	0	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Walla Walla Co.

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
05	3	/ K364(008) Mill Creek Road MP 6.50 to MP 8.00 97330 6.50 to 8.00 The road will be reconstructed and widened. Clear zone will be provided. Bank protection will be installed.	WA-13155	07/13/26	07/13/26		26-133	04	P T	1.500	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2027	WFL	3,373,500		0	526,500	3,900,000
Totals				3,373,500		0	526,500	3,900,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	3,900,000	0	0	0	0
Totals	3,900,000	0	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Walla Walla Co.

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	6	/ 2036(037) Meinberg Rd MP 0.00 to 0.20 (Meinberg Bridge) 68720 0.00 to 0.15 Replace Bridge	WA-15429 08167500	07/13/26	07/13/26		26-133	11	P T	0.150	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2027		0		0	100,000	100,000
S	CN	2027	BR	1,904,000		0	297,156	2,201,156
Totals				1,904,000		0	397,156	2,301,156

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	100,000	0	0	0	0
CN	2,201,156	0	0	0	0
Totals	2,301,156	0	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Walla Walla Co.

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04	8	/ 7156(005) Reser Road Complete Street Improvements, MP 0.49-0.97 95520 0.49 to 0.97 Reconstruct road to include sidewalks bike lanes (or shared use path) illumination, roundabouts and bike/ped signing and pavement markings.	WA-04766	07/13/26	07/13/26		26-133	04	C G P T	0.480	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2027	HSIP	690,000		0	0	690,000
S	CN	2028	HSIP	2,736,000		0	1,564,000	4,300,000
Totals				3,426,000		0	1,564,000	4,990,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	690,000	0	0	0	0
CN	0	4,300,000	0	0	0
Totals	690,000	4,300,000	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: Walla Walla Co.

County: Walla Walla

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04	10	Mojonnier Road MP 0.14 to MP 1.07 92300 0.14 to 1.07 Reconstruct roadway, add paved shoulder and clear zone, intersection visibility upgrades, and signage.	WA-01889	07/13/26	07/13/26		26-133	04	G P T W	0.930	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2027		0	CRAB	225,000	25,000	250,000
S	CN	2028		0	CRAB	1,350,000	2,597,000	3,947,000
Totals				0		1,575,000	2,622,000	4,197,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	250,000	0	0	0	0
CN	0	3,947,000	0	0	0
Totals	250,000	3,947,000	0	0	0

	Federal Funds		State Funds	Local Funds	Total Funds
Grand Totals for Walla Walla Co.	8,703,500		3,275,000	5,205,656	17,184,156

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: WSDOT - SC

County:

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		BPWWV Asphalt/Chip Seal Preservation Walla Walla Valley Metropolitan Planning Organization Varies Varies to Varies Resurface the roadway with chip seal or hot mix asphalt to preserve the structural integrity of the roadway and extend the service life of the pavement. This record is for chip seal/asphalt paving projects within Walla Walla County. For a list of included projects, go to https://wsdot.wa.gov/construction-planning/search-projects?combine= .	BPWWV					06			CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2027	STBG	46,045	MVA	1,842	0	47,887
S	PE	2028	STBG	138,847	MVA	5,554	0	144,401
S	PE	2029	STBG	1,938,716	MVA	77,549	0	2,016,265
S	CN	2027		0	MVA	391,512	0	391,512
S	CN	2029	STBG	8,556,027	MVA	171,121	0	8,727,148
S	CN	2030	STBG	10,426,365	MVA	208,527	0	10,634,892
Totals				21,106,000		856,105	0	21,962,105

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	47,887	144,401	2,016,265	0	0
CN	391,512	0	8,727,148	10,634,892	0
Totals	439,399	144,401	10,743,413	10,634,892	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: WSDOT - SC

County:

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03		512502R / 0125(013) SR 125/Plaza Way - Railroad Crossing Improvements SR 125 4.40 to 4.55 Construct railroad crossing and sidewalk improvements - Xing 808942N. The existing railroad crossing surface on SR 125 at Plaza Way in Walla Walla is deteriorated and needs to be replaced. There are also no facilities for cyclists and pedestrians crossing the railroad. This project will reconstruct the railroad crossing, add appropriate railroad safety devices, and construct sidewalk improvements to improve crossing safety and remove a gap in the active transportation network at this location.	512502R36					22		0.150	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2027	HSIP	379,227	MVA	7,739	0	386,966
Totals				379,227		7,739	0	386,966

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	386,966	0	0	0	0
Totals	386,966	0	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: WSDOT - SC

County:

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04		573001G / 0730(006) US 730/3.0 Miles N of Oregon Border - Rockfall Prevention 730 2.90 to 3.11 Scale slopes, install rockfall fence, netting, bolts, barrier; Slope 551. WSDOT's geotechnical division has identified this unstable slope as a potential hazard to the traveling public based on recorded vehicle/ rock collisions and repeated call-outs to remove rocks from the roadway. This project will remove loose rocks, install rock bolts, wire mesh, concrete barrier, and flexible rockfall fence. These measures will reduce the potential for collisions by minimizing the risk of rocks reaching the roadway.	573001G36					21		0.210	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2027	STBG	3,806,675	MVA	7,704	0	3,814,379
Totals				3,806,675		7,704	0	3,814,379

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	3,165,935	648,444	0	0	0
Totals	3,165,935	648,444	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: WSDOT - SC

County:

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04		573001H / 0730(005) US 730/4.1 Miles N of Oregon Border - Rockfall Prevention 730 4.09 to 4.16 Scale slopes, install netting and permanent ground anchors; Slope 549. WSDOT's geotechnical division has identified this unstable slope as a potential hazard to the traveling public based on recorded vehicle/ rock collisions and repeated call-outs to remove rocks from the roadway. This project will remove loose rocks and install permanent ground anchors and slope protection netting. These measures will reduce the potential for collisions by reducing the risk of rocks reaching the roadway.	573001H36					21		0.070	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2027	STBG	202,059	MVA	4,124	0	206,183
Totals				202,059		4,124	0	206,183

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	171,132	35,051	0	0	0
Totals	171,132	35,051	0	0	0

Six Year Transportation Improvement Program

From 2027 to 2032

Agency: WSDOT - SC

County:

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04		573001I / 0730(005) US 730/4.4 Miles N of Oregon Border - Rockfall Prevention 730 4.27 to 4.62 Scale slopes, install permanent ground anchors and netting; Slope 548 WSDOT's Geotechnical Division has prioritized this unstable slope as a potential hazard to the traveling public based on recorded vehicle/rock collisions and repeated call-outs to remove rocks from the roadway. This project will remove loose rocks and install permanent ground anchors and slope protection netting. These measures will reduce the potential for collisions by reducing the risk of falling rocks reaching the roadway.	573001I36					21		0.350	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2027	STBG	3,738,092	MVA	76,287	0	3,814,379
Totals				3,738,092		76,287	0	3,814,379

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	3,165,935	648,444	0	0	0
Totals	3,165,935	648,444	0	0	0

Six Year Transportation Improvement Program
From 2027 to 2032

Agency: WSDOT - SC

County:

MPO/RTPO: WWV

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04		573001J / 0730(005) US 730/5.2 Miles N of Oregon Border - Rockfall Prevention 730 5.05 to 5.27 Scale slope, install anchors and slope protection netting; Slope 546. WSDOT's geotechnical division has identified this unstable slope as a potential hazard to the traveling public based on recorded vehicle/rock collisions and repeated call-outs to remove rocks from the roadway. This project will remove loose rocks and install permanent ground anchors and slope protection netting. These measures will reduce the potential for collisions by minimizing the risk of falling rocks reaching the roadway.	573001J36					21		0.220	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2027	STBG	202,059	MVA	4,123	0	206,182
Totals				202,059		4,123	0	206,182

Expenditure Schedule						
Phase	1st	2nd	3rd	4th	5th & 6th	
CN	171,132	35,050	0	0	0	
Totals	171,132	35,050	0	0	0	

	Federal Funds		State Funds	Local Funds	Total Funds
Grand Totals for WSDOT - SC	29,434,112		956,082	0	30,390,194

Appendix D - OR MPO Projects, Cost and Funding

Appendix E - TIP Policies (Adopted by the WWVMPO/SRTPO Policy Board on October 1, 2025)

In coordination with the Oregon and Washington State Departments of Transportation (ODOT and WSDOT), the Walla Walla Valley Metropolitan Planning Organization and Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO) is required to program funds in accordance with [23 USC 133](#); the agency must employ a competitive call for projects to allow eligible entities to submit projects for funding that achieve the objectives of the [Infrastructure Investment and Job Act \(IIJA\)](#). The following policies guide the underlying program management and oversight process.

1. COMPLIANCE WITH REGIONAL AND LOCAL PLANS

Projects eligible for inclusion in the Metropolitan and Regional Transportation Improvement Program (M/RTIP) must be compliant with [23 USC 134](#) and consistent with the current metropolitan and regional transportation plan.

- ◆ Major capital improvements and all roadway capacity projects must be included in the fiscally constrained project list of the metropolitan and regional transportation plan.
- ◆ Safety improvements or multi-modal projects may be programmed without being specifically identified in the plan, provided they are consistent with the established goals and objectives of the metropolitan and regional transportation plan and fall within its fiscal constraint.

Projects must also be included in the sponsor's transportation or capital improvement plan or adopted budget.

Surface Transportation Block Grant (STBG) or Transportation Alternatives (TA) projects, which are awarded funding through a competitive project call, will be included in the M/RTIP no later than the following year.

2. FISCAL CONSTRAINT

Only projects that fall within the fiscal constraint of the region's expected four-year allocation of STBG and TA program funds will be included in the M/RTIP; additionally, each year of the M/RTIP is fiscally constrained.

3. PRIORITIZED, ILLUSTRATIVE PROJECTS

Prioritized projects that could not be included in the fiscally constrained M/RTIP list of improvements will be added to the illustrative project list. In case new funding becomes available, these already prioritized projects will receive priority consideration ahead of other currently unfunded projects.

4. ADDITIONAL FUNDS

Should additional funding become available through higher-than-expected allocations, new federal grants or deobligated funds; such funds may be assigned to previously awarded call for projects to address unanticipated cost increases or scope modifications. The awarded funds should meet the requirements for the applicable funding categories.

- ◆ In regard to partial funding awards, it is important to understand that a guarantee of additional funding availability cannot be provided. Project sponsors have to certify increased local match availability to allow the project to move forward for inclusion in the Transportation Improvement Program.

- ◆ It is also understood that the overall amount for a subsequent call for projects may thus be reduced.

In the absence of eligible, partially funded projects, already prioritized, illustrative projects will be used to program the additional funding. If the region has already met its obligation target for the fiscal year in which the additional funding is received, the funds may be carried forward into the next call for projects.

5. SUPPLEMENTS TO FUNDING CATEGORIES

Unprogrammed funds from allocated funding categories may be available and used as supplemental awards for projects from previous calls for projects that received partial funding awards or for existing MRTIP projects in the event of unanticipated cost increases or scope modifications. When available, these funds will be presented to the Technical Advisory Committee for recommendations on their distribution. The governing body will then review and approve the final proposal.

6. REDUCTION IN FUNDS

In the event that programmed funding is lower than anticipated due to decreased appropriations, changes in federal grant programs, or a rescission of unobligated balances, previously awarded projects will remain a top priority to be reprogrammed as revenues are restored.

7. CARRY OVER OF UNOBLIGATED FUNDS

All previously programmed but not yet obligated projects will automatically have funds carried forward to the next year's M/RTIP, unless the project sponsor rescinds project support.

8. REQUIREMENT TO MEET ANNUAL OBLIGATION TARGET

To prevent the loss of allotted federal funding, it is critical that the local share of the statewide Obligation Authority (OA) is delivered on an annual basis.

The Federal Highway Administration (FHWA) distributes to the state based on the pro-rata share of FHWA's congressionally assigned apportionment. WSDOT, in turn, provides annual program allocations to each local region; in general, the annual local OA target is equal to the region's annual allocation within the respective funding program (e.g., STBG and TA). A failure to meet the local OA target will trigger one of two scenarios:

- ◆ If the statewide OA target is met, the following year's local OA target will be increased by the unmet portion. If that adjusted target is not met the following year, the portion of the local allocation - equal to the undelivered year-two target - will be sanctioned (permanently rescinded) the following year. Inability to meet the local OA target in subsequent years will also result in sanctioning of the undelivered amounts. The first year after meeting obligation will reset the sanctioning, beginning a new observation period.
- ◆ If the statewide OA target is not met by FHWA's September closing date of the federal fiscal year (usually around September 25), the portion of the local allocation - equal to the undelivered local OA target - will be sanctioned (permanently rescinded), applying to the next year's allocation.

Funds lost due to sanctioning will be redistributed to other MPOs/RTPOs/Counties that have met their OA targets.

9. REASONABLE PROGRESS

A. PROJECT TRACKING AND OBLIGATION BALANCING

Designed to ensure the timely expenditure of available funding, progress tracking interviews will be conducted as part of the January through April Technical Advisory Committee (TAC) meetings. These interviews may be supplemented with individual sponsor interviews, as needed. During these discussions, project sponsors will provide readiness status on programmed projects and progress updates on already obligated projects.

The information gained from the progress tracking will allow for the estimation of potential OA target shortfalls or overruns. The information will also be shared by WWVMPO/SRTPO staff with WSDOT and other MPOs and RTPOs at the Coordinating Committee Meetings to allow for statewide balancing of obligations.

B. PROCEDURES AND ENFORCEMENT

Documented findings from project readiness discussions will determine which projects are ready to move forward. Of these, projects that fail to obligate their programmed federal funds ahead of FHWA's September closing date risk forfeiture of assigned funds. To avoid funding loss, the project sponsor must inform the WWVMPO/SRTPO Policy Board prior to May 1st, and a one-year extension may be granted, provided that:

- ◆ The delay is beyond their control and the sponsor has done its due diligence to move the project forward;
- ◆ Federal funds have already been obligated for prior phases of the project or, if no federal funds are used for PE or ROW phases, there has been significant progress toward final plan preparation;
- ◆ There is a realistic strategy in place to obligate all funds; and
- ◆ A suitable substitute project can be found, to enable the region to meet its obligation target.

If no extension is requested or the project sponsor fails to progress towards funding obligation by the agreed-upon new deadline, the project will be removed from the M/RTIP, and the associated federal funds will be returned to the regional funding pool for redistribution. Projects removed in this manner do not require further Policy Board action.

C. INACTIVE PROJECTS

In line with FHWA and WSDOT guidance, projects for which federal funds have been obligated, but no expenditures have been billed for at least nine months, are at risk of being considered "inactive". Based on [23 CFR 630.106](#), inactive projects are subject to de-obligation of awarded funds.

D. ELIGIBILITY FOR REDISTRIBUTED OBLIGATION AUTHORITY

WSDOT can request redistributed obligation authority from other states if they are certain to deliver Washington's statewide obligation authority. The remaining obligation authority target must be \$75 million or less on June 30th for a request to be submitted to FHWA. Any redistributed obligation authority must be obligated by FHWA's September close date (usually around September 25th).

For the WWVMPO/SRTPO to be eligible for redistributed obligation authority, they must have met or ensured that they will meet their target by June 30th (or the first workday after if June 30th falls on a weekend). Project sponsors must have submitted a complete funding package to WSDOT Headquarters Local Programs by June 30th to count towards this delivery. If these conditions are met, the

WWVMPO/SRTPO can submit a list of projects and amounts to WSDOT Local Programs for consideration, also by June 30th. Any redistributed obligation authority remaining after WSDOT's review of project lists from all MPOs that met or exceeded their targets by the end of the federal fiscal year will be eligible for use on a pro-rata basis. All redistributed OA will be added to the MPO's allocation and target the following year.

10. COST OVERRUNS AND INCREASES

The WWVMPO/SRTPO is not responsible for awarding additional, regionally managed STBG or TA funds beyond those approved in the M/RTIP. The responsibility for increases and overruns on a project already under contract will be determined by the prevailing contractual agreement between the project sponsor and WSDOT.

If awarded funds are insufficient to fulfill the scope of the project as programmed, the project sponsor may shift funding across phases and/or years to cover cost increases for the affected phase, so long as completion of all remaining project phases, to which funding was awarded, is not jeopardized.

Should additional funds be required to implement the remaining phase(s), the project sponsor is responsible for securing them from an alternative source of revenue or compete for additional funds at the next call for projects.

11. SCOPE CHANGES

All scope changes for projects programmed with STBG and TA funding must be communicated to the WWVMPO/SRTPO. Any change that significantly alters the original scope must be reviewed by the Technical Advisory Committee and approved by the Policy Board through the M/RTIP amendment process. Significant scope changes may warrant project removal from the M/RTIP, though these projects are not barred from competing in future calls for projects.

12. M/RTIP AMENDMENT SCHEDULE

The WWVMPO/SRTPO will develop the following calendar year's internal amendment schedule by November of the preceding year.

Appendix F - Criteria and Process Used for Prioritization of Projects

The Walla Walla Valley MPO/SRTPO is conducting a competitive application cycle and issued a regional call on August 2026 for Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA) eligible projects for jurisdictions and agencies located in Washington State. Available funding for the call for projects included \$3,000,000 in STBG and \$266,500 in TA federal grants, subject to urban and rural area caps per project funding request.

- ◆ The STBG grant program provides flexible funding for roadway, bridge, safety, transit capital, planning, recreational trails, pedestrian, and bicycle projects.
- ◆ The TA grant program provides funding for bicycle and pedestrian facilities; scenic viewing areas and overlooks; and transportation-related community improvement projects such as historic preservation, wildlife mortality mitigation, and water and environmental quality improvements.
- ◆ The CRP grant program provides funding for a wide range of projects that support the reduction of transportation emissions.

The projects will be included in this M/RTIP were selected as part of this competitive application process, which will take place in August and September of 2026. The project selection criteria will be adopted by the WWVMPO/SRTPO's Policy Board on October 2026.

Appendix G - Air Quality Conformity

Background

The U.S. Environmental Protection Agency (EPA) sets health-based standards for air quality pollutants. These pollutants include particulate matter – small particles which penetrate deep into the lungs and cause health problems. Originally set in 1987, the current National Ambient Air Quality Standard (NAAQS) for 24-hour concentration of particulate matter with a diameter of ten microns or less (PM₁₀) is 150 micrograms per cubic meter (µg/m³).

The Washington Department of Ecology (ECY) operates ambient air compliance monitors in various areas throughout the state, designed to track compliance with the NAAQS. In the late 1980's, the Wallula site violated the PM₁₀ standard and, when the 1990 Clean Air Act Amendments (CAAA) were passed, the EPA designated the Wallula site a nonattainment area – out of compliance with the PM₁₀ standard – first as a moderate non-attainment area and then as a serious non-attainment area in 2001.

In response to the EPA's 1996 Natural Events Policy (NEP) for PM₁₀, the ECY developed a Natural Events Action Plan (NEAP) for High Winds in the Columbia Plateau in 1998 in order to address high wind natural events affecting the site. Following a 2001 evaluation, the ECY's published a revised [NEAP](#) in 2003. In 2005, Congress initiated a revision to the Clean Air Act related to air quality monitoring data influenced by exceptional events. This provision, originally implemented under the EPA's Exceptional Event Rule (EER) and codified in 2007 as the Exceptional Event Rules (EER), was revised in 2016. The EER prescribes the process that must be used to exclude monitored values for extreme weather events beyond anyone's control, which are defined as an exceptional event due to "a natural event or human activity unlikely to recur." Once the ECY submitted and the EPA approved the Wallula site exceptional event demonstration, it was confirmed that the monitor exceedances of the standard were (and continue to be - [2013 Demonstration](#), [2015 Demonstration](#), [2017 Demonstration](#), and [2019 Mitigation Plan](#)) tied to high-wind and wildfire events.

In 2005, the EPA re-designated the Wallula area to attainment — in compliance with the PM₁₀ standard — and approved the [First 10-year Maintenance Plan](#). The site is now operating under its [Second 10-year Maintenance Plan](#), which was updated in October 2019 and [approved](#) by the Environmental Protection Agency (EPA), effective as of June 1, 2020. As part of its final rule making, the EPA noted that the Walla Walla Valley MPO/SRTPO region was to demonstrate air quality conformity for its transportation plans and transportation improvement programs.

Although the Wallula site was redesignated to a maintenance area in 2005, this need for air quality conformity determination by the WWVMPO/SRTPO was specifically triggered when the site moved from being "an isolated rural area" to becoming part of the expanded Metropolitan Planning Area in March 2017, which occurred one year after the adoption of the WWVMPO/SRTPO's first long-range transportation plan.

Through the remainder of the Wallula site's maintenance period, the WWVMPO/SRTPO will, in concert with FHWA and FTA, fulfill the air quality conformity determination requirements, which are laid out in [40 CFR 93](#):

- ◆ Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) elements –
 - ◆ Clear declaration of the latest planning assumptions related to current and future population, employment, travel, and congestion
 - ◆ Current and anticipated transit operating policies, fares, and service levels

- ◆ Information related to effectiveness of any transportation control measures (not applicable, as the maintenance plan does not identify any transportation control measures for our region)
- ◆ Potential Hotspot Analysis for non-exempt projects, including a) new highway projects and b) congested intersections above a certain level of service, coupled with a significant presence of diesel-fueled vehicles (all but one of the region's projects are exempt since they do not add system capacity)
- ◆ A **regional emissions analysis is not mandatory** for the Walla Walla Valley area, as it was specifically determined that "**Motor vehicles are an insignificant source of PM₁₀ emissions and [this] justifies exclusion from regional analysis for transportation conformity.**"⁷

The main sources of dust at the Wallula site include agriculture, a pulp and paper mill, a compost facility, and a cattle feedlot. Control measures for these sources were included in both the First and Second 10-year Maintenance Plans and ensure that the area remains in compliance with the 24-hour PM₁₀ NAAQS.

Latest Planning Assumptions and Documentation

As required by 40 CFR 93.110, the conformity determination is based on the latest planning assumptions – both for regionwide growth as well as transit service provision.⁸ Collaboratively developed with local entity staff, the growth assumptions were determined during the early development phase of the 2045 Plan.

THE WALLA WALLA VALLEY METROPOLITAN PLANNING AREA POPULATION AND EMPLOYMENT
– WHICH INCLUDES A SMALL PORTION OF UMATILLA COUNTY IN OREGON –
ARE EXPECTED TO GROW BETWEEN 2025 AND 2045:

THE REGION'S POPULATION IS PROJECTED TO GROW BY 0.44% PER YEAR – FROM 68,784 TO 74,887.
THE REGION'S EMPLOYMENT IS PROJECTED TO GROW BY 0.90% PER YEAR – FROM 32,991 TO 36,554.

These growth assumptions were used in the travel demand model (TDM) mentioned in the 2045 Plan Second Update. For the 2045 Plan, on which the 2027-2032 M/RTIP is based, three 2045 travel demand model scenarios were developed – Present-Plus-Committed, [fiscally-constrained] Build, and Arterial Build-Out. The forecasted traffic volumes for the 2045 Build scenario indicate a modest 0.7% per year increase, which aligns with expected population and employment growth projections. Furthermore, planning assumptions related to the provision of transit services and associated operating policies have not undergone any significant changes since the 2045 Plan, the current plan's predecessor, will be approved in 2030.

On September 3, 2025, the 2045 Plan Second Update was adopted, along with the latest planning assumptions, can be accessed from the agency's website: <https://wwwmpo.org/plans--programs.html>.

⁷ ECY made a demonstration in the 2004 Serious Area Plan for Attainment (Section 4.7) that motor vehicles were an insignificant source of PM₁₀ emissions (70 FR 5085, 5092, February 1, 2005 (proposed action); 70 FR 22597, May 2, 2005 (final action)) and requested an exemption from regional analysis for transportation conformity. Although EPA granted ECY's request for this exemption, project-level transportation conformity requirements still apply.

⁸ Only growth and transit assumptions are included, since the Wallula Maintenance Plan does not contain transportation-specific control measures and the Walla Walla Valley planning area does not include roadway or bridge infrastructure for which any tolls are assessed.

Consultation

Also required is an ongoing Interagency Consultation, which includes the Washington State Department of Transportation, the Washington Department of Ecology, the Federal Highway Administration, the Federal Transit Administration, the Environmental Protection Agency, and the Walla Walla Valley MPO/SRTPO.

A second interagency consultation meeting was held on August 04, 2025. At that time, the nature of the language was determined that upon successful completion of the 20-year maintenance period in September 2025, transportation conformity determinations will no longer be required for the Wallula PM10 Maintenance Area. However, the air quality control measures and contingency provisions included in the approved Wallula PM10 Maintenance Plan and the High Wind Fugitive Dust Mitigation Plan will remain in effect unless and until revised by Ecology. Future transportation construction projects in the area will be subject to general air quality analysis under applicable SEPA and NEPA requirements.

Findings

Based on the projected, slow annual growth rate for regionwide population, employment, and traffic volumes, the WWVMPO/SRTPO finds that the projects included in this M/RTIP – most of which are also exempt according to [40 CFR 93.126](#) – and will not cause or contribute to any new violation of the federal air quality standards for PM₁₀.

STATEMENT OF CONFORMITY

THE 2027-2032 WALLA WALLA VALLEY METROPOLITAN/REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
ACHIEVES AND MAINTAINS THE NAAQS AS REQUIRED BY THE CLEAN AIR ACT AMENDMENTS OF 1990.

THE 2027-2032 M/RTIP ALSO MEETS THE REQUIREMENTS SET FORTH IN [WAC 173-420](#) AND THE WALLULA SITE'S
SECOND 10-YEAR MAINTENANCE PLAN FOR PM₁₀.

Appendix H - Current Performance Targets

Safety

Oregon's Strategic Highway Safety Plan (SHSP) is the basis for setting targets in Oregon – with the goal of zero fatalities and serious injuries by 2035. The WWVMPO/SRTPO agreed to support the ODOT targets, shown here alongside the share of fatal and serious crashes in the WWVMPO/SRTPO area.

Oregon – “Vision Zero” by 2035

Table 1: ODOT Statewide 2026 Transportation Safety Performance (PM1) Targets

OREGON STATEWIDE	2019	2020	2021	2022	2023	Trend Line	State Targets 2026
Annual VMT* (1000s)	35,976,927	32,297,978	36,843,400	36,574,100	36,814,500		
Fatalities* (K)	493	507	599	602	587		Fatalities* (K)
5-year Rolling Average (K)	458.8	489.0	519.8	540.6	557.6		488.0
Fatality Rate	1.38	1.57	1.63	1.65	1.59		Fatality Rate
5-year Rolling Average (KR)	1.27	1.38	1.46	1.52	1.56		1.37
Serious Injuries (A)	1,904	1,590	2,499	3,288	3,461		Serious Injuries (A)
5-year Rolling Average (A)	1,767.0	1,786.0	1,930.4	2,193.4	2,548.4		1,783
Serious Injury Rate	5.32	4.92	6.78	8.99	9.40		Serious Injury Rate
5-year Rolling Average (AR)	4.91	5.03	5.39	6.12	7.08		4.99
Nonmotorist (Ped/Bike) K&A	253	261	285	384	367		Nonmotorist K&A
5-year Rolling Average (N-KA)	257.8	262.0	265.6	286.4	310.0		259.0

* VMT: Highway Performance Monitoring System (HPMS) Estimates; Fatalities & Injuries: ODOT Crash Data System (CDS)

Washington State's Target Zero Strategic Highway Safety Plan is the basis for setting targets in Washington State – with the goal of zero fatalities and serious injuries by 2035. Proposed targets were developed using a straight-line projection to a zero value in the year 2035. All Washington MPOs agreed to support the WSDOT targets and were provided a proportional share based on a percentage of fatal and serious crashes within their metropolitan planning area.

Washington – “Vision Zero” by 2035

Table 2: WSDOT Statewide & WWVMPO 2026 Transportation Safety Performance (PM1) Targets

WASHINGTON STATEWIDE	2020	2021	2022	2023	2024	Trend Line	State Targets 2026
Annual VMT (1000s)	53,511,634	57,446,985	58,882,756	59,804,128	60,389,923		
Fatalities (K)	573	673	742	808	730		Fatalities* (K)
5-year Rolling Average (K)	549.4	576.8	612.6	666.6	705.2		470.1
Fatality Rate	1.071	1.172	1.260	1.351	1.209		Fatality Rate
5-year Rolling Average (KR)	0.918	0.976	1.045	1.143	1.213		0.800
Serious Injuries (A)	2,431	2,922	3,107	3,410	3,300		Serious Injuries (A)
5-year Rolling Average (A)	2,271.8	2,412.4	2,589.6	2,824.4	3,034.0		2,022.7
Serious Injury Rate	4.543	5.086	5.277	5.702	5.464		Serious Injury Rate
5-year Rolling Average (AR)	3.798	4.086	4.418	4.842	5.214		3.476
Nonmotorist (Ped/Bike) K&A	520	669	699	807	805		Nonmotorist K&A
5-year Rolling Average (N-KA)	581.4	595.8	621.0	654.0	700.0		466.7

WALLA WALLA VALLEY MPO Metropolitan Planning Area (WA)	2020	2021	2022	2023	2024	Trend Line	MPO Portion of 2026 State Target
Annual VMT (1000s)	414,335	437,818	432,880	457,701	461,937		
Fatalities (K)	1	4	10	7	6		Fatalities* (K)
5-year Rolling Average (K)	3.4	3.2	4.8	5.2	5.6		3.7
Fatality Rate	0.241	0.914	2.310	1.529	1.299		Fatality Rate
5-year Rolling Average (KR)	0.738	0.702	1.076	1.170	1.259		0.800
Serious Injuries (A)	21	16	39	25	29		Serious Injuries (A)
5-year Rolling Average (A)	17	16.2	21	24	26		17.3
Serious Injury Rate	5.068	3.654	9.009	5.462	6.278		Serious Injury Rate
5-year Rolling Average (AR)	3.783	3.636	4.867	5.364	5.894		3.930
Nonmotorist (Ped/Bike) K&A	3	1	4	6	5		Nonmotorist K&A
5-year Rolling Average (N-KA)	3.4	3.2	2.8	3.6	3.8		2.5

Bridge, Pavement, and System Performance

The National Performance Management Measures (23 CFR Part 490.105) require State DOTs to set targets for pavement and bridge conditions, as well as system performance⁹ within one year of the effective date of the final rule, and annually thereafter; in addition, the regulations also require MPOs to establish targets no later than 180 days after the State DOTs' target declaration.

On February 1, 2023, the WWVMPO/SRTPO resolved to plan and program projects that support the respective targets declared by ODOT and WSDOT. In 2022, ODOT reviewed the 4-year targets for pavement and bridge conditions (PM2) as well as system performance (PM3) and set new targets. WSDOT set new PM2 and PM3 targets in 2023.

Oregon Pavement Condition ^a		
Performance Measure	Performance Target	
Percentage of pavements of the Interstate System in Good condition	57.7%	
Percentage of pavements of the Interstate System in Poor condition	0.2%	
Percentage of pavements of the non-Interstate NHS in Good condition	2-Year: 30%	4-Year: 30%
Percentage of pavements of the non-Interstate NHS in Poor condition	2-Year: 5%	4-Year: 5%
Washington State Pavement Condition ^a		
Performance Measure	Performance Target	
Percentage of pavements of the Interstate System in Good condition	30%	
Percentage of pavements of the Interstate System in Poor condition	4%	
Percentage of pavements of the non-Interstate NHS in Good condition	2-Year: 45%	4-Year: 45%
Percentage of pavements of the non-Interstate NHS in Poor condition	2-Year: 5%	4-Year: 5%

^a As defined in 23 CFR 490.307

Oregon Bridge Condition ^b	
Performance Measure	Performance Target
Percentage of NHS bridges classified as in Good condition	13.5%
Percentage of NHS bridges classified as in Poor condition	1.8%
Washington State Bridge Condition ^b	
Performance Measure	Performance Target
Percentage of NHS bridges classified as in Good condition	30%
Percentage of NHS bridges classified as in Poor condition	10%

^b As defined in 23 CFR 490.407

Oregon National Highway System Performance ^c	
Performance Measure	Performance Target
Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)	78%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)	78%
Washington State National Highway System Performance ^c	
Performance Measure	Performance Target
Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)	88.4%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)	61%

^c As defined in 23 CFR 490.507

⁹ Of the prescribed system performance measures, only the "non-Interstate National Highway System - percent of person-miles traveled" (non-NHS Travel Time Reliability) applies to the WWVMPO/SRTPO planning area.

Transit Asset Management – State of Good Repair

The Federal Transit Administration (FTA) published the final rule on Transit Asset Management (TAM) on July 26, 2016, requiring public transit providers who receive FTA funding assistance to undertake specific transit asset management activities, including the development of an asset inventory, an asset condition assessment, a decision support tool or management approach, and the prioritization of investments to maintain a state of good repair (SGR) in accordance with 49 USC 5326. In addition, 23 CFR 450.306(d) requires MPOs to establish transit SGR targets no later than 180 days after the provider of public transportation’s target declaration.

As part of the Group Transit Asset Management Plan (TAMP) developed by the Oregon Department of Transportation¹⁰ in coordination with Tier II transit agencies, the following targets were set for Kayak Public Transit in 2024.¹¹

Milton-Freewater Public Transportation Annual SGR Asset Performance Targets			
Asset Category	Asset Class	SGR Metric FFY 2023 (% Exceeding ULB)	SGR Target FFY 2024 (% Exceeding ULB)
(% Exceeding ULB*)			
Equipment	Automobiles	8%	8%
Rolling Stock	Bus	35%	25%
	Cutaway	38%	38%
	Van	40%	40%
	Minivan	34%	34%
	SUV	31%	31%
	Automobile	-	-
(% Below 3.0 TERM** Rating)			
Facilities	Passenger / Parking Facilities	0%	0%
	Administrative / Maintenance Facilities	1.5%	1.5%

Source: <https://www.oregon.gov/ODOT/RPTD/Pages/Transit-Asset-Manasgement.aspx>, accessed October, 2024

* Only the **highlighted** rolling stock equipment applies to Kayak Public Transit

** ULB – Useful Life Benchmark

*** TERM – Refers to the five-category rating system used in FTA’s Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5 = Excellent; 4 = Good; 3 = Adequate; 2 = Marginal; and 1 = Poor

¹⁰ Please refer to: <https://www.oregon.gov/odot/RPTD/RPTD%20Document%20Library/ODOT-TAM-Plan.pdf>

¹¹ In compliance with 49 CFR 625.29, the TAM must be updated at least every four years, but may be updated more frequently. As of the date of this publication, 2024 TAM targets have not yet been published.

As part of the Transit Asset Management Plan completed by Valley Transit, the targets shown on the following tables were adopted for 2022:¹²

Valley Transit Annual SGR Asset Performance Targets Rolling Stock Fixed Route, Rolling Stock Paratransit						
Asset Category	Asset Class	Fleet Size	Vehicle Age (Yrs.)	Default ULB* (Yrs.)	SGR Metric FFY 2022 (% Exceeding ULB)	SGR Target FFY 2023 (% Exceeding ULB)
Rolling Stock Fixed Route Bus Paratransit Van	Bus 29' Gillig Low Floor	5	17	10	100%	100%
	Bus 29' Gillig Low Floor	4	16	10	100%	100%
	Bus 29' Gillig Low Floor	3	12	10	100%	100%
	New Flyer C40LF	2	21	16	100%	100%
	Bus 35' BYD Low Floor	4	4	12	0%	0%
	Champion Challenger Ford E450 Paratransit Van	3	7	5	100%	100%
	Champion Challenger Ford E450 Paratransit Van	3	5	5	100%	100%
	Champion Challenger Ford E450 Paratransit Van	4	5	5	100%	100%

Source: Valley Transit – Transit Asset Management Plan, October 2022

* ULB – Useful Life Benchmark

¹² In compliance with 49 CFR 625.29, the TAM must be updated at least every four years, but may be updated more frequently.

Valley Transit Annual SGR Asset Performance Targets Non-Revenue Rolling Stock Service Vehicles						
Asset Category	Asset Class	Fleet Size	Vehicle Age (Yrs.)	Default ULB* (Yrs.)	SGR Metric FFY 2022 (% Exceeding ULB)	SGR Target FFY 2023 (% Exceeding ULB)
Equipment: Non-Revenue Service Vehicle	Administration Support Vehicle 2003 Chevrolet Astro Van	1	19	5	100%	100%
	Road Supervisor Van 2010 Ford E350 / Braun 8-Passenger 1 Wheel Chair	1	12	5	100%	100%
	Custodian Pickup 2015 2500 4x4 Pickup with Service Box	1	7	14	0%	100%
	Mechanic Pickup 2008 Dodge 3500 4x4 With Service Box	1	14	14	100%	100%
	Forklift Toyota Pneumatic Tire 2021CGG25	1	1	14	0%	0%
	Tractor, John Deere 210 LE 2005 Landscape Excavator for Snow Removal	1	17	14	100%	100%

Source: Valley Transit – Transit Asset Management Plan, October 2022

* ULB – Useful Life Benchmark

Valley Transit Annual SGR Asset performance Targets Facilities				
Facility Code	Asset Class	2022 TERM* Condition Rating	SGR Metric FFY 2022 (% Below 3.0 TERM Rating)	SGR Target FFY 2023 (% Below 3.0 TERM Rating)
10	Main Facility Administration, Operations, Parts	3.2	0%	0%
11	Main Facility Maintenance Shop	3	0%	0%
20	Main Facility Parking Garage	3.5	0%	0%
22	Main Facility Storage Building	4.3	0%	0%
21	Main Facility Bus Wash Building	3.9	0%	0%
21	Main Facility CNG Dispensing Island	4.5	0%	0%
21	Main Facility CNG Compressor Station	4	0%	0%
6	K Mart Transfer Center	3.9	0%	0%
6	Market Station Transfer Center	4.6	0%	0%

Source: Valley Transit, October 2022

* TERM – Refers to the five-category rating system used in FTA's Transit Economic Requirements Model (TERM) to describe the condition of an asset:
5 = Excellent; 4 = Good; 3 = Adequate; 2 = Marginal; and 1 = Poor

Public Transportation Agency Safety Plan

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires FTA Section 5307 recipients and certain operators of rail systems to develop safety plans that include the processes and procedures to implement a Safety Management System (SMS) in accordance with [49 USC 5329](#) and [49 CFR 673](#). The PTASP rule became effective on July 19, 2019. The PTASP compliance deadline was originally set for July 20, 2020, by which date the affected agencies had to adopt their PTASP and subsequently share the targets with the state DOT and the MPO. In addition, [23 CFR 450.306\(d\)](#) requires MPOs to establish public transportation safety targets no later than 180 days after the provider of public transportation's target declaration.

With the August 2025, submittal of Valley Transit's updated PTASP, the current targets were set. The WWVMPO/SRTPO will again resolve to plan and program projects that support the respective PTASP targets. *The table might be updated once new targets are adopted.*

Valley Transit PTASP Targets		
Mode of Transit Service	Safety Target Areas	Safety Targets
Fixed Route	Fatalities	0
	Fatalities per 100k Vehicle Revenue Miles (VRM)	0
	Injuries	3
	Injuries per 100k VRM	0.003
	Collision per 100k VRM (All Types)	4
	Vehicular Collision per 100k VRM (All Types)	0.004
	Pedestrian Collision per 100k VRM	0
	Transit Worker Injury per 100k VRM	0
	Transit Worker Fatality per 100k VRM	0
	Assault on Transit Worker	7
	Assault on Transit Worker Rate	0.007
	Major Events (Safety)	4
	Major Events per 100k VRM (Safety)	0.004
	System Reliability in miles between failures	100,000
Demand Response	Fatalities	0
	Fatalities per 100k Vehicle Revenue Miles (VRM)	0
	Injuries	2
	Injuries per 100k VRM	0.002
	Collision per 100k VRM (All Types)	2
	Vehicular Collision per 100k VRM (All Types)	0.002
	Pedestrian Collision per 100k VRM	0
	Transit Worker Injury per 100k VRM	0
	Transit Worker Fatality per 100k VRM	0
	Assault on Transit Worker	0
	Assault on Transit Worker Rate	0.000
	Major Events (Safety)	2
	Major events per 100k VRM (Safety)	0.002
	System Reliability in miles between failures	50,000

Source: Valley Transit, August 2025

Appendix I - Project Funding Source Overview

Federal Funding

The following are descriptions of the most common federal transportation funding sources for which the WWVMPO/SRTPO area is eligible. Please note that the list is not inclusive of all funding programs authorized under the most recent surface transportation law – Infrastructure Investment and Jobs Act (IIJA) in November 2021:

- ◆ **Surface Transportation Block Grant (STBG):** This program replaced the Moving Ahead for Progress in the 21st Century (MAP-21) Act's Surface Transportation Program (STP). The STBG program continues to provide flexible funding that may be used by state DOTs, counties, and cities for projects to preserve and improve the condition and performance on any Federal-aid highway, bridge, and tunnel project on any public road; pedestrian and bicycle infrastructure; and transit capital projects, including intercity bus terminals. The STBG program includes sub-allocated funds based on population and flexible funds for use anywhere. Funds are divided as follows:
 - ◆ The Bridge STBG (BR) funds replacement, rehabilitation, preservation, and protection of "off-system" local bridges and tunnels on public roads of all functional classifications. The state prioritizes and programs bridges for funding.
 - ◆ The Regional STBG (U), (UM), (US), (R), etc. provides funding to MPOs, RTPOs, and county lead agencies through allocated STBG funds for prioritization and selection according upon their established procedures. The allocations are based on population as follows: Urbanized areas with more than 200,000 people (U = Urban); areas greater than 50,000 but no more than 200,000 (UM = Urban Medium); areas greater than 5,000 but no more than 49,999 (US = Urban Small); areas of 5,000 or less (R = Rural); and "any area" for use anywhere in the state.
 - ◆ A portion of State DOTs' STBG funds that can be applied anywhere, are used for state highway system preservation and interstate reconstruction. State DOTs prioritize and program these projects.
 - ◆ The Transportation Alternatives Program (TA) is a set-aside under the STBG program. The TA program provides funding for 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 and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. As with STBG funds, TA allocations are also based on population (U = Urban, UM = Urban Medium, US = Urban Small, R = Rural, and "any area").
 - ◆ A set-aside for the Recreational Trails Program (RTP) is also provided.
- ◆ **Carbon Reduction Program (CRP):** new to the IIJA bill, the Carbon Reduction Program funds projects that reduce transportation emissions, with eligible projects ranging from statewide strategy development to advanced transportation and congestion management technologies.
- ◆ **Safe Streets and Roads for All (SS4A):** beginning with the IIJA bill, the SS4A discretionary grant program provides funding for the development of "Vision Zero"-style plans, as well as for safety projects identified in those plans, with the goal of reducing traffic injuries and fatalities.

- ◆ **Highway Infrastructure Program (HIP):** The 2018 Omnibus bill provided an additional \$34.1 million of HIP funds. Eligible activities include construction of highways, bridges and tunnels per 23 USC 133 (b)(1)(A), including related design and right-of-way.
- ◆ **National Highway Performance Program (NHPP):** If located on the National Highway System (NHS), projects eligible for NHPP funding include construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of highways and bridges; bridge and tunnel inspection and evaluation; safety projects; environmental restoration and mitigation; intelligent transportation systems (ITS); and bicycle and pedestrian infrastructure.
- ◆ **Highway Safety Improvement Program (HSIP):** HSIP provides funding to implement engineering countermeasures to reduce fatal and serious injury collisions to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. These funds are made available to all state and local agencies and tribal nations and can be applied to all public roadways. State DOTs prioritize and program state and local projects based upon the respective Strategic Highway Safety Plan – Oregon’s Transportation Safety Action Plan (TSAP) and Washington State’s Target Zero. The HSIP program has a set-aside for the railway/highway crossing program.
- ◆ **National Highway Freight Program (NHFP):** a formula-based, surface transportation program that provides states with funding to bolster the movement of goods on roads. The program was created through the FAST Act.
- ◆ **Nationally Significant Freight and Highway Projects (NSFHP):** a competitive grant program created by the FAST Act that provides funding to address large-scale projects of regional and national importance.
- ◆ **Transportation Infrastructure Finance and Innovation Act (TIFIA):** The TIFIA program provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of regional and national significance.
- ◆ **Federal Lands Access Program (FLAP):** The Federal Lands Access Program was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.
- ◆ **Federal Lands Transportation Program (FLTP):** FLTP funds projects that improve access within Federal lands, such as national forests and national recreation areas, on infrastructure owned by the Federal government. This program combines the former Park Roads and Refuge Roads programs, and adds three new Federal Land Management Agency (FLMA) partners. Funding for projects in the WWVMPO/SRTPO area are administered by the Western Federal Lands (WFL) Highway Division, located in Vancouver, WA.
- ◆ **Tribal Transportation Program (TTP):** TTP funds projects that improve access to and within Tribal lands. This program has set asides for tribal bridge projects and tribal safety projects.
- ◆ **Community Development Block Grant (CDBG):** CDBG program funds are primarily for low and moderate-income communities, to partially pay for projects advocating for the interests of a low-income neighborhood, such as providing new street infrastructure and supporting neighborhood revitalization. These grants are either directly allocated to eligible cities or awarded through the Oregon Business Development Department and the Washington State Department of Commerce.
- ◆ **FTA Section 5303 and 5304 – Transportation Planning:** These formula funds are apportioned to each state for metropolitan and statewide planning that supports cooperative, continuous,

and comprehensive planning and other technical assistance activities for making transportation investment decisions. States are direct recipients of Section 5303 and 5304 funds, and subsequently allocate 5303 funds to Metropolitan Planning Organizations by formula.

- ◆ **FTA Section 5307 – Urbanized Area Formula Grants:** These funds are apportioned by a formula to each urbanized area, and are available for planning, capital and operating assistance. Job Access and Reverse Commute (JARC) program activities, which focused on providing services to low-income individuals to access jobs, became eligible activities under the Urbanized Area Formula program following the adoption of MAP-21. This includes operating assistance with a 50 percent local match for job access and reverse commute services. In addition, the urbanized area formula for distributing funds includes the number of low-income individuals as a factor.
- ◆ **FTA Section 5309 – Fixed Guideway Capital Investment Grants (New Starts):** The program provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This includes core capacity projects, which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones. This discretionary program requires project sponsors to undergo a multi-step, multi-year process to be eligible for funding. Typically, projects receive these funds through a full funding grant agreement (FFGA) that defines the project scope and specifies the total multi-year Federal commitment to the project.
- ◆ **FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities:** This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. It consolidates the New Freedom Program and Elderly and Disabled Program. Projects selected for funding must be included in a locally developed Coordinated Public Transit-Human Services Transportation Plan and included in the RTPPO program in their respective area. State DOTs administer these funds through a competitive grant program.
- ◆ **FTA Section 5311 – Rural Area Formula Grants:** These formula funds are apportioned to each state, and eligible activities include planning, Rural Transit Assistance Program (RTAP), intercity bus programs, state administration, and both capital and operating assistance. State DOTs administer these funds through a competitive grant program serving the general public in rural areas of the state. Following the adoption of MAP-21, activities eligible under the former Job Access and Reverse Commute (JARC) program, which provided services to low-income individuals to access jobs, became eligible under the Rural Area Formula program. In addition, the formula includes the number of low-income individuals as a factor.
- ◆ **FTA Section 5329 – Transit Safety & Oversight:** This program establishes a comprehensive framework to oversee the safety of public transportation as it pertains to heavy rail, light rail, buses, ferries, and streetcars. The program also includes important safety provisions for bus-only operators.
- ◆ **FTA Section 5337 – State of Good Repair:** Established in MAP-21, this program is dedicated to repairing and upgrading the nation’s rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). Projects are

limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Grantees are required to establish and use an asset management system to develop capital asset inventories and condition assessments, and report on the condition of their system as a whole.

- ◆ **FTA Section 5339 – Bus and Bus Facilities:** The program provides formula-based and competitive grants for capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.
- ◆ **Demonstration Projects (DEMO):** Demonstration projects are identified through appropriation bills approved by Congress including Congressionally Directed Spending earmarks.

State Funding

- ◆ Oregon and Washington State Departments of Transportation (ODOT and WSDOT): Both state DOTs provide funding for DOT-managed projects.

Oregon Additional Funding Sources

- ◆ **ConnectOregon:** a lottery-backed bond program, which provides for investments into air, marine, rail, and public transportation infrastructure. It is important to note that funds are reserved for those projects which are not eligible for funding from fuel tax revenues. To date, six *ConnectOregon* programs have been authorized (2005, 2007, 2009, 2011, 2013, and 2015) by the Oregon Legislature.
- ◆ **Keep Oregon Moving (House Bill 2017):** funded through increased gas tax, vehicle registration, and title fees, HB 2017 funds road maintenance and preservation, congestion reduction, safe walking and biking projects, improvements to rail and ports, and electric vehicle incentives. Direct funding is provided to 43 select state and local road projects. HB 2017 also establishes a new, dedicated source of funding for expanded public transportation services.
- ◆ **ODOT Fix-it and Enhance Program:** To distribute state (and federal) gas tax revenue, ODOT funds “Fix-it” projects, which maintain or preserve existing infrastructure and are typically identified via an infrastructure management system, and “Enhance” projects, which enhance, expand, or improve the transportation system and are selected via a competitive process.
- ◆ **Transportation and Growth Management Program (TMG):** Oregon's Transportation and Growth Management Program supports community planning efforts to expand transportation choices. Local governments can use TMG funds for the development of transportation system plans and other plans that integrate land use and transportation planning in support of mixed-use development and improved pedestrian, bicycle, transit, and multi-modal street facilities.
- ◆ **Special Transportation Fund (STF):** administered by ODOT's Rail and Public Transit Division, STF provides supplementary support for selected transit-related projects to counties, transit districts, and Tribal governments. The funds are awarded using a population-based formula and are designated for any transit operator serving seniors and people with disabilities. The revenue for the program primarily comes from the State's cigarette tax.

Washington State Additional Funding Sources

- ◆ **Move Ahead Washington (MAW):** Authorized in 2022, this program will provide \$17 billion over 16 years to projects that improve transit, preservation, Safe Routes to School, bicycle and pedestrian infrastructure, carbon reduction, safety and equity.
- ◆ **Connecting Washington (CWA):** The program provides earmarked funding for select projects included in the State's transportation funding package approved by the Washington State Legislature in 2015.

- ◆ County Road Administration Board (CRAB): As an independent state agency, the CRAB provides state funding for county roadway projects and the county-owned ferry system through a share of the statewide gas tax.
 - ◆ The Rural Arterial Program (RAP) funds improvements on a county's existing rural arterial road network.
 - ◆ The County Arterial Preservation Program (CAPP) funds pavement preservation projects of a county's existing paved arterial road network.
- ◆ Transportation Improvement Board (TIB): As an independent state agency, the TIB provides state funding for street construction and maintenance to cities and counties through a share of the statewide gas tax.
 - ◆ The Urban Arterial Program (UAP) funds county or city (over 5,000 population) roadway projects that improve safety, support growth, improve condition and mobility; the program requires sidewalks whenever consistent with local plans.
 - ◆ The Urban Corridor Program (UCP) funds roadway projects that expand capacity and involve multiple funding partners.
 - ◆ The Urban and Small City Sidewalk Program (USP or SCSP) funds non-recreational pedestrian projects that improve safety and connectivity.
 - ◆ The Arterial Preservation Program (AAP) funds overlay projects of federally classified arterials streets within cities (over 5,000 population).
 - ◆ The Small City Arterial Program (SCAP) funds small city (under 5,000 population) projects that improve safety and roadway conditions; it also supports the construction of multimodal features.
 - ◆ The Small City Preservation Program (SCPP) funds small city (under 5,000 population) projects for pavement rehabilitation; in some cases, projects are partnered with WSDOT or county paving projects.
- ◆ Public Works Trust Fund (PWTF): The low-interest loan program for local governments funds infrastructure improvements and is administered by the Public Works Board of the State Department of Commerce.
- ◆ Freight Mobility Strategic Investment Board (FMSIB): The independent state agency provides state or federal STBG flexible funds, combined with partnership funding, for freight mobility and freight mitigation projects along strategic freight corridors as approved by the legislature and the Governor.
- ◆ Other State Funding Sources (OTHER): All other unidentified state fund sources, including but not limited to tolling, pedestrian/bike safety, and safe routes to school funds administered by WSDOT.
- ◆ Regional Mobility Grant Program
- ◆ Public Transportation Consolidated Grant Program
- ◆ Vanpool Investment Program
- ◆ Community Economic Revitalization Board
- ◆ Public Works Board – Construction Loan Program

Local Funding

- ◆ State Motor Vehicle Fuel Tax - Local Distribution
- ◆ Local Option (County) Fuel Tax
- ◆ County Road Property Tax
- ◆ Transportation Benefit District
- ◆ Local Improvement District
- ◆ General Obligation Bond
- ◆ Payment in Lieu of Taxes - City-provided Utility services
- ◆ Property Tax
- ◆ Sales Tax

Appendix J - Public Comments

Public Review and Comment Period September 1 through September 14, 2026

The public review and comment period for the WWVMPO/SRTPO 2027-2032 Metropolitan and Regional Transportation Improvement Program (M/RTIP) was from September 1, 2026 through September 14, 2026.

Comments received on this M/RTIP from the public, committee members, or any local organization, whether positive or negative, are handled in the following manner:

- All comments are requested in writing.
- Comments concerning specific projects are forwarded to the sponsoring agency or jurisdiction.
- A copy, or summaries of substantive comments, will be provided to the Technical Advisory Committee and Policy Board for their evaluation.
- A written response is provided to the individual or organization concerning recommendations or decisions arising from the Policy Board meeting or the sponsoring entity, as appropriate.
- Copies of all comments received on the M/RTIP amendment are included in the final document.

No comments received.