

# Walla Walla Valley Metropolitan and Regional Transportation 2045 Plan Second Update

Adopted – 03 September 2025

*The first 2045 Metropolitan Transportation Plan was adopted in February 2021.*





U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON DIVISION  
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OLYMPIA, WA 98501

FEDERAL TRANSIT ADMINISTRATION  
915 SECOND AVENUE, SUITE 3192  
SEATTLE, WA 98174

August 8, 2025

Mr. Andres Gomez  
Executive Director  
Walla Walla Valley Metropolitan Planning Organization  
107 South Third Avenue  
Walla Walla, WA 99362

**Air Quality Conformity Determination  
Walla Walla Valley Metropolitan Planning Organization  
2045 Metropolitan Transportation Plan (MTP)**

Dear Mr. Gomez:

According to the Clean Air Act (CAA) of 1990, transportation plans, programs, and projects cannot create new National Ambient Air Quality Standards (NAAQS) violations, increase the frequency or severity of existing NAAQS violations, or delay attainment of the NAAQS. As such, the Metropolitan Planning Organization (MPO) and the U.S. Department of Transportation (FHWA/FTA) are required to make transportation air quality conformity determinations for both the MPO Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) in non-attainment or maintenance areas. Transportation conformity ensures that Federal funding supports transportation activities that are consistent with air quality goals, and do not worsen air quality or interfere with the purpose of the State Implementation Plan (SIP).

On August 4, 2025, the Walla Walla Valley Metropolitan Planning Organization (WWVMPO) made a formal conformity determination on the new 2045 MTP.

Based on our review of the WWVMPO air quality conformity determination, as concurred with the Washington State Department of Transportation, Washington State Department of Ecology, and U.S. Environmental Protection Agency, FHWA and FTA find that the 2045 MTP conforms with the SIP to reduce the severity and number of NAAQS violations.

The Wallula area is currently designated as a maintenance area for particulate matter 10 microns in diameter and smaller (PM10). WWVMPO must demonstrate conformity for PM10 until September 26, 2025.

Upon successful completion of the 20-year maintenance period, 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 Washington State Department of Ecology. Future transportation construction projects in the area will be subject to general air quality analysis under applicable SEPA and NEPA requirements.

Please contact Kelley Dolan, FHWA Washington Division, at [kelley.dolan@dot.gov](mailto:kelley.dolan@dot.gov), or Danielle Casey, FTA Region 10, at [danielle.casey@dot.gov](mailto:danielle.casey@dot.gov), if you have any questions.



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Ralph J. Rizzo  
Washington Division Administrator  
Federal Highway Administration



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Susan Fletcher, P.E.  
Regional Administrator  
Federal Transit Administration

cc: Tess Bloom, U.S. Environmental Protection Agency, Region 10  
Anya Caudill, Washington State Department of Ecology  
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Danielle Casey, Federal Transit Administration, Region 10  
Kelley Dolan, Federal Highway Administration, Washington Division  
Matthew Pahs, Federal Highway Administration, Washington Division

Walla Walla Valley Metropolitan Planning Organization and  
Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO)  
A Resolution Adopting the 2045 Plan and Determining Air Quality Conformity

RESOLUTION NO. 11-2025

WHEREAS, the Walla Walla Valley Metropolitan Planning Organization and Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO) is the federally designated Metropolitan Planning Organization as well as the state-designated Regional Transportation Planning Organization and as such has both the federal and state responsibility for developing and adopting a long-range transportation plan; and

WHEREAS, the Metropolitan Transportation Plan and the Regional Transportation Plan have been integrated into a single document titled the Walla Walla Valley Metropolitan and Regional Transportation – 2045 Plan Second Update (hereafter referred to as the “2045 Plan”); and

WHEREAS, the WWVMPO/SRTPO certifies that the 2045 Plan complies with the federal requirements for a Metropolitan Transportation Plan prescribed in 23 USC 134 and 49 USC 5303 and the Washington State requirements for a Regional Transportation Plan prescribed in RCW 47.80; and

WHEREAS, consistent with federal and state mandates, and with the WWVMPO/SRTPO Interlocal Agreement, Public Participation Plan, and other operating procedures, the WWVMPO/SRTPO has engaged with local, state, and federal jurisdictions and resource agencies in a continuing, cooperative, and comprehensive planning process; and

WHEREAS, the WWVMPO/SRTPO made draft documents available for public review and provided information related to the 2045 Plan activities on the website, so as to offer interested groups and individuals with the opportunity to be involved in the 2045 Plan development; and

WHEREAS, the 2045 Plan addresses regionally significant transportation deficiencies and opportunities, and recommends transportation policies and projects for the MPO and SRTPO planning areas; and

WHEREAS, local jurisdictions, transit agencies, and the Oregon and Washington State Departments of Transportation (ODOT and WSDOT) proposed projects for inclusion in the 2045 Plan, which are based on reasonably available financial resources; and

WHEREAS, proposed 2045 Plan projects were selected through a performance-driven, outcome-based approach that focuses on progress towards identified regional goals and national performance targets; and

WHEREAS, the 1990 Clean Air Act Amendments (42 USC 7401 et seq.) require local and state compliance with the National Ambient Air Quality Standards for air quality pollutants, including particulate matter with a diameter of ten microns or less (PM<sub>10</sub>); and

WHEREAS, the Rule on Conformity to State or Federal Implementation Plans outlined in 40 CFR 93 prescribes that federally funded transportation plans, programs, and projects are subject to air quality conformity determination; and

WHEREAS, the WWVMPO/SRTPO must certify that the 2045 Plan complies with federal and state air quality conformity determination requirements and will not cause or contribute to any new violation of the federal air quality standards for PM<sub>10</sub>; and

WHEREAS, the WWVMPO/SRTPO Technical Advisory Committee (TAC) recommends adoption of the 2045 Plan for the Walla Walla Valley region.

NOW, THEREFORE, BE IT RESOLVED BY THE WWVMPO/SRTPO POLICY BOARD,

THAT the 2045 Plan is adopted as the integrated Metropolitan and Regional Transportation Plan for the Walla Walla Valley region in order to guide regionally significant transportation decisions; and

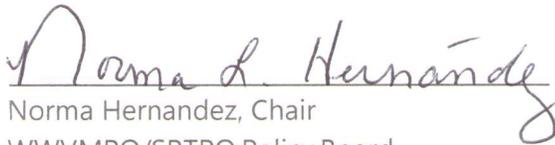
THAT the 2045 Plan is found to be in conformity with the federal and state Clear Air Acts and the Wallula Site PM<sub>10</sub> Maintenance Plan; and

THAT the 2045 Plan is submitted to the Oregon and Washington State Departments of Transportation, the Federal Highway Administration, and the Federal Transit Administration; and

THAT the 2045 Plan will be reviewed and amended as necessary to maintain its currency.

PASSED AND APPROVED this 3<sup>rd</sup> of September, 2025.

Signed:



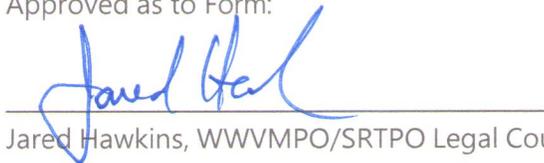
Norma Hernandez, Chair  
WWVMPO/SRTPO Policy Board

Attested:



Andres Gomez, Executive Director  
WWVMPO/SRTPO

Approved as to Form:



Jared Hawkins, WWVMPO/SRTPO Legal Counsel

## 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.

## Title VI Assurance

**Title VI Notice to the Public** - The WWVMPO/SRTPO hereby gives public notice that it is the organization's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person shall, on the grounds of race, color or national origin be excluded from participating in, be denied the benefits of, or be otherwise subjected to discrimination under any Federal Aid Highway program or other activity for which the WWVMPO/SRTPO receives federal financial assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the WWVMPO/SRTPO. Any such complaint must be in writing and filed with the WWVMPO/SRTPO Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence. Title VI Discrimination Complaint Forms may be obtained from the WWVMPO/SRTPO Office, on the website at <https://wwvmpo.org/plans--programs.html> at no cost to the complainant, by calling or faxing Andres Gomez at (509) 876-8002.

**Notificación de Título VI** - Por el presente anuncio, WWVMPO/SRTPO notifica al público que es la política de la Organización asegurar un estricto cumplimiento con Título VI de la Ley de Derechos Civiles de 1964, la Ley de Restauración de Derechos Civiles de 1987, y otros estatutos y regulaciones relacionados con los mismos en todos los programas y actividades. El Título VI exige que ninguna persona sea excluida de participar en, negada los beneficios de, o sujeta a discriminación, basándose en su raza, color, género, u origen nacional bajo cualquier programa de Ayuda Federal para Autopistas u otra actividad para la cual WWVMPO/SRTPO reciba ayuda financiera Federal.

Cualquier persona que haya sido ofendida por prácticas discriminatorias ilegales bajo el Título VI tiene el derecho de presentar una queja formal con WWVMPO/SRTPO. Cualquier queja de este tipo debe ser realizada por escrito y presentada al Coordinador del Título VI de WWVMPO/SRTPO dentro de un periodo de ciento ochenta (180) días después de dicho hecho discriminatorio. Los Formularios de Queja de Discriminación del Título VI pueden ser obtenidos en la Oficina de WWVMPO/SRTPO, en el siguiente sitio Web <https://wwvmpo.org/plans--programs.html> sin costo alguno para quien presenta la queja, por llamar o enviar un fax a Andres Gomez al (509) 876-8002.

## ADA Notice

**ADA Policy** - The WWVMPO/SRTPO is committed to providing equal access in its programs, services, and activities for persons with disabilities. Civil rights legislation requires that no qualified individuals with disabilities shall, solely on the basis of their disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any of the WWVMPO/SRTPO's programs, services, or activities, in accordance with:

- Americans with Disabilities Act of 1990 (ADA), as amended
- Section 504 and 508 of the Rehabilitation Act of 1973, as amended

It is the policy of the WWVMPO/SRTPO that, when viewed in their entirety, services, programs, facilities, and communications provided directly by the agency, or by a contracted service provider, are readily accessible to and usable by individuals with disabilities. This is achieved through maintaining an ADA-compliant Website; holding events in accessible spaces; and providing program materials in alternative formats on request.

The Washington State Relay 711 service is available, e.g., Persons who are deaf or hard of hearing may contact WWVMPO's ADA Coordinator through TTY Relay 711.

**Política ADA**- La WWVMPO/SRTPO está comprometida de proveer acceso equitativo en sus programas, servicios, y actividades para personas con discapacidades. La legislación de derechos civiles requiere que individuos calificados con discapacidades no sean, basados exclusivamente en sus discapacidades, excluidos de participar en, negados de los beneficios de, o sujetos a discriminación bajo cualquier programa, servicio, o actividad de la WWVMPO/SRTPO, de acuerdo con:

- La Ley sobre Estadounidenses con Discapacidades (ADA) de 1990, según enmendada
- Las Secciones 504 y 508 de la Ley de Rehabilitación de 1973, según enmendada

Es la política de la WWVMPO/SRTPO que, cuando vista en su totalidad, servicios, programas, instalaciones, y comunicaciones proveídas directamente por la agencia, o por un proveedor de servicio contratado por la agencia, sean fácilmente accesibles y usables por individuos con discapacidades. Esto se logra por medio de mantener una página Web que cumple con la ADA; tener eventos en lugares accesibles; y proveer los materiales del programa en formatos alternativos bajo solicitud.

El servicio de retransmisión 711 del estado de Washington está disponible; por ejemplo, las personas sordas o con problemas de audición pueden comunicarse con el coordinador de ADA de WWVMPO a través del TTY Relay 711.

### **Please Contact the WWVMPO/SRTPO for**

#### **Questions, Concerns, or Comments:**

107 South Third Avenue  
Walla Walla, WA 99362  
Phone 509-876-8001

[wwwmpo.org](http://wwwmpo.org)

#### **Translation Services**

Translation services in Spanish are available upon request by contacting Andres Gomez at 509-876-8002.

#### **Servicios de Traducción en Español**

Para servicios de traducción en español favor de contactar a Andres Gomez al 509 876-800



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# Walla Walla Valley Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO) Membership and Committee Roster

## 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) • Port of Walla Walla (WA) • Valley Transit (WA) • Oregon Department of Transportation • Washington State Department of Transportation • Confederated Tribes of the Umatilla Indian Reservation (OR)

## 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

### Voting

Norma Hernandez, Mayor, City of College Place (*Chair*)  
Douglas Venn, Council Member, City of Prescott  
Randy Hinchliffe, City Administrator, City of Waitsburg (*Vice Chair*)  
Brian Casey, Council Member, City of Walla Walla  
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  
Kenneth Patterson, 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

Robert McAndrews, Public Works Director, City of College Place  
Douglas Venn, Council Member, City of Prescott  
Randy Hinchliffe, City Administrator, City of Waitsburg  
Neal Chavre, City Engineer, City of Walla Walla (*Chair*)  
Megan Davchevski, Planning Division Manager, Umatilla County  
Joel Dickerson, County Engineer, Walla Walla County  
Joy Bader, Public Works Tech IV, Walla Walla County (*Vice Chair*)  
Patty Perry, Planning Director, 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  
Phil Nugent, Regional Planning Manager, WSDOT

## Bi-State Coordination Workgroup

Matthew Pahs, Federal Highway Administration  
Kelly Dolan, Federal Highway Administration  
Jasmine Harris, Federal Highway Administration  
Danielle Casey, Federal Transit Administration  
Teresa Penninger, Planning & Program Manager, ODOT  
Angie Jones, ODOT Region 5  
Phil Nugent, WSDOT  
Kate Tollefson, WSDOT  
Kristin Melcher, WSDOT

## WWVMPO/SRTPO Staff

Andres Gomez, Executive Director  
Mansee Chauhan, Transportation Planner



## Executive Summary

The [Walla Walla Valley Metropolitan Planning Organization and Sub-Regional Transportation Planning Organization](#) (WWVMPO/SRTPO) is the federally designated and state-recognized agency responsible for coordinating transportation planning activities and investments in accordance with federal surface transportation law and state statutes on growth management. Straddling the Oregon and Washington state line, the area encompasses 1,300 square miles, including the Walla Walla, College Place, WA – OR urbanized area, the cities of Prescott and Waitsburg, and other more rural parts of Umatilla and Walla Walla Counties.

As people and goods travel through the Walla Walla Valley, the transportation network appears seamless. While this is the intent, creating this complex system is based on the close coordination among all entities that maintain the individual network segments.

In general, the purpose of MPOs and RTPOs is to provide a platform for collective definition of regional goals and for cooperative decision-making on transportation investments. In order to capture the regional goals, vision, and values, as well as the results of need and resource assessments, MPOs and RTPOs document the planning process and outcomes in a long-range planning document.

Such plans become the blueprint that guides strategic investments into the multi-modal transportation network which addresses mobility concerns, support's continued growth, and work towards achieving community goals.

### 2045 PLAN VISION

ENHANCE THE SAFETY, CONNECTIVITY, AND CONDITION OF OUR TRANSPORTATION SYSTEM TO PROVIDE SUSTAINABLE, RESILIENT, SAFE, CONVENIENT, AND EFFICIENT MOBILITY FOR ALL USERS—RESIDENTS, WORKERS, AND VISITORS—WHILE ENRICHING THE QUALITY OF LIFE AND REFLECTING COMMUNITY CHARACTER.

In close collaboration with its member entities comprised of states, counties, cities, port authority, and transit providers, and guided by stakeholder and public feedback, the WWVMPO/SRTPO developed this **METROPOLITAN AND REGIONAL TRANSPORTATION - 2045 PLAN SECOND UPDATE** (2025). The plan is an update to the previously adopted plan. The plan ensures that federal, state, and local investments into pedestrian, bicycle, public transit, roadway, and freight transportation will enhance the movement of all people and goods efficiently and safely.

### Prioritized Investment

Since limited funding is available for implementation, a prioritization and selection process has been established to ensure that projects proposed for inclusion in the 2045 Plan offer the highest benefit to the region.

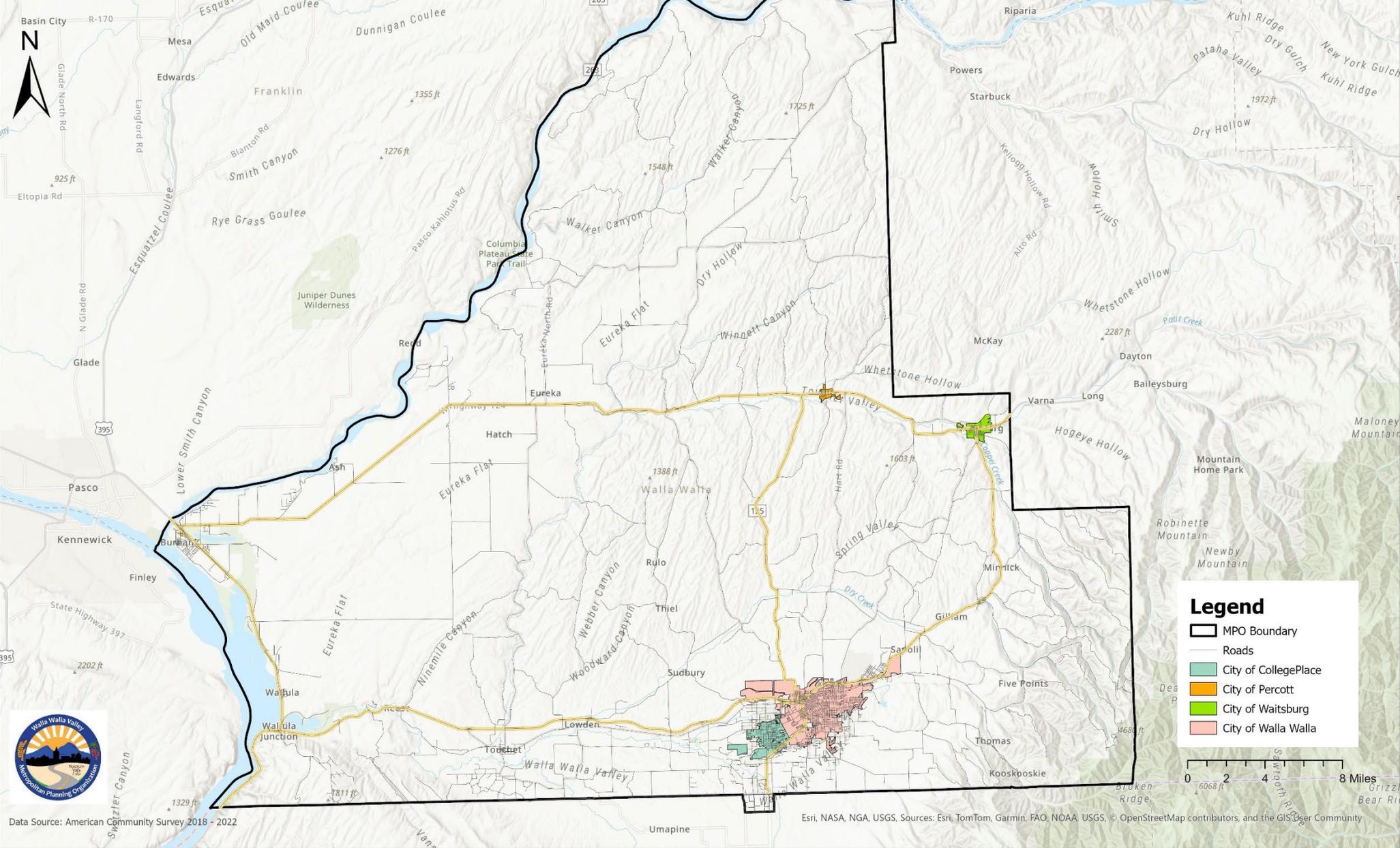
**\$655.60 million** for infrastructure investments are estimated to be available through the year 2045, which includes funding for the basic maintenance and preservation of existing infrastructure, as well as the implementation of **119** pedestrian, bicycle, and roadway projects. Also, forecasts are **\$80.93 million** for public transit operations and improvements.

### Unmet Funding Needs

Of the 249 projects submitted for evaluation, more than half (130) remain unfunded. Furthermore, a 40% increase in preservation funding is needed to implement a 50-year pavement update cycle, whereas a 200% increase over current levels would allow for reconstruction of all regionally significant roadways – once every 50 years.



# Walla Walla Valley Metropolitan Planning Organization



**DISCLAIMER:** CERTAIN PORTIONS OF THE LANGUAGE AND DATA IN THIS DOCUMENT HAVE BEEN CARRIED OVER FROM THE PREVIOUS PLAN, AS THE PLANNING HORIZON REMAINS THE SAME—2045.



# Transportation Planning

# Transportation Planning Where/Who/What/Why/How

## Region, Members, and Agency

The Walla Walla Valley is nestled north and west of the Blue Mountains in southeast Washington and northeast Oregon and is bordered by the Snake River to the north and the Columbia River to the west.

The region is made up of portions of Walla Walla County and Umatilla County, covers almost 1,300 square miles, and is currently home to more than 66,169 people.

Walla Walla Valley's economic and cultural center is the urbanized metropolitan area, encompassing around 29 square miles which include the cities of College Place, and Walla Walla. Rural activity centers are located within the cities of Prescott and Waitsburg, and a small number of unincorporated communities, such as Burbank, Dixie, Lowden, Touchet, and Wallula provide additional residential or commercial activity centers. Close economic ties connect the region to the Tri-Cities area of Kennewick, Pasco, and Richland, where transportation planning is undertaken by the Benton-Franklin Council of Governments (BFCG) <sup>1</sup>. The eastern portion of the Walla Walla Valley also has economic ties to Dayton, which is located in neighboring Columbia County, where transportation planning activities are carried out by the

Palouse Regional Transportation Planning Organization (PRTPO) <sup>2</sup>.

Established in 2013, the WWVMPO/SRTPO is the federally designated and state-recognized transportation planning agency for the Walla Walla Valley region. The agency brings together the Oregon and Washington State Departments of Transportation (ODOT and WSDOT), its local city and county members, the Port of Walla Walla, and the public transportation providers Valley Transit and Milton-Freewater Public Transportation. The WWVMPO/SRTPO and its member entities are responsible for the coordination of transportation planning and investment decisions, affecting regional transportation infrastructure and safety, including:

- ◆ Pedestrian, bicycle, and multi-use active transportation pathways
- ◆ Valley Transit and Milton-Freewater Public Transportation facilities and services
- ◆ Navigable rivers, railroads, intermodal passenger and freight hubs, and surface access to public airports
- ◆ All classified federal-aid arterial and collector roadways

Transportation is most often a means to an end - "to get us somewhere" or "to get us something." All is well, as long as we can go, safely and conveniently, when and where we need to go. However, transportation may become a major stumbling block when it creates a barrier that prevents anyone's access to goods, services, and opportunities.



## Need for Planning

Predicting the future is never certain, but the next 20+ years have the potential to significantly alter our transportation landscape. In just the last ten years, we have seen significant growth in electric vehicles, rideshare applications, bikeshare systems, and we have witnessed the introduction of both drones and automated vehicles. Many of these new modes are evolving quickly, making it difficult to assess what their usage will be in the future. However, we know that

the transportation future will be more multi-modal and technological than ever before.

Transportation is also at an incredible crossroads. Climate change impacts are being felt more and more, multi-generational income disparities and racial inequalities are rising to the surface of society, a global pandemic has rapidly reshaped our perceptions and behaviors, and the implementations of both green energy and artificial intelligence/autonomous technology is coming to fruition. These conditions make travel demand and need forecasting a greater challenge than in times past, but it also makes it more important.

Faced with decreasing fiscal resources, increasing environmental pressures, and the fundamental need for equity and sustainability, the 2045 Plan aims to create a strategic framework for meeting the region's current and future transportation needs. It also serves as the link between local transportation plans, the region's [Coordinated Public Transit - Human Services Transportation Plan](#), and the [Oregon](#) and [Washington](#) Transportation Plans, thereby ensuring that all are coordinated and mutually supportive.

## Statutes and Policies

### Federal Level

In accordance with [23 U.S. Code \(USC\) 134](#) and [23 Code of Federal Regulations \(CFR\) 450 Subpart C](#), the WWVMPO/SRTPO has been designated to carry out the federal **continuing, cooperative, and comprehensive performance-based and multi-modal** transportation planning process that encourages and promotes the safe and efficient management, operation, and development of the surface transportation systems. These systems must serve the mobility needs of people and freight, foster economic growth and development, and consider resiliency needs, while minimizing transportation-related fuel consumption and air pollution.

The most recent surface transportation law, the [Infrastructure Investment and Job Act \(IIJA\)](#), was signed into law on November 15, 2021. Having initiated subtle but important changes to both the federal statutes and regulations, this five-year bill provided funding for transportation improvements and guided the growth and development of vital transportation infrastructure. Through a continuing resolution, the IIJA has been extended to provide more time to promulgate the next surface transportation law.

The development of this plan complies with Federal Law ([23 USC 134\(h\)](#) and [23 CFR 450.306\(b\)](#)) prescribes that the transportation planning process evaluate and implement projects, strategies, and services that consider these federal planning factors:

- ◆ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- ◆ Increase the **safety** of the transportation system for motorized and non-motorized users
- ◆ Increase the **security** of the transportation system for motorized and non-motorized users
- ◆ Increase **accessibility and mobility** of people and freight
- ◆ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and **State and local planned growth** and economic development patterns
- ◆ Enhance the **integration and connectivity** of the transportation system, across



and between modes, for people and freight

- ◆ Promote **efficient system** management and operation
- ◆ Emphasize the **preservation** of the existing transportation system
- ◆ Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- ◆ Enhance **travel and tourism**



The transportation planning must also use a performance-based approach in support of the national goals: ([23 USC 150](#))

- ◆ 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 Highway 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



Additionally, the transportation planning process must support transit development and revitalization: ([49 USC 5301](#))

- ◆ Provide funding to support public transportation
- ◆ Improve the development and delivery of capital projects
- ◆ Establish standards for the state of good repair of public transportation infrastructure and vehicles
- ◆ Promote continuing, cooperative, and comprehensive planning that improves the performance of the transportation network
- ◆ Establish a technical assistance program to assist recipients under this chapter to provide more effective and efficient public transportation service
- ◆ Continue Federal support for public transportation providers to deliver high quality service to all users, including individuals with disabilities, seniors, and individuals who depend on public transportation
- ◆ Support research, development, demonstration, and deployment projects dedicated to assisting in the delivery of efficient and effective public transportation services
- ◆ Promote the development of the public transportation workforce

## State Level

Through an interlocal agreement with BFCOG, the WWVMPO/SRTPO has been designated to fulfill Washington's Growth Management Act (GMA) mandates for regional transportation planning, which are



codified in the [Revised Code of Washington \(RCW\) 47.80](#).

These RTPO requirements call for transportation planning, at all levels of jurisdictions, to be **coordinated with local comprehensive plans** to achieve both statewide, regional, and local transportation goals.

Within the [Oregon Administrative Rule \(OAR\) 660-012](#), Oregon has similar statutes, tying transportation, urban and rural development, and land use planning together.



Even though the WWVMPO/SRTPO has been specifically exempted from OAR 660-012 due to its bi-state structure, the agency has been, and will continue, working closely with its Oregon members to achieve a high level of **consistency with existing local transportation system plans**.

## Washington Transportation System Policy Goals



(a) Economic vitality: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy



(b) Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services



(c) Safety: To provide for and improve the safety and security of transportation customers and the transportation system



(d) Mobility: To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility



(e) Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment



(f) Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system

## Oregon Planning Goal 12 Transportation



(a) Promote the development of transportation systems adequate to serve statewide, regional and local transportation needs and the mobility needs of the transportation disadvantaged



(b) Encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation



(c) Provide for safe and convenient vehicular, transit, pedestrian, and bicycle access and circulation



(d) Facilitate the safe, efficient and economic flow of freight and other goods and services within regions and throughout the state through a variety of modes including road, air, rail and marine transportation



(e) Protect existing and planned transportation facilities, corridors and sites for their identified functions



(f) Provide for the construction and implementation of transportation facilities, improvements and services necessary to support acknowledged comprehensive plans



(g) Identify how transportation facilities are provided on rural lands consistent with the goals



(h) Ensure coordination among affected local governments and transportation service providers and consistency between state, regional and local transportation plans

(i) Ensure that changes to comprehensive plans are supported by adequate planned transportation facilities

## Plan Requirements

The 2045 Plan was developed in collaboration with ODOT, WSDOT, the local government agencies, transit operators, resource agencies, stakeholders, and the public.

**Federal law** (23 USC 134(i) and 23 CFR 450.324) requires this plan to:

- ◆ Address no less than a 20-year horizon
- ◆ Undergo an update every five years
- ◆ Consider the federal planning factors
- ◆ Include cooperative development with the State and transit operators
- ◆ Inventory existing and proposed transportation facilities and services and emphasize those that have national and regional transportation functions
- ◆ Include pedestrian walkway and bicycle transportation infrastructure and, as appropriate, transit enhancements and intercity bus activities
- ◆ Analyze current and projected transportation demand for persons and goods based on the latest assumptions for population, employment, land use, economic activity, travel, and congestion
- ◆ Describe performance measures and targets and evaluate system condition and performance achievements
- ◆ Develop long-range and short-range strategies to develop an integrated multi-modal transportation system
- ◆ Consider and reduce the vulnerability of infrastructure to natural disasters

- ◆ Establish operational and management strategies to improve system performance, relieve congestion, and maximize safety and mobility
- ◆ Assess capital investments and other strategies to preserve the existing system and increase multi-modal capacity based on priorities and needs
- ◆ Provide consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies
- ◆ Discuss potential environmental impacts and mitigation activities
- ◆ Integrate State Highway Safety Plan and Public Transportation Agency Safety Plan goals, priorities, and strategies
- ◆ Develop a financial plan that includes year-of-expenditure revenue and cost to show how the plan can be implemented
- ◆ Provide for participation of the public and other interested parties and make the plan available in electronic format
- ◆ In air quality maintenance areas, provide sufficiently detailed scope descriptions of existing and proposed facilities to support conformity determination in concert with FHWA and FTA

**Washington State law** (RCW 47.80.030) requirements for the 2045 Plan are largely covered by the federal directives, with the exception of the need to:

- ◆ Base the plan on least cost planning methodology to identify the most cost-effective facility, service, or program
- ◆ Establish a level of service standard for select state highway routes
- ◆ Define a regional approach to address concurrency (which calls for transportation improvements to be made in parallel with local development, if levels of service are expected to fall below a stated threshold)
- ◆ Undertake a currency review of the plan every two years

THE WWVMPO/SRTPO AND ITS MEMBER ENTITIES DEVELOPED THE 2045 PLAN **IN COMPLIANCE** WITH THE PRESCRIBED PROCESS AND PLANNING REQUIREMENTS

## Plan Development

### Process Overview

The WWVMPO/SRTPO and its member entities employed a multi-step continuous, comprehensive, and cooperative transportation planning process to guide the development of the 2045 Plan:



- ◆ Related Planning Efforts – The 2045 Plan complements and builds on interrelated planning efforts of WWVMPO/SRTPO member entities
- ◆ Visioning – The Walla Walla Valley has a regional vision that integrates the community-desired transportation outcomes and is sufficiently detailed to support the definition of goals and objectives
- ◆ Needs Assessment – The 2045 Plan considers existing and future resources and needs, and includes a comprehensive assessment
- ◆ Project Prioritization – The 2045 Plan weighs community goals and limited resources to balance investments among competing priorities
- ◆ Plan Adoption and Implementation – Public feedback, stakeholder engagement, and member input are critical to the 2045 Plan’s ability to formulate agreed-on strategies that will also impact local efforts

The 2045 Plan essentially links statewide, regional, and local activities, and therefore, builds on efforts put forth in the Washington, Oregon, and local agency transportation plans.

### Washington’s Transportation Plan - 2040 and Beyond

Consistent with the Growth Management Act and supportive of the six statewide transportation goals, 2040 and Beyond<sup>3</sup> was adopted in 2018 as the State’s transportation policy plan. The plan outlines technological innovations, system resiliency, and funding as cross-cutting topics and formulates policies and strategy recommendations, of which the following are of particular importance to the Walla Walla Valley:

- ◆ Pursue innovative strategies to maintain the economic viability of rural regional, community, local, and general use airports
- ◆ Increase revenue dedicated to all aspects of maintenance and preservation of the transportation system statewide
- ◆ Reduce unnecessary permitting delays, especially on preservation and maintenance projects where the potential for environmental impact is minimal
- ◆ Increase revenues dedicated to transportation system safety education and enforcement activities
- ◆ Ensure those involved in the siting of schools and other public facilities explicitly include transit, walk, and bike access in their decision-making process
- ◆ Develop a Transportation Equity Analysis toolkit for use in evaluating the benefits and impacts of transportation policies and investments on historically marginalized populations in Washington
- ◆ Address the growing backlog of maintenance and preservation at state and local levels, prioritizing investments in the existing system before allocating funds to make it larger
- ◆ Remove the ten-year sunset clause associated with the voter-approved local option sales tax authorized for Transportation Benefit Districts (TBD)

- ◆ Create and account for emergency relief funds that cities and counties can quickly access to repair and rebuild infrastructure damage

2040 and Beyond also calls out those subjects that present persisting issues “bigger than any one transportation agency can address.” One of the tough topics that resonates particularly with the Walla Walla Valley is the need for “improving inter-regional public transportation.”



### Oregon’s Transportation Plan

The Oregon Transportation Plan<sup>4</sup> was adopted in September 2006. Anticipating a population growth of 41% and a freight growth of 80% over the life of the plan, it is a 25-year plan that comprehensively assesses state, regional, local, public, and private transportation facilities and services. Functioning as the State’s transportation policy plan, it establishes the vision, goals, and objectives for needed investments:

- ◆ Mobility & Accessibility – Provide balanced, efficient, and integrated transportation systems that are reliable, accessible, and cost-effective
- ◆ Management of the System – Improve efficiency by optimizing operations and management, extending asset life, and reducing maintenance costs
- ◆ Economic Vitality – Expand and diversify Oregon’s economy through the provision of safe, energy-efficient, and environmentally sound transportation of people and goods
- ◆ Sustainability – Encourage conservation and integrate land use and transportation choices, in order to meet present needs without compromising the needs of future generations
- ◆ Safety and Security – Build, operate, and maintain the transportation system that is safe and secure for all users
- ◆ Funding the Transportation System – Expand ways to fund a viable transportation system in a fair and fiscally responsible manner

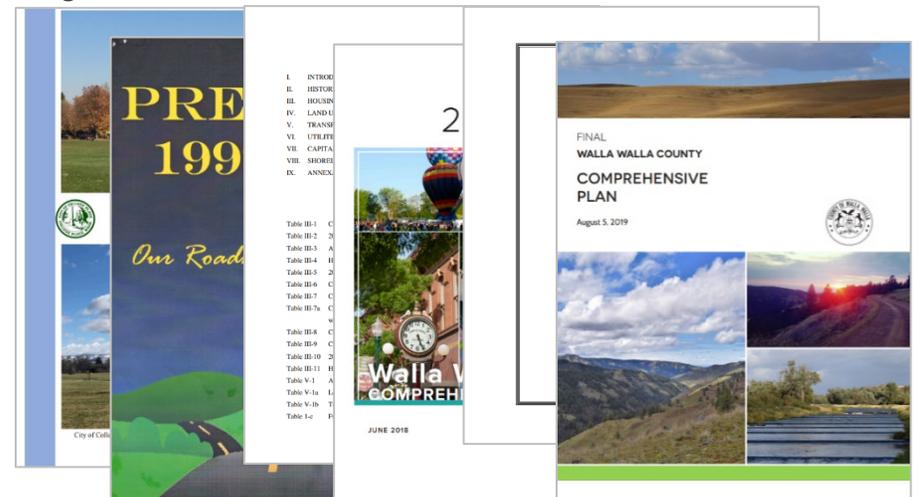
- ◆ Coordination, Communication and Cooperation – Help transportation users and providers build an integrated system, align interests, remove barriers, and offer innovative, equitable solutions

The Oregon Transportation Plan is supported by many modal and topic plans that guide the state, regional, and local investment decisions for the modes of transportation and the parts of the system they address.

### Local Agency Comprehensive/Transportation Plans

Local counties and cities prepare and regularly update their Comprehensive Plans, all of which include transportation elements or transportation system plans. Local priorities and investment strategies to address existing and future transportation needs are identified in these planning documents. The primary focus is on arterials and collector streets within each jurisdiction. Additionally, needs within the designated Urban Growth Area/Boundary (UGA/UGB) and important connections to other jurisdictions are also described.

Most of the local comprehensive plans<sup>5</sup> for member entities in Washington were updated in 2018 and 2019. All of them were reviewed to provide consistency between the regional plan and the local planning documents. The local plans also assisted in the identification of potential transportation policies and projects for integration into the 2045 Plan.



## Intelligent Transportation Systems (ITS) Plan

Intelligent Transportation Systems (ITS) integrate advanced communications, electronics, and information technologies into transportation infrastructure and vehicles to improve safety, mobility, and productivity. Examples include cameras, variable message signs, ramp meters, road weather systems, highway advisory radios, traffic management centers, and adaptive signal control that adjusts signal timing based on real-time conditions.

The Washington State Department of Transportation (WSDOT) outlines its ITS strategy in the Statewide ITS Plan, which details the history of deployment, current systems, near-term projects, prioritization methods, and long-term needs aligned with the *Moving Washington* program to combat traffic congestion.

The Statewide ITS Plan is a comprehensive document that discusses:

- The history of ITS deployment in Washington
- How ITS meets the WSDOT's transportation vision and goals
- The current state of ITS deployment
- WSDOT's near-term ITS plans
- How projects listed are prioritized, and

- What long-term ITS issues WSDOT needs to begin planning for.



## WSDOT Statewide Intelligent Transportation Systems (ITS) Plan

Source: *WSDOT-ITS Plan*  
<https://cms.cityoftacoma.org/Planning/ER-ITS/WSDOT%20Statewide%20ITS%20Plan%202009.pdf>  
<https://www.wsdot.wa.gov/publications/manuals/fulltext/m22-01/1050.pdf>

### Outreach Considerations

Involving the public in the development of the 2045 Plan is about more than just fulfilling federal and state requirements.

Public outreach is integral to good planning.

Without meaningful public participation, there is a risk of making far-reaching decisions that do not match the needs or vision of the communities this plan is set to serve. Public engagement activities conducted for the 2045 Plan coincided with major decision points. The WWVMPO/SRTPO quickly

obtained user-friendly, online outreach platforms, in-person engagement and retooled previous engagement techniques. Designed to gather the information needed to make a lasting contribution to the quality of life in the Walla Walla Valley, the 2045 Plan outreach was also conducted in compliance with the WWVMPO/SRTPO [Public Participation Plan](#) objectives, its Title VI Policy, and with consideration of individuals with Limited English Proficiency.

### Public Participation Plan

WWVMPO/SRTPO is responsible for seeking the active involvement of all affected parties in a **collaborative process** that provides meaningful **opportunities to influence transportation decisions**.

Developed in consultation with interested parties, the [Public Participation Plan](#) (P3) includes strategies for conducting targeted outreach, employing visualization techniques, using electronic media, holding public meetings, and responding to public input. The P3 complies with the federal rules that establish the following goals: ([23 CFR 450.316](#))

- ◆ Maintain a proactive involvement process
- ◆ Support early and continuing involvement of the public in developing plans
- ◆ Provide complete information, timely public notice, and full access to key decisions
- ◆ Consider and respond to public input received during the planning process

- ◆ Seek out and consider the needs of those traditionally underserved, including low-income and minority households
- ◆ Provide all interested parties with reasonable opportunities to comment on the contents of the plan

## Title VI Policy

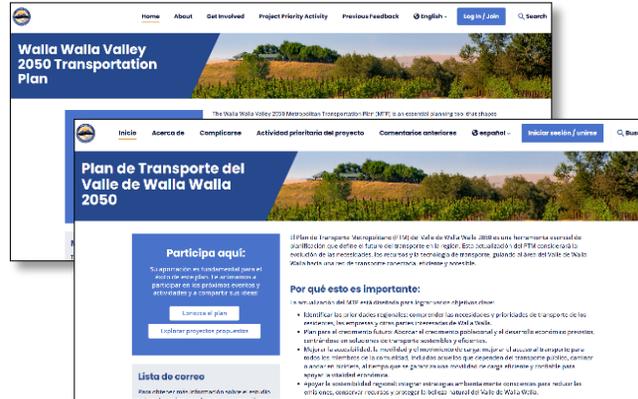
As a recipient of federal transportation funds, the WWVMPO/SRTPO complies with the non-discrimination requirements outlined in Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and all associated orders. Through its Title VI Policy statement and the implementation of its Title VI Plan, the agency provides assurance 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 agency-sponsored program or activity, whether federally funded or not.

## Limited English Proficiency

The WWVMPO/SRTPO also takes reasonable steps to provide access to planning information for individuals with Limited English Proficiency, for whom English is not the primary language and who have a limited ability to read, speak, write, or understand English.

As part of the development, revealed that 18% of the population in Umatilla and Walla Walla Counties speaks a language other than English at home and more than 8% speak English less than “very well.” The number of

Spanish speakers in both counties is significant, and the agency provides document summaries as well as public meeting notices and materials in both English and Spanish.



## Public Involvement Activities

In lieu of conducting an in-person workshop, all related activities were transcribed and included in an online survey as well as in public meetings to assist with the development of the regional vision and goals and map activity. The first online/in-person engagement was held from January 13 to February 28, 2025, alongside an in-person public meeting on February 24.

The bilingual invitations announcing the dual language survey and the forms were disseminated through public notices in local newspapers and distributed via a coordinated email blast supported by member entities and planning partners.

The invitations reached several thousand direct recipients and, through a social media

broadcast, spread even further throughout the region.

During this first round of outreach, website traffic increased significantly following the initial email push and again after the reminder emails. In all, the WWVMPO/SRTPO plan's website had more than 451 unique visitors who viewed various pages on the plan's site around 1661 times, for the first online engagement. Of the website visitors who continued to the 2045 Vision Survey and Map Activity, 89 completed all the ideas.

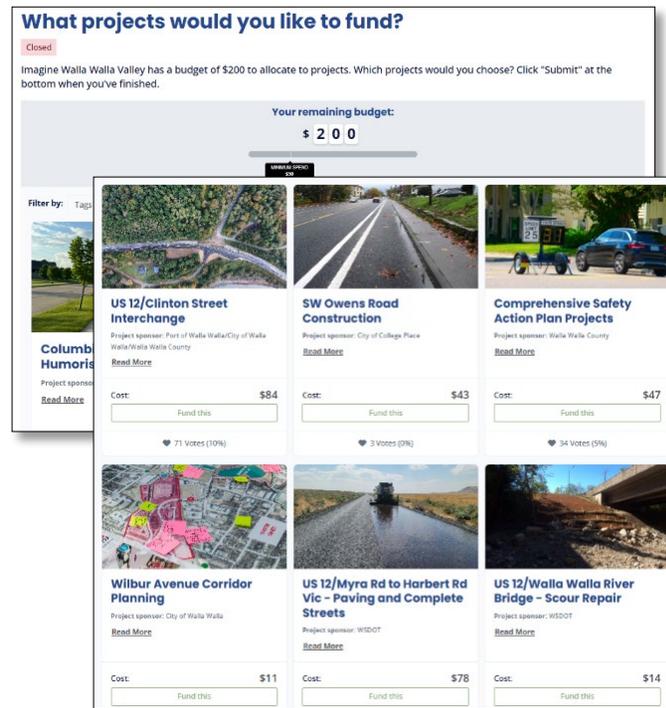


After closing the first round of outreach, the material and statistics of the survey summary were uploaded to the plan's website. ([www.mtp2050.com](http://www.mtp2050.com))

Based on the respondent data, survey participation was not proportionate to community size and did not accurately reflect the region's demographic characteristics. But all the feedback and comments were understood and incorporated into the planning process.

The second round of public involvement was scheduled to coincide with the review of projects proposed for inclusion in the 2045 Plan. The public was invited to participate in an online project prioritization activity, where they selected from a limited list of projects representing various municipalities, cost levels, and goals/objectives. This exercise helped us understand how respondents would prioritize projects within a fixed budget. Participants also had the opportunity to provide comments or suggest additional projects from the full project list for consideration in the plan.

The online format featured a budget bar interface with a list of selected projects, allowing users to allocate funding within a set budget.



As with the first round of outreach, public notices, email notifications, and subsequent social media sharing were used to distribute information about this public involvement opportunity. The project priority activity was viewed more than 1,132 times by over 430 unique visitors, where 98 contributed to the activity with over 53 comments. During the public comment period (July 17–August 17, 2025), website traffic was primarily driven by social media shares, with the majority of click-throughs originating from the WWVMPO/SRTPO Plan's [review page](#). The review page recorded 249 total views and 162 unique visitors, and the plan document was downloaded 76 times.

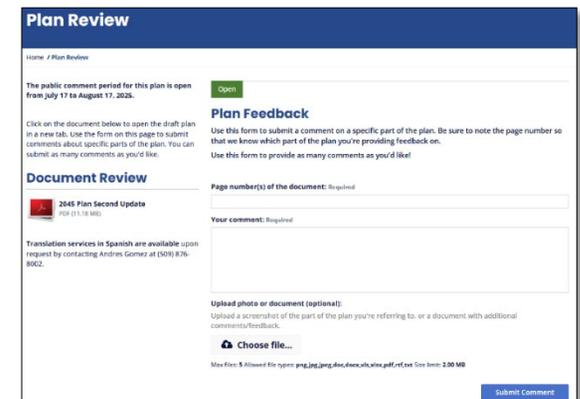
## Review of Draft 2045 Plan

From July 17, 2025, to August 17, 2025, a digital copy of the draft 2045 Plan was made available on the plan webpage.

The public was invited to review the draft document and provide comments.

All submitted comments were analyzed and received a response, as appropriate. The final list of comments and dispositions is included in [Appendix A](#) of the 2045 Plan.

The WWVMPO/SRTPO Policy Board will adopt the 2045 Plan at its regular meeting on September 3, 2025.



**DISCLAIMER:** CERTAIN PORTIONS OF THE LANGUAGE IN THIS CHAPTER HAVE BEEN CARRIED OVER FROM THE PREVIOUS PLAN. UPDATED INFORMATION SINCE THE LAST PLAN ADOPTION HAS BEEN INTEGRATED INTO SUB-CHAPTERS, INCLUDING SECTIONS ON PUBLIC INVOLVEMENT ACTIVITIES, INTELLIGENT TRANSPORTATION SYSTEMS (ITS), AND OTHERS.



# Goals-Oriented & Performance -Driven

## Goal-Oriented and Performance-Driven

All policies, actions, and investments identified in this plan are designed to address existing transportation gaps and the region's future needs.

- ◆ Exactly what kind of future system the Walla Walla Valley region would like to have is captured in the collaboratively developed vision, goals, and objectives.
- ◆ Precisely how this system is expected to perform is guided by data-driven targets that give direction to strategy and project decisions.

The draft vision and goals were presented to the Technical Advisory Committee (TAC) and Policy Board members during the monthly public meeting prior to the first public engagement. We received positive feedback during this initial introduction to the plan's vision and goals.

### Vision, Goals, and Objectives

Collectively, WWVMPO/SRTPO member entities, stakeholders, and the public defined the community's vision, goals, and objectives, which guide all transportation policy and investment decisions in the region.

### Vision

With the 2045 Plan, the Walla Walla Valley seeks to create "**Mobility for All Users**," through its simple, yet encompassing vision:

ENHANCE THE SAFETY, CONNECTIVITY, AND CONDITION OF OUR TRANSPORTATION SYSTEM TO PROVIDE SUSTAINABLE, RESILIENT, SAFE, CONVENIENT, AND EFFICIENT MOBILITY FOR ALL USERS- RESIDENTS, WORKERS, AND VISITORS- WHILE ENRICHING THE QUALITY OF LIFE AND REFLECTING COMMUNITY CHARACTER.

# 2045 Goals



### Goals

Traditionally, the foundation of metropolitan and regional transportation is based on the planning factors stipulated in the federal surface transportation law. In a similar fashion, the Walla Walla Valley 2045 Plan is built on eleven goals, which were adapted from the planning factors outlined in [23 USC 134\(h\)\(1\)](#) and [23 CFR 450.306](#).

Shaping the direction that the transportation planning process takes moving forward, the regional goals influence the projects, strategies, and services that are chosen to improve transportation in the Walla Walla Valley over the next 20+ years. Focused public outreach and interviews with key stakeholders helped determine the relative importance of each one of the goals, which are shown from highest to lowest in relative importance:

#### Safety, Security, and Health

Keep people safe while using transportation by reducing crashes, protecting from harm, and improving public health by encouraging walking, cycling, and reducing pollution.

- **Safety** – Protect transportation users from unintentional harm.
- **Security** – Protect transportation users from intentional harm.
- **Health** – Promote public health through active transportation options (walking, cycling) and reduce pollution.

## Infrastructure Preservation and Resilience

Maintain and improve roads, bridges, and other transportation systems in good condition and ensure they are resilient and responsive to all challenges.

- **Preservation and Infrastructure Condition** – Maintain and improve the infrastructure to ensure long-term usability.
- **Resiliency and Reliability** – Make the system resilient to natural disasters and ensure reliable travel times.

## Accessibility, Mobility, and Livability

Make transportation easy to use for everyone, including people who walk, roll, or use public transit, and ensure that all parts of the system connect smoothly.

- **Accessibility and Mobility** – Improve equitable access to transportation, including walking, cycling, and public transit.
- **Integration and Connectivity** – Enhance the integration of various transportation modes for a seamless user experience.
- **Travel and Tourism** – Promote regional benefits through well-connected transportation options, fostering tourism and cross-jurisdiction cooperation.

## Economic Vitality and Efficiency

Grow economy by making it easier to move goods and people efficiently, reducing congestion, and improving productivity.

- **Economic Vitality** – Support freight movement and economic growth by creating an efficient and robust transportation network.
- **Efficient System Management and Operations** – Maximize system efficiency to enhance productivity and reduce congestion.

## Sustainability and Environmental Stewardship

Protect the environment by conserving energy, reducing pollution, and planning transportation systems that are sustainable for future generations.

- **Stewardship and Sustainability** – Focus on energy conservation, environmental protection, and improving the quality of life.
- **Sustainability** – Ensure that transportation planning considers long-term environmental impacts and resource conservation.

## Objectives

Goals alone are aspirational, but not substantial enough to truly direct planning, policy, and investment efforts. Thus, the goals were translated into achievable actions that have

measurable results. This process helped adapt the nationally inspired goals to truly represent and reflect the values of the communities within the Walla Walla Valley.

Several objectives for each goal were originally posited by WWVMPO/SRTPO staff and, subsequently, added to or revised with input from the public, local stakeholders, and the WWVMPO/SRTPO member entities. All objectives identify actions that can be taken while also providing a basis for measuring results and progress.

## Objectives Safety

- Include safety countermeasures to alleviate fatality and serious injury hot spots and remove barriers to safe routes to schools.
- Improve horizontal and vertical alignment, increase sight distances, or provide clear zones.
- Improve design or add safety features for all modes (transit bus pullout, pedestrian crossing, buffer area, lighting, etc.).
- Incorporate proactive safety and design elements identified in a safety audit

## Security

- Include design elements to harden infrastructure and protect transportation system users from sources of intentional harm.

- Support risk assessment, emergency preparedness, and response.

### Health

- Promote and encourage active transportation to support a healthy lifestyle.
- Promote strategies that lower transportation emissions and improve air quality to advance community health.

### Preservation and Infrastructure Condition

- Increase the condition rating of a bridge (deck, superstructure, substructure, culvert).
- Increase the pavement condition rating.
- Mitigate known maintenance or condition issues for all modes.
- Improve curb ramps, sidewalks, and crosswalks to meet ADA requirements.

### Resiliency and Reliability

- Coordinate with the Natural Hazard Mitigation Plans and protect transportation infrastructure from potential impacts from natural disasters, particularly bridges.
- Improve Travel Time Reliability (TTR) and existing or forecasted congestion.
- Enhance transportation infrastructure to reduce and mitigate stormwater impacts.

### Accessibility and Mobility

- Incorporate a sidewalk on at least one side of the roadway.

- Incorporate bike lanes for each direction or provide a separate facility to reduce rider stress (from higher vehicle volumes and posted speeds).
- Design a network that serves all users, including underserved populations such as pedestrians, cyclists, and people with disabilities.
- Improve access for Environmental Justice populations (low income or minority) with a focus on community activity and employment centers.
- Support effective and efficient public transportation systems.

### Integration and Connectivity

- Close infrastructure gaps.
- Improve regionally significant corridors within and between communities.
- Include multimodal elements (sidewalk, bicycle, carpool, vanpool, park-and-ride, or transit, etc.).
- Improve connections to resolve legacy issues (multimodal, redundancy, efficiency).

### Travel and Tourism

- Include "place-making" elements (lighting, benches, plazas, public art, etc.).
- Enhance the travel experience (wayfinding signage, activated hazard warnings, Intelligent Transportation System (ITS) - Traveler Information, etc.).
- Keep design consistent with the nearby urban or rural aesthetics.

- Support the creation of walkable communities.

### Economic Vitality

- Improve major routes between significant residential, commercial, or industrial sites.
- Provide multimodal access to major activity or employment centers.
- Support regional movement for all freight modes.

### Efficient System Management and Operations

- Improve major routes between significant residential, commercial, or industrial sites.
- Provide multimodal access to major activity or employment centers.
- Support regional movement for all freight modes.
- Align transportation improvements with land use and functional context for all modes of transportation.
- Improve operational efficiency (channelization, integrated traffic control, multimodal components, infrastructure-to-vehicle communication, etc.).
- Include access management elements (raised medians, reduced number of driveways, turn restrictions, etc.).

### Stewardship and Sustainability

- Provide consistency with planned growth and economic development.

- Use human-scale design to make transportation infrastructure approachable.
- Improve air quality by promoting opportunities to reduce greenhouse gas emissions and single occupancy vehicle (SOV) travel.
- Avoid impacts to environmentally sensitive areas.
- Consider climate impact on transportation system

## Performance Targets

With the set of measurable actions for each goal area in place, performance changes – anticipated as a result of proposed policies, actions, or investments – must be gauged against the desired system performance outcomes. The sought-after transportation performance is expressed in the form of quantifiable targets which, based on the national performance goals outlined in [23 USC 150](#), are spread across the following seven key areas:

- ◆ Safety ([23 CFR 490.207](#))
  - ◆ Number of fatalities
  - ◆ Rate of fatalities per vehicle miles traveled (VMT)
  - ◆ Number of serious injuries
  - ◆ Rate of serious injuries per VMT
  - ◆ Number of combined non-motorized fatalities and serious injuries

- ◆ Infrastructure Condition ([23 CFR 490.307](#) and [23 CFR 490.407](#))
  - ◆ Condition of pavement on the National Highway System (NHS), including both Interstates and non-Interstate elements
  - ◆ Condition of NHS bridges
- ◆ Congestion Reduction ([23 CFR 490.707](#)) *[not applicable to area with <200,000 population]*
  - ◆ Annual Hours of Peak Hour Excessive Delay per Capita
  - ◆ Percent of Non-SOV Travel
- ◆ System Reliability ([23 CFR 490.507](#))
  - ◆ Percent of person-miles traveled that are reliable on both Interstates and non-Interstate NHS elements
- ◆ Freight Movement and Economic Vitality ([23 CFR 490.607](#)) *[not applicable due to lack of Interstate facility]*
  - ◆ Truck Travel Time Reliability Index on the Interstate system
- ◆ Environmental Sustainability ([23 CFR 490.807](#)) *[not applicable due to lack of Congestion Mitigation Air Quality-funded projects]*
  - ◆ Total Emissions Reduction
- ◆ Reduced Project Delivery Delays

In general, performance targets for each identified area are first established by the State and MPO-specific targets must then be declared within the following 180 days.

Since the WWVMPO/SRTPO is a bi-state MPO, the agency has coordinated closely with both Oregon and Washington State Departments of Transportation on the establishment of the initial state targets and, subsequently, has chosen to support each state’s targets rather than declaring MPO-specific performance targets for any of the specified performance areas.

In addition to the already listed performance areas and metrics identified by the Federal Highway Administration, the Federal Transit Administration has also declared performance areas and metrics ([49 USC 5326](#) and [49 USC 5329](#)) which govern public transit provider performance:

- ◆ Public transportation agency safety plan (PTASP) ([49 CFR 673](#))
- ◆ Transit asset management ([49 CFR 625](#)) outlining a state of good repair (SGR) for all assets including buses, vans, equipment, facilities, and infrastructure

Public transit agencies set targets for both agency safety and SGR performance. As with the DOT targets before, the WWVMPO/SRTPO has chosen to support the targets set by its public transit providers, rather than declare MPO-specific targets.

Baseline data across all performance areas, current targets, and a discussion of progress achieved is included in [Appendix B](#).

Furthermore, the Public Transportation Agency Safety Plans developed by the two Walla Walla Valley public transit providers are described in the “[Safety and Security](#)” section of the “Stewardship and Sustainability” chapter.

## Moving the Needle

The system of 2045 Plan goals and objectives, as well as performance measures and targets, are in place to help gauge progress towards desired transportation system outcomes.

Federal guidelines ([23 CFR 450.306\(d\)](#)) stipulate that decisions on transportation planning and project programming must be data-driven and performance-based.

Current conditions and performance targets help inform which objectives to focus on. Within the structure of the project selection criteria, a proposed investment is scored based on how well it addresses each goal and the corresponding objectives. The resulting list of prioritized projects can be found in the latter part of the “Recommended Investments” chapter. Given the region’s limited funding, not all transportation proposals advanced. Nevertheless, each of the selected 2045 Plan projects will result in incremental changes that together create visible system benefits over the life of the 2045 Plan and beyond.



## What the Future May Bring

Predicting the future is never certain, but the next 20+ years have the potential to significantly alter our transportation landscape. In just the last ten years, there has been significant growth for electric vehicles, rideshare applications, bikeshare systems, and the introduction of automated vehicles, e-bikes, and e-scooters. Many of these new modes are still in their infancy, making it difficult to assess what their usage may be in the future. However, early research shows that our transportation future will be more multi-modal and technological than ever before.

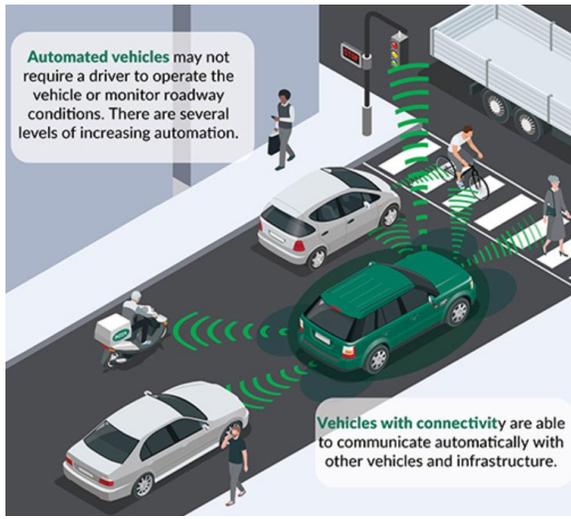
Transportation is at an incredible crossroads. Climate change impacts are being felt more and more, centuries of income disparities and racial inequalities are rising to the surface of society, a global pandemic has rapidly reshaped our perceptions, and the implementation of green energy, artificial intelligence, and autonomous technology is coming to light. These conditions make forecasting a greater

challenge than in the past, but it also makes it more important.

As we envision our future world, we break from the normative way of past thinking, and ready ourselves to embrace change.

## Demographics

Ever-changing demographics add complexity to our transportation needs. The population of the United States is growing steadily, but it is also aging and urbanizing.<sup>6</sup> By 2045, the number of adults over 65 years of age will increase by 77%.<sup>7</sup> Between 10 and 14% of the population currently have some kind of mobility impairment.<sup>8</sup> Income inequality is on the rise, driven by economic volatility and the recent effects of pandemic. With 32% of U.S. households making less than \$25,000 a year and 8% of all households not having an automobile, there are populations whose transportation needs are underserved.<sup>10</sup> If economic recovery measures are not effective enough, these figures will increase.



Source: WSDOT - <https://wsdot.wa.gov/travel/automated-connected/home>

## Autonomous Vehicles

Of all the transportation trends, none captivate our imagination quite like Autonomous Vehicles (AV). In an AV, driving actions are performed using onboard and continuously connected computers. While select cars already have some AV features, no commercially available vehicles have reached the highest level of full automation where the car performs all operations without any driver input. Testing of fully autonomous vehicles is taking place in several large cities.<sup>11</sup> Automakers are making large investments in this area, and nearly all new vehicles have at least one advanced driver-assistance system feature.<sup>12</sup>

Predictions vary widely for when fully autonomous vehicles will become

commercially available. Industry experts estimate a five- to six-year timeframe before fully autonomous transit, taxi, and delivery services are available, with another 15 years before AVs hold a 10% market share.<sup>13</sup> More skeptical sources cite fully autonomous vehicles becoming commercially available in the 2030's and making up about 60% of all vehicles sold in 2050.<sup>14</sup> AVs hold a particular interest to freight and logistics industries as a solution to the lack of available drivers and related labor expenses.<sup>15 16</sup>

A major claim of AVs is that, because 90% of vehicle crashes are caused by human error, removing the human element will eliminate these crashes.<sup>17 18</sup> However, tied to current predictive algorithms, AVs have shown some difficulty in handling the movement patterns of cyclists and pedestrians, although related data is sparse.<sup>19</sup> Furthermore, many studies show that AV adoption will coincide with an approximately 25% increase in VMT due to lower user costs, better accessibility for underserved populations, and ease of use.<sup>20 21 22</sup> VMT increases may be offset by a better vehicle utilization than at present, so long as AV adoption focuses on being shared, not private.<sup>23 24</sup> In addition, the claims of safety do not seem to account for the likely prolonged period where AVs and conventional vehicles have to operate alongside one another.

A typical AV is expected to generate over five terabytes (5,000 gigabytes) of data per hour of use, with one million AVs generating as much data as three billion people.<sup>25</sup> Current 4G technology has near ubiquitous coverage but lacks adequate data capacity.<sup>26</sup> Full implementation of a 5G mobile data network is required to support these data needs.<sup>27 28</sup> The additional technology in each vehicle will also increase the per unit cost significantly.<sup>29</sup> Similarly, for AVs to yield an effective environmental benefit, they will need to be electrified and charged from a green-energy-fueled power grid, as the necessary computing functions require significant energy.

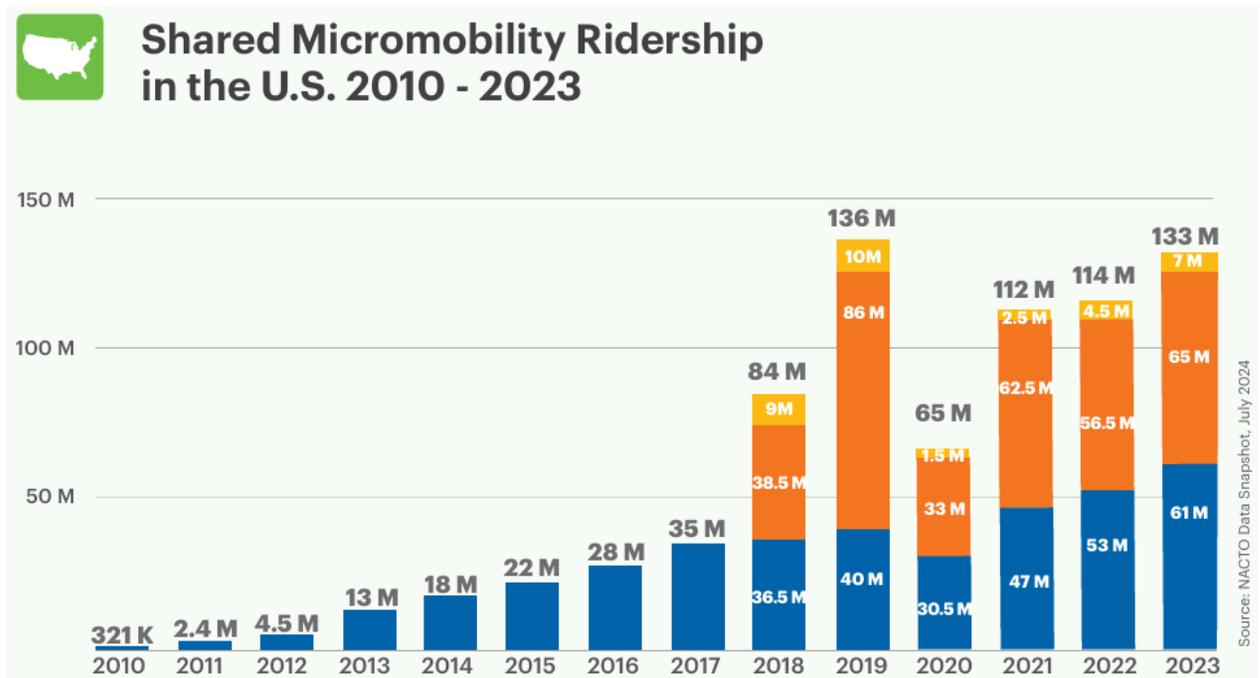
## Electric Vehicles

Electric vehicles (EVs) and hybrid electric vehicles (HEVs) are nothing new but concerns over climate change and a decrease in battery cost have increased their adoption over the last decade. EVs and HEVs make up 2.28% of the vehicles in the United States.<sup>30</sup> Advances in battery technology have led to greater energy densities and efficiencies, causing lithium-ion battery prices to decrease by 89% from 2010 to 2020.<sup>31 32</sup> U.S. households are buying EVs aggressively, with sales having increased by more than 80% from 2017 to 2018.<sup>33</sup> This growth in sales might have been even higher if not for a lag in the proliferation of

charging facilities.<sup>34 35 36</sup> Large vehicle fleets, like those of transit agencies, schools, or logistics corporations, are also pursuing EVs. The U.S. transit bus fleet added 29% more electric buses from 2017 to 2018, though the overall total (1%) is still low.<sup>37</sup> As vehicle fleet efficiency continues to increase, the gas tax revenue decreases, underscoring the need for new funding mechanisms to support our road networks.<sup>38 39</sup>

## Shared Mobility

Shared mobility is on the rise in the U.S., thanks largely in part to shared micromobility programs involving bicycles, e-bikes, and e-scooters.<sup>40 41</sup> The past decade has seen strong growth in shared micro-mobility, with 887 million trips since 2010 and a 20% increase from 2022.<sup>42</sup> E-scooters, a recent arrival to the shared micromobility scene, have seen a huge spike in use.



Carpooling has been in decline since the 1980's, but by the end of the decade, the number of autonomous vehicles worldwide is anticipated to reach 125,660 units in 2030. Underscoring the rapid advancement and adoption of autonomous vehicle technology.<sup>43</sup>

Another study predicts that 25% of miles will be driven in shared AVs by 2030.<sup>44</sup> In general, good consensus regarding the assumptions of scale exist.

Shared micromobility providers have seen a great deal of volatility since their introduction, with providers becoming

rapidly established in a new community or abandoning their services overnight.<sup>45</sup>

Overall, demand for micromobility has grown. However, regulations have stifled program deployment or continuation in some regions.<sup>46 47</sup> Introducing more non-motorized users into a motor vehicle-dominant market has also led to concerns over safety issues and, while overall safety has improved, helmet use remains negligible.<sup>48</sup> Requiring helmets would increase safety but likely decrease ridership.<sup>49</sup> E-bikes and e-scooters have proven much more popular than pedal or push versions. E-cycling contributes to meeting physical activity requirements and can increase physical fitness.<sup>50</sup>

## Drones

Drone-based transportation methods include airborne Unmanned Aircraft (or Aerial) Systems (UASs) and terrestrial Unmanned Ground Vehicles (UGVs). These are currently being explored to handle the delivery of goods via a remote or automated pilot.<sup>51</sup> The Federal Aviation Administration (FAA) is altering their legal framework to support testing of aerial devices.<sup>52</sup> Drone-based transportation could also be used to assist with agricultural spraying, emergency search and rescue, infrastructure inspection, photo/video collection (for marketing, research, news, etc.), mapping, and congestion monitoring.<sup>53</sup> These new technologies have the potential to decrease the number of freight vehicles on our road.<sup>54</sup> Softening legal protections for drone use exposes new risks and concerns. Aerial drones have already been shown to cause issues for passenger air travel and there are also strong concerns about privacy, noise, crashes, terrorism, and more.<sup>55 56</sup>

## Other Trends

### The Future of Public Transit

There is a great deal of turmoil currently facing public transportation providers. Ahead of the pandemic, passenger VMT had increased by 25% since 2000, with the number of public transit trips increasing by 16%.<sup>57</sup> However, COVID-19 has slashed

public transit passenger volumes, and this shared mobility mode may likely struggle to bounce back after the pandemic.<sup>58</sup>

Autonomous vehicles might allow public transit service to run more efficiently and effectively in the future, although AV use needs to be shared for this to occur.<sup>59</sup>

### Transportation Network Companies

Made increasingly popular through the use of application-based ride-sourcing, Transportation Network Companies (TNCs) such as Uber and Lyft have now been around for a little more than a decade. Lyft predicted that their services, and those of their competitors, would end private car ownership was expected to end by 2025.<sup>60</sup> However, there has actually been an increase in automobile ownership in cities where rideshare is used the most, resulting in greater congestion and undercutting public transit.<sup>61 62</sup> Initially, it was thought that TNCs would help close the first-mile/last-mile gaps and increase public transit use, but instead, people are just using TNCs and skipping public transit altogether.<sup>63</sup>

These companies have aggressively poured large amounts of funding into the research and development of autonomous vehicles, as TNCs see AVs as a solution to their labor dispute problems.<sup>64</sup> AV taxis or micro-transit may begin to appear between 2030 and 2040.<sup>65</sup>



### E-Commerce

In 2019, online shopping made up over 11% of the retail market share, up from just 4% a decade before.<sup>66</sup> In 2015, 80% of the U.S. population made a purchase online.<sup>67</sup> Between 2010 and 2020, individual freight deliveries doubled and was expected to double again by 2023.<sup>68</sup> Greater use of the internet for activities such as virtual medical consultations, remote education, and online entertainment may reduce attributed trip volumes, whereas proliferation of online shopping will shift trips towards freight deliveries.<sup>69</sup>

### Alternative Fuel Vehicles

Supported by the U.S. Department of Energy's Clean Cities Program, alternative fuels like hydrogen fuel cells or compressed natural gas have been explored as possible low-cost replacements for petroleum-based fuels.<sup>70</sup>

Although the research and supportive case studies have matured over the past two decades, two main factors still limit the widespread adoption of these promising technologies.



First, vehicles are still being prototyped and until mass production begins to decrease the cost, these vehicles will not be affordable.<sup>71</sup>

Second, there is an extreme lack of proper fueling infrastructure supporting these vehicles which, just like the slow spread of EVs, limits the potential adoption rate of the technologies.<sup>72</sup>



## Cannabis Legalization and Traffic Safety



Both Oregon and Washington State have legalized the recreational use of cannabis. Since that time, several studies have been conducted to assess the impact those laws have had on traffic safety.

Using insurance collision claims, an early study found cannabis use responsible for crash increases of 4.5% in Oregon and 6.2% in Washington.<sup>73</sup> A follow-up study was done using police reports which found the crash rate to have increased by 4.1%, along with a decrease of 1% in their selected control states.<sup>74</sup> These studies are complicated by the fact that cannabis use is difficult to test for and use does not necessarily imply inebriation.<sup>75</sup> Cannabis use is also not limited to states with legalization. Furthermore, another study found that cannabis legalization reduced the number of opioid- and alcohol-impaired drivers, which may have offset directly related fatalities.<sup>76</sup>

**DISCLAIMER:** CERTAIN PORTIONS OF THE LANGUAGE IN THIS CHAPTER HAVE BEEN CARRIED OVER FROM THE PREVIOUS PLAN. THE LATEST INFORMATION AND DATA COLLECTED SINCE THE LAST PLAN ADOPTION HAVE BEEN INCORPORATED INTO VARIOUS SUB-CHAPTERS, INCLUDING VISION, GOALS, OBJECTIVES, AND SHARED MOBILITY.



# Who and What is moving

## Who and What is Moving Now and in the Future

The majority of WWVMPO/SRTPO local member entities have adopted “Complete Streets” ordinances or policies, pledging to consider the needs of all transportation users.



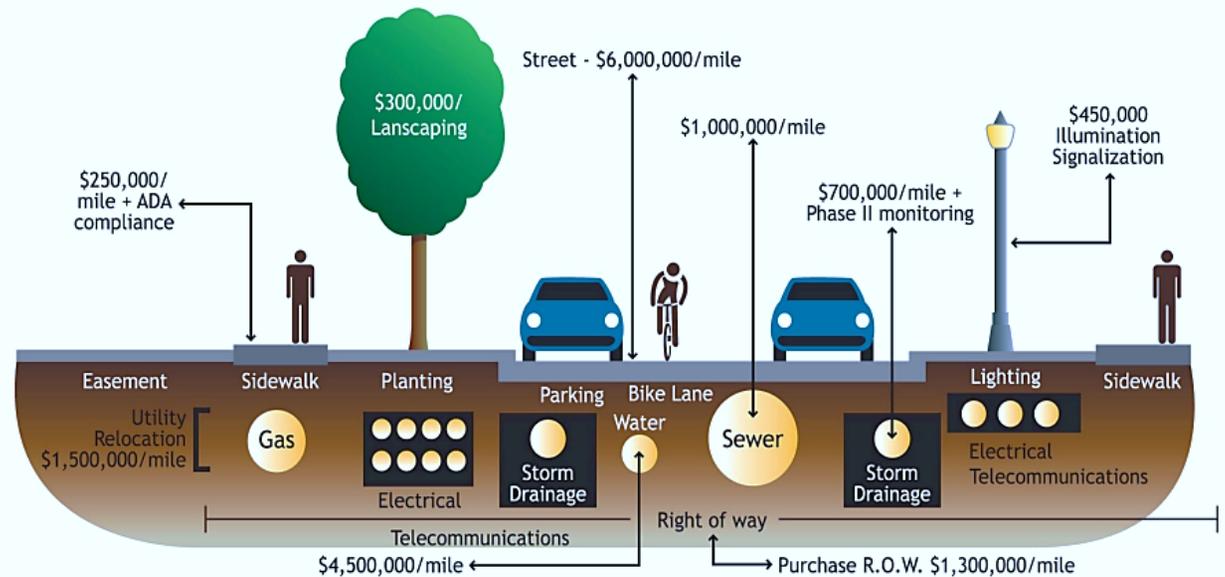
In general, Walla Walla Valley “Complete Streets” are built on the following premise:

To the maximum extent practical and economically feasible, a city/county/DOT shall plan, design, construct, operate, and maintain appropriate and integrated transportation facilities to provide safe access for pedestrians, bicyclists, persons with disabilities, transit vehicles and riders, motorists, emergency responders, freight haulers, and residents of all ages and abilities in all new construction, retrofits, or reconstruction projects.

## Typical City Infrastructure Costs

City streets are more than pavement.

Est. \$16 Million per mile based on 2008 Bid Specs.



Source: [WSDOT](#)

It is an integral part of the 2045 Plan Vision to provide **mobility for all users** - with the intent to **explicitly explore all user needs within the given community context**.

However, considering all transportation needs is not the same as providing them all in every location. There is not enough funding to do so. Case in point, in 2015, WSDOT estimated that a “Complete Street” within a city environment would require an investment of \$16 million per mile. Albeit, right-of-way (ROW) purchase costs within

the Walla Walla Valley region are lower than shown, particularly for reconstruction projects.

In addition, projects may not require all above- and below-ground components. Nonetheless, roadway construction, even though location-dependent, is very expensive.

In order to allow the Walla Walla Valley region to make sound investment decisions, the next few sections describe existing **2025 base** conditions, important gaps and challenges, and anticipated **2045 horizon year** needs.

## People, Employment, Growth, and Travel Patterns

The composition and distribution of residents, jobs, shops, schools, and other activity centers dictate the way the transportation system is used. The WWVMPPO/SRTPO gathered current data on the region's network, land use, population, and employment. With the help of its member entities, the agency estimated where housing and job growth are likely to occur over the next 25 years.

Between 2025 and 2045, the Walla Walla Valley is forecasted to grow:

- ◆ ... by 9 **people** every week, from 68,784 to 79,069 **residents**, a 14.9% overall and 0.7% annual increase
- ◆ ... by 5 homes every week from 25,843 to 32,640 **households**, a 26.3% increase
- ◆ ... 32,991 to 36,554 **jobs**, a 10.8% increase
- ◆ ... and from 232,860 to 274,260 **daily trips**, an increase of 41,400 per day, which includes travel for work, school, shopping errands, recreation, deliveries, and other purposes



Knowledge of the current trip patterns and existing infrastructure enables the WWVMPPO/SRTPO to forecast future travel demand on the region's multi-modal transportation system:

- ◆ 312 miles of **sidewalks**
- ◆ 144 miles of cycle tracks, **bike** lanes, and shared routes
- ◆ 82 miles of in-region **transit** routes with two local providers and four additional routes with **intercity** transit providers
- ◆ One regional airport with **flights** to Seattle-Tacoma International Airport
- ◆ 154 miles of state routes and 1,199 miles of local **roadways**, of which 538 miles are regionally significant (functionally classified)
- ◆ 189 miles of **railroad** tracks and 71 miles on two navigable **rivers**

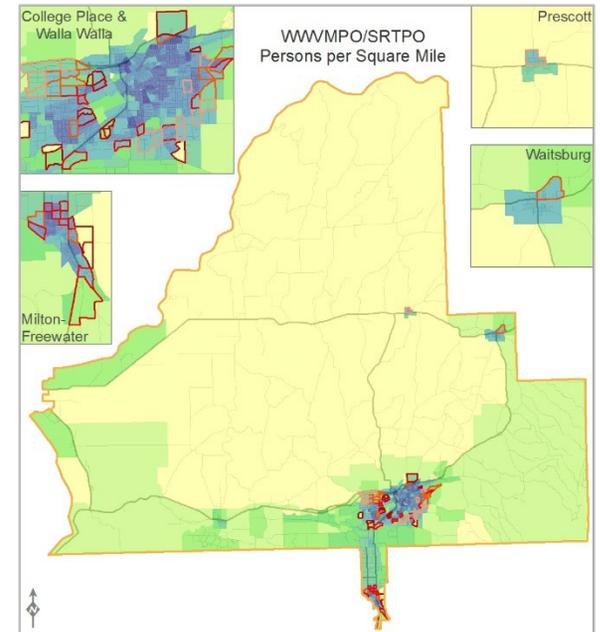
In the past, according to Census [Transportation Planning Package \(CTPP\) 2012-2016](#), 82% of daily trips were made in an automobile – with more than eight out of ten drivers being the only person in the vehicle. <sup>77</sup>

## Residential Changes

The Walla Walla Valley region has grown slowly but steadily over the past decades according to 2000, 2010, and 2019-2023 U.S. Census data, as well as official 2024 estimates for Oregon and Washington State communities from the [Portland State University \(PSU\)](#) and the [Office of Financial Management \(OFM\)](#), respectively.

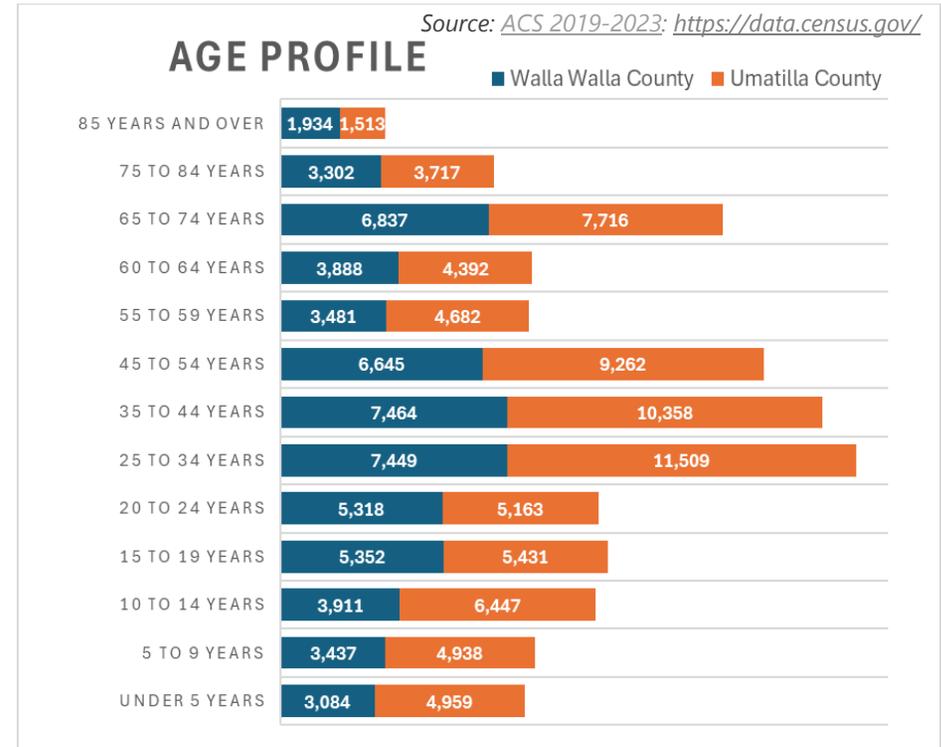
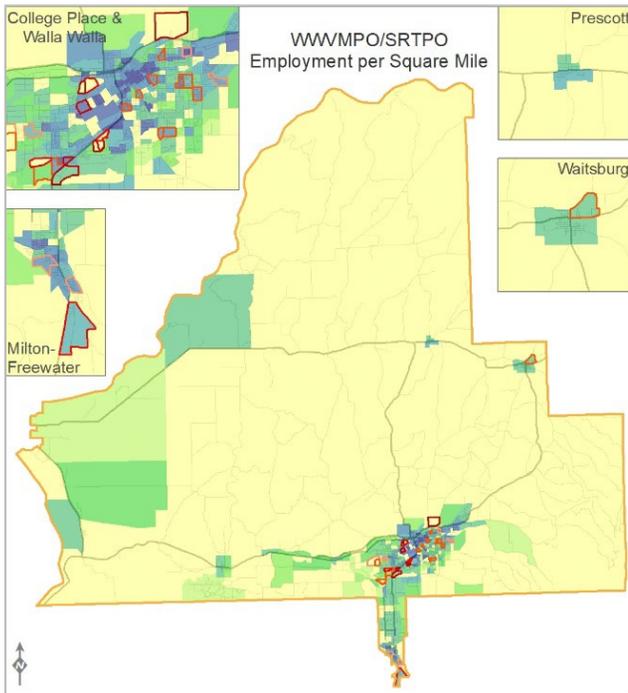
Since 2000, the population has on average increased by just under 0.7% annually. This rate of growth is expected to continue.

Based on these long-term projections, the Walla Walla Valley population is expected to reach 79,069 by the year 2045. Areas of particular growth are highlighted in this map.



Unique to the Walla Walla Valley region, the current household size of 2.45 people is at same level as than Oregon (2.44), Washington State (2.51), and the national (2.51) average. With the anticipated increase in residential and commercial development activity and a major generational shift unfolding, it is forecasted that the region’s household size will markedly shrink over the next 25 years. “Millennials” (those born between 1981 and 1996) are now the biggest generational cohort and are expected to first, become empty nesters and then, reach retirement age in 2046, just one year after the horizon year of the 2045 Plan

The age profile chart shows that Umatilla County has a larger and younger population than Walla Walla County, with higher counts in most age groups, especially between ages 10 and 54. The biggest gap is in the 25 to 34 age group. Walla Walla only exceeds Umatilla in the 85 and over category. These trends suggest differing demographic needs, with Umatilla likely requiring more services for younger residents and Walla Walla for older adults.



### Job Growth

In tandem with regional population growth, employment has also grown between 2000 and now. Albeit, the 2008 recession stifled growth, which only fully recovered by 2022. Based on U.S. Census and locally sourced data, Walla Walla Valley employers currently provide 22,753 jobs, most of which are in education and healthcare, government, manufacturing, retail, leisure and hospitality, natural resources and agriculture, as well as the trade, transport and warehousing sector. “Eastern” region projections provided by the

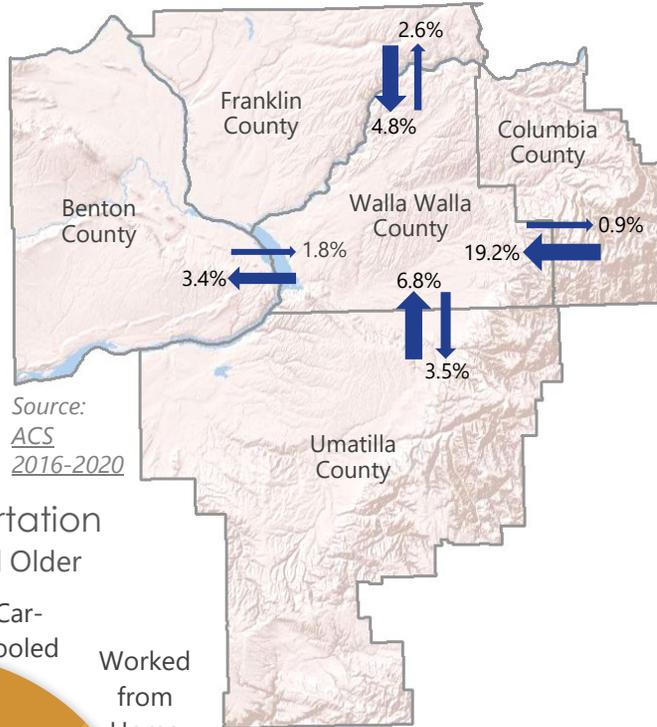
Oregon Employment Department and the Washington State Employment Security Department call for a 8% and 2.41% annual increase over the course of 10 years in statewide. However, based on much lower historical growth rates and locally sourced information on anticipated commercial developments, the region’s job market is anticipated to grow by a modest 0.54% annually to 36,554 in 2045. As with population growth earlier, the areas of particular growth are highlighted in the map.

<sup>a</sup> Richard Fry, April 28, 2020, Millennials overtake Baby Boomers... - <https://www.pewresearch.org/fact-tank/2020/04/28/millennials-overtake-baby-boomers-as-americas-largest-generation>  
<sup>b</sup> Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) On the Map (OTM) 2022 data - <https://lehd.ces.census.gov/data/#lodes>

## Work Travel

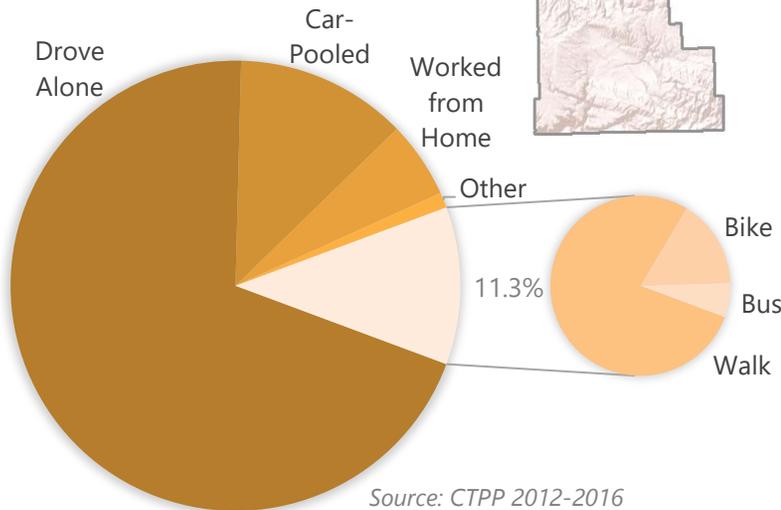
Within the Walla Walla Valley region, 32,991 jobs and 25,843 households create a highly desirable employment-to-housing ratio. This is also evident in the recent data <sup>c</sup> that shows 88% of residents live and work in Walla Walla County. The fact that the majority of the region's labor force can stay close to home helps explain why 78% of workers have a commute of under 20 minutes and, on average, only travel between 5 to 15 minutes.

This short commute is also supportive of the high share of walk and bike trips.



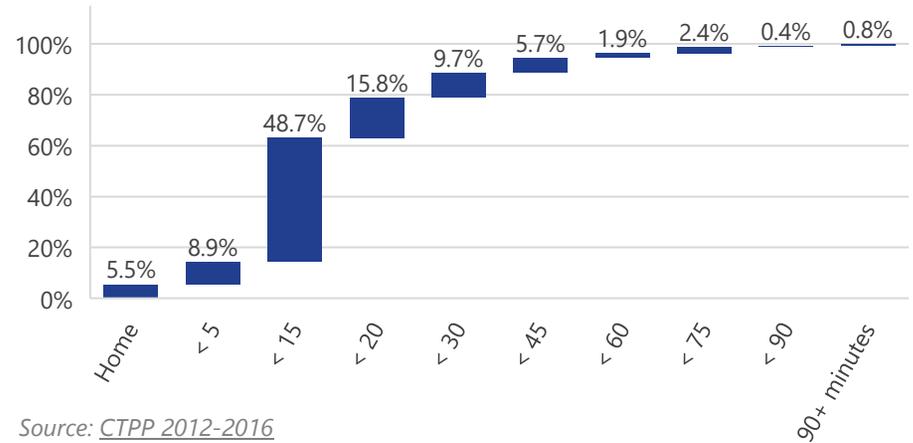
Source: ACS 2016-2020

## Means of Transportation Workers 16 Years and Older



Source: CTPP 2012-2016

## Travel Time to Work Workers 16 Years or Older



Source: CTPP 2012-2016

By comparison, the median U.S. commute takes 26 minutes and only 3.4% of workers choose to either walk or bike to their job site.

The linkage between land use, housing, employment, commerce, and transportation infrastructure and services is highly complex. In general, separating daily activities – live, work, shop, learn, play – requires more trips, which in dispersed and low-density developments relies heavily on automobile travel. More compact and mixed-use environments support shorter trips and a variety of additional options.

The WWVMPO/SRTPO collaborated closely with its member entity public works and planning staff to collect relevant transportation infrastructure data, base and future year population and employment records, as well as land use information for the Walla Walla Valley region.

Having this locally vetted overview of what constitutes both the supply and demand side of the transportation network is particularly important to understanding current usage, identifying the existing gaps, and anticipating future mobility needs.

<sup>c</sup> ACS 2016-2020 Commute Flows - <https://www.census.gov/topics/employment/commuting/guidance/flows.html>

## Transportation System, Gaps, and Needs

As with its predecessor, context-sensitive investments are a high priority for the 2045 Plan. Undeniably, the region looks to all modes of transportation to meet its many mobility needs and support the Walla Walla Valley's economic vitality as much as its quality of life. With that in mind, each of the modes brings with it advantages and drawbacks as well as material and societal cost.

"Our past and current paradigm of transportation investment has created a transportation system that is focused on road building and the private auto." <sup>d</sup> The resulting system provides immense individual mobility, but not all population groups derive the same level of access.

Ahead of the discussion of each one of the modes of transportation, it is important to highlight how access and mobility may be different for a variety of population groups represented in our region.

### Universal Considerations

Travel patterns and accessibility needs are highly influenced by age, presence of a disability, income levels, and language abilities.

- ◆ **Children and youth under the age of 18** comprise a significant portion of the region's overall population. It is important to



recognize that mobility options for children are, in most cases, limited to rides from parents, public transit, or a school bus, as well as walking or biking. Some of these options may be unavailable, unreliable or, in certain areas, deemed unsafe.

- ◆ "Baby Boomers" (those born between 1946 and 1964; now 60 to 79 years of age) are retiring, and their commuting habits will drastically change. Due to the size of that particular generation, **older adults** will, for some time, comprise a significant portion of



the region's population. Although "Baby Boomers" may remain more active and have a higher degree of mobility than previous generations, they too will become less willing or capable to drive themselves or can no longer afford to own a car on a fixed income.

- ◆ Similarly, **individuals with a disability** may experience mobility challenges that affect, or even impede, their access to education, employment opportunities, and particularly to essential services. Although the Americans with Disabilities Act (ADA) has been in place for decades, certain ADA requirements present only a minimum threshold. Conversion or new construction of compliant infrastructure is costly and accomplished slowly. As a result, the gaps in accessibility remain omnipresent.



- ◆ Another concern is that wealth and poverty are not equally distributed throughout the Walla Walla Valley. In general, the



biggest draw on household finances, right after housing, is the cost of transportation. This puts a tremendous strain on budgets of **low-income households**, for whom vehicle ownership may therefore be completely out of reach.

- ◆ In addition to special transportation needs tied to age, disabilities, or income, **individuals with Limited English Proficiency** (LEP) may face difficulties in gaining access to information and resources. This can prevent them from utilizing existing transportation options, which in turn likely affects their ability to access education, employment, and essential services.

We need age-, ability-, income-, and user-friendly transportation options.

<sup>d</sup> American Public Health Association (2010), - [Partnering with Metropolitan Planning Organizations](#) to advance healthy communities

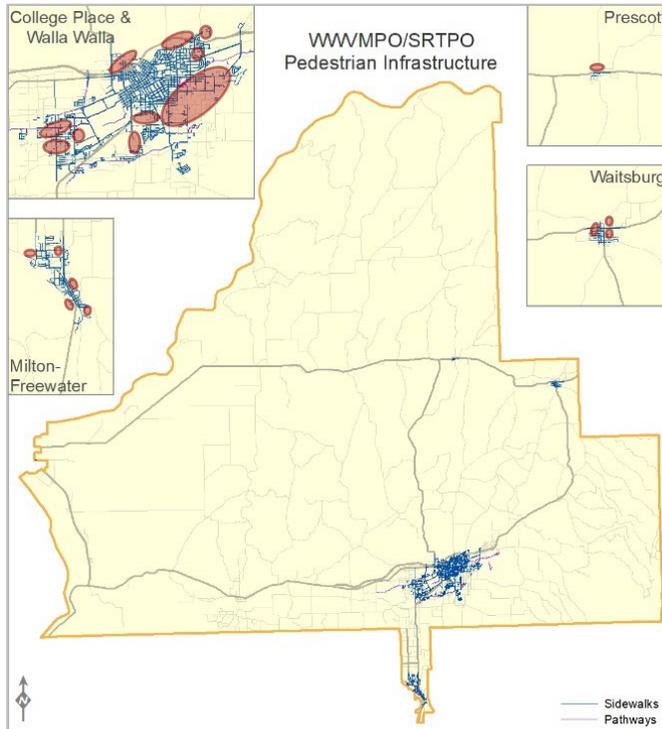
## Walk, Bike, and Roll

Active transportation modes – including walking, biking, and rolling (e.g., scooter, skateboard, wheelchair) – are indispensable parts of Walla Walla Valley’s transportation system. These modes provide mobility options that are beneficial to individuals, community, and environmental health, in a time when society at large is struggling with climate change and increased mortality due to sedentary lifestyles.

Walking represents the **first and last segment** of every trip for every transportation user, and sidewalks and paved pathways are the primary pedestrian facilities in Walla Walla Valley communities:

- ◆ Since 2021, an additional 26 miles of sidewalks were built for a total of 338 miles.
- ◆ Walla Walla Valley communities still lack sidewalks along many miles of city roads. Selected areas with substantial gaps are highlighted in the map.

The region has also completed a location inventory of its sidewalks and pathways, partly building on work done by the City of Walla Walla, and partly accomplished through the [Blue Mountain Region Trails \(BMRT\)](#)

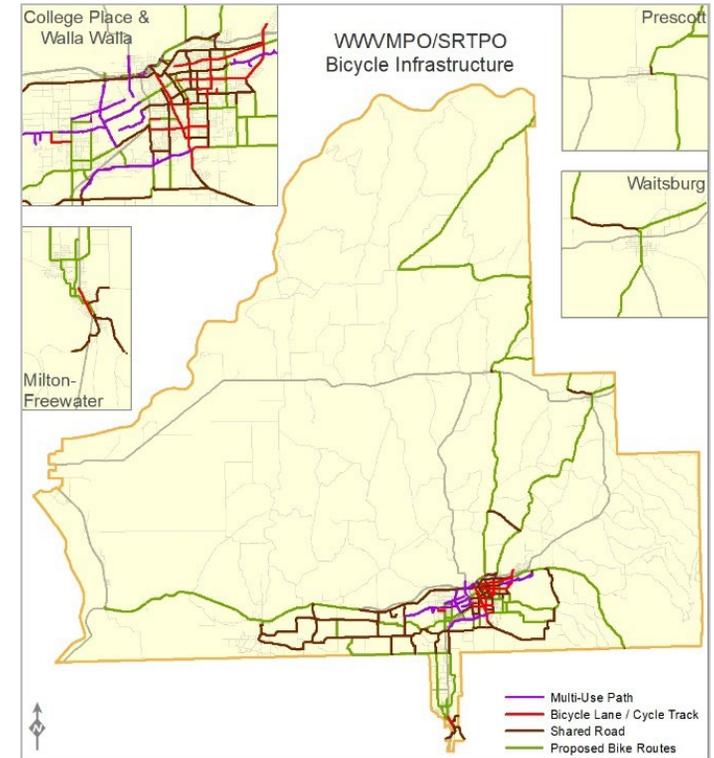


planning effort. Although the location of all pedestrian elements is now catalogued, for a large number of facilities the condition is still unknown.

It is important to remember that a single missing ADA curb ramp is an insurmountable barrier for someone who depends on a wheelchair.

In the Walla Walla Valley, three different types of bicycle infrastructure play a prominent role – off-road multi-use pathways, dedicated bike lanes or cycle tracks, and routes shared with traffic.

- ◆ Since 2016, 3.3 miles of new bike lanes and 2.1 miles of new multi-use pathways have been built for a total of 41 miles in addition to the 103 miles of shared bike routes.
- ◆ As part of the BMRT effort, important inter-community connections, accounting for an additional 275 miles, have been identified. These higher-level regional connections are highlighted in the map.



The majority of BMRT walking and biking, regional community connections do not have dedicated funding, and local entities must pursue grant opportunities to move the implementation forward.



### Challenges and Opportunities

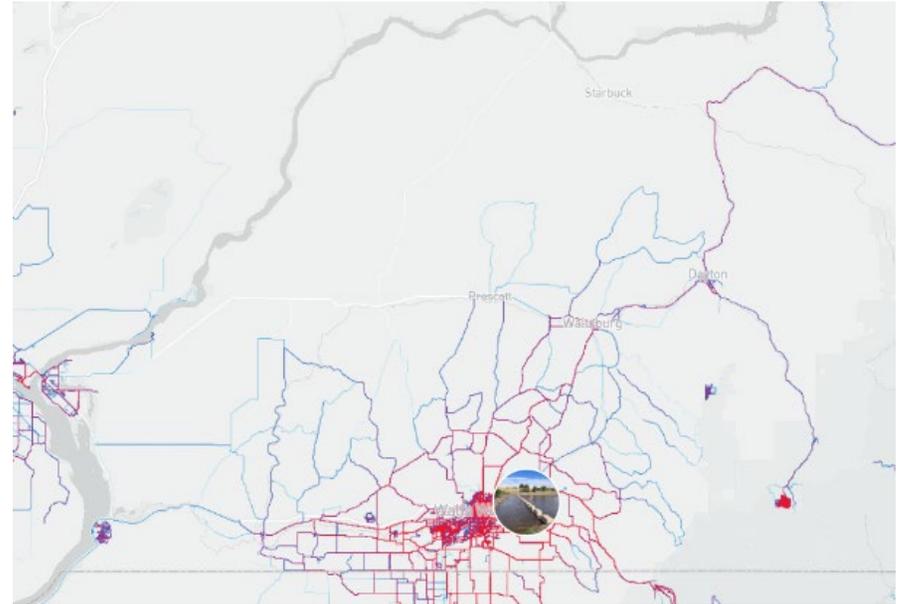
Pedestrians and bicyclists, considered vulnerable transportation users, accounted for 0 of the 8 fatalities during the most recent five-year period—a significant improvement since the last update.

During that timeframe, there were a total of 106 crashes involving pedestrians and/or bicyclists in the region. While there were no fatalities, 20 crashes resulted in suspected serious injuries. Based on Walla Walla Valley-specific records, the fatality risk for bicyclists and pedestrians involved in traffic crashes has decreased significantly compared to drivers; however, the risk of serious injury remains relatively high.

Motor vehicle speeds are a contributing factor to the severe outcomes for pedestrians and bicyclists. National research<sup>e</sup> has shown that if a pedestrian is hit by a vehicle traveling 20 mph, the person has a 5% likelihood of being killed and a 65% chance of an injury; at 40 mph the



fatality rate rises to 85%. Even at lower speeds, older adults, aged 65 years or more, have a fatality risk almost twice as high as the rate for a person aged 25 to 44. Literally, lives can be saved by making sure that in areas with pedestrians or bicyclists, the **speed limits** are set appropriately.



Source: *Strava Heat Map*

The Walla Walla Valley has very limited **coverage of active transportation counts**. To address the lack of data, the WWVMO/ SRTPO has recently become a local government partner with Strava | Metro, a ride/run/walk-tracking application provider, who collects human-powered transport information, aggregates, de-identifies, and contextualizes the data, and then shares it with local governments for planning purposes. The image above is an example of a Strava “Heatmap”, showing pedestrian and bicyclist activity.

<sup>e</sup> FHWA, <https://highways.dot.gov/safety/hsip/shsp/shsp-resourcesand> National Highway Traffic Safety Administration (NHTSA), <https://www.nhtsa.gov/vehicle-safety-research>

Active transportation facilities that are accessible, direct, and connected have been shown to improve safety for everyone using the roadway system, enhance economic vitality, and boost overall quality of life.

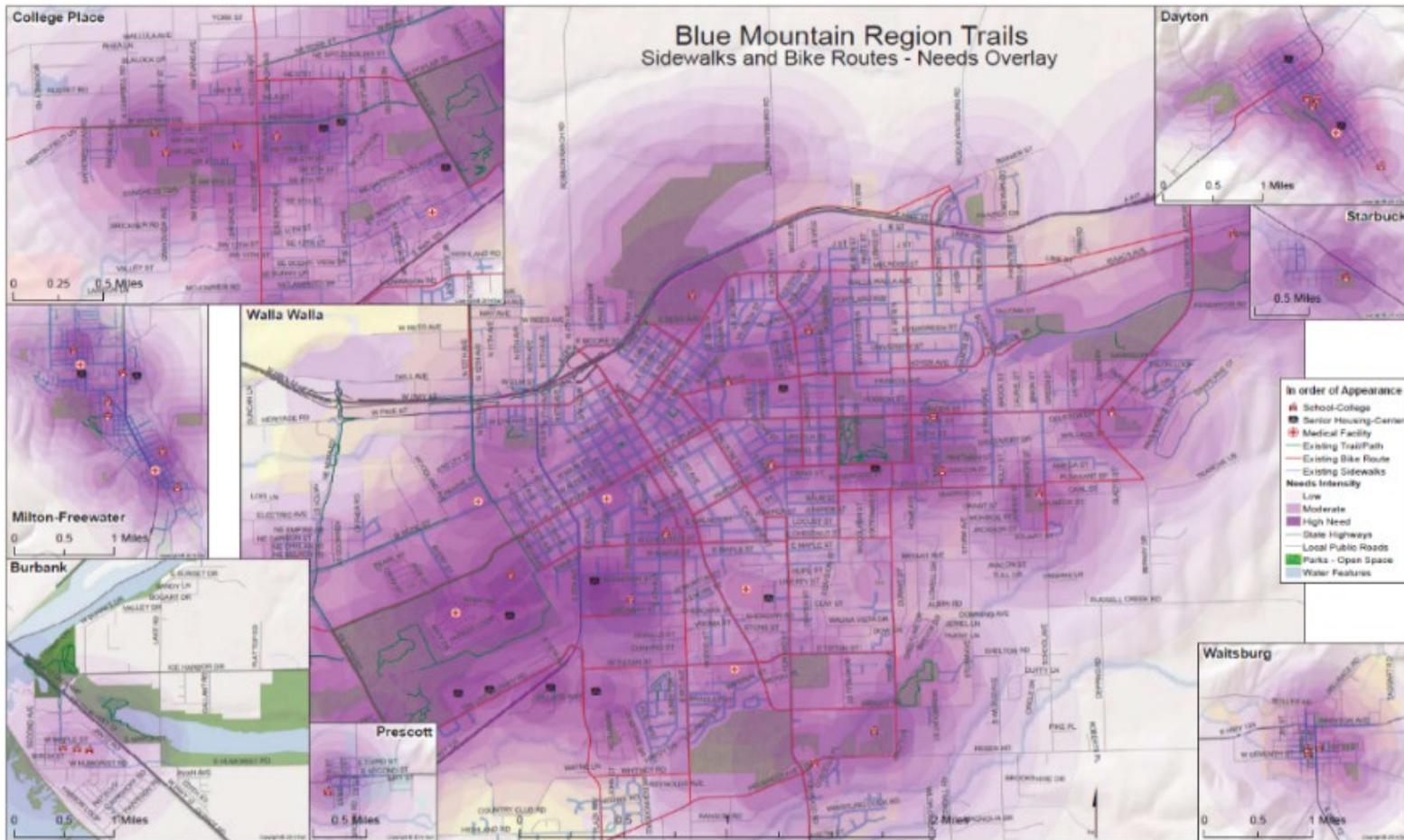
Walking, biking, or rolling is not necessarily stopped, but may be deterred by poor or missing infrastructure. Gaps in the existing network and a lack of connectivity result in

longer, indirect travel between destinations, or lead to potentially unsafe situations.

Knowing of the considerable gaps in the active transportation network, the region developed a **location-based needs** assessment that takes into account overlapping proximity to senior housing, medical facilities, schools and higher education facilities, parks and green spaces,

trails, “Main Streets” and downtown areas, public transit, and income.

In order to help differentiate the many needs, BMRT public workshop participants completed a prioritization exercise and collectively ranked **proximity to trails** as the highest priority, followed by a very close grouping of **schools, main streets, and parks**.



The WWVMPO/SRTPO suggests that the assessment of active transportation elements also account for **condition- and context-based** level of service (LOS) indicators:

### Sidewalk LOS Metrics

- ◆ Width and ADA compliance
- ◆ Route directness to activity centers
- ◆ Quality
  - ◆ Surface conditions and drainage
  - ◆ Vertical clearance
  - ◆ Horizontal clearance
  - ◆ Obstructions, permanent or temporary
- ◆ Safety and Security
  - ◆ Lighting
  - ◆ Activity levels
  - ◆ Window coverage
  - ◆ Bike racks
  - ◆ Driveway or alley access conflicts
- ◆ Roadway crossings
  - ◆ Quality and frequency
  - ◆ Crossing width and angle
  - ◆ Signal wait time, detection, or activation
  - ◆ Length of clearance interval
  - ◆ Sight distance and visibility
  - ◆ Location of crossing in relation to intersection
  - ◆ "Right on Red" policies
- ◆ Railroad Crossing
  - ◆ Crossing angle and surface
  - ◆ Warning signage
  - ◆ Flange opening or rubber filler

- ◆ Traffic stress
  - ◆ Lack of or insufficient width of buffer
  - ◆ Traffic speed
  - ◆ Traffic volume
  - ◆ Traffic mix, presence of freight trucks
  - ◆ Pinch points on bridges
- ◆ Comfort features
  - ◆ Street calming and bulb-outs
  - ◆ Aesthetics, comfort, and rest areas
  - ◆ Wayfinding signage
  - ◆ Transit access

### PLUS... Additional Metrics for Multi-Use Off-Road Pathways

- ◆ Degree of separation from roadway
- ◆ Quality
  - ◆ Gentle grade
  - ◆ Modal mix (walk, bike, roll)
  - ◆ Width in line with modal mix
  - ◆ Design speed in line with modal mix
- ◆ Safety
  - ◆ Horizontal clear zone, curve radii, and sight distance
  - ◆ Lane markings to indicate direction

### LOS Metrics for Bike Lanes

- ◆ Lane width and position
- ◆ Route directness to activity centers
- ◆ Quality
  - ◆ Surface condition
  - ◆ Obstructions
  - ◆ Lane markings
  - ◆ Lighting

- ◆ Safety
  - ◆ On-street parking turnover and orientation
  - ◆ Driveway or alley access conflicts
- ◆ Intersections
  - ◆ Quality and frequency
  - ◆ Cycle box, detection, and signal
  - ◆ Crossing width and clearance interval
  - ◆ Sight distance and visibility
- ◆ Railroad Crossing
  - ◆ Crossing angle and surface
  - ◆ Warning signage
  - ◆ Flange opening or rubber filler
- ◆ Traffic stress
  - ◆ Lack of or insufficient width of buffer
  - ◆ Traffic speed
  - ◆ Traffic volume
  - ◆ Traffic mix, presence of freight trucks
  - ◆ Pinch points on bridges
- ◆ Comfort features
  - ◆ Advisory signage for drivers
  - ◆ Wayfinding signage



### PLUS... Additional Metrics for Shared Bike Routes Specifically

- ◆ Shoulder width, surface quality, and clear zone



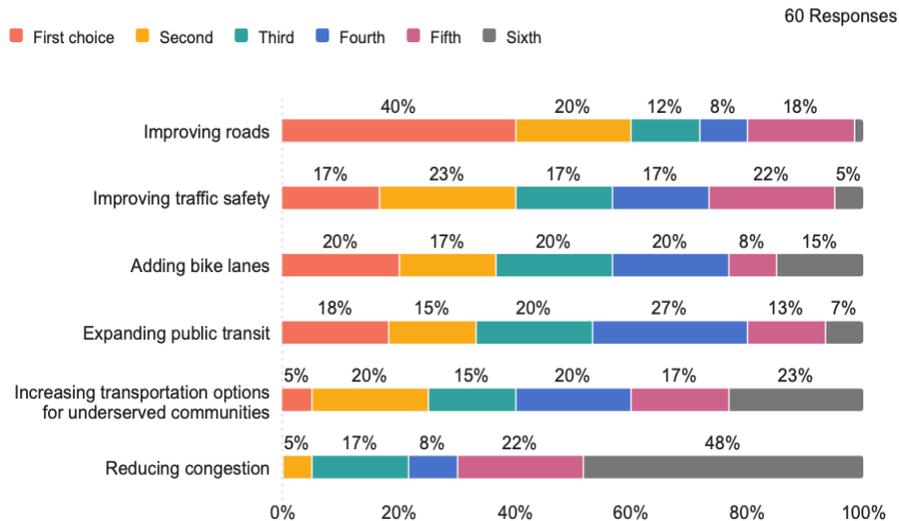
As previously mentioned, this assessment data has not yet been collected for the entire region. However, integrated with the location inventory, a complete understanding of the condition and context for all elements of active transportation will allow the WWVMPO/SRTPO and its member entities to better formulate needed investments, for which much-needed funding will have to be pursued.

The need for such investments was also clearly articulated by the

public during the 2045 Plan outreach, where primary active transportation concerns accounted for most of all comments:



### How would you prioritize the following for future transportation investments in the region?



Source: Public Engagement Activity Result

## Public Transit

The critical mobility needs of older adults, children and youth, persons with disabilities, minority populations, and low-income residents or those without a private automobile must often be met by public transit services. As a very important component of the overall transportation system, these services focus on improving accessibility and provide vital mobility options for the Walla Walla Valley and its residents.

In 2025, a wide variety of traditional and expanded public transit services were offered within the region.

- ◆ Traditional **fixed-route** transit service is operated with fully accessible vehicles along a prescribed route and according to a fixed schedule. Most of us will associate buses with this type of service.



- ◆ Alongside fixed-route service, providers also offer **Dial-a-Ride** or paratransit (a demand-response service), which uses lift-equipped mini-buses or taxis to transport people with mobility limitations,

if these limitations prevent them from using the regular fixed-route service.

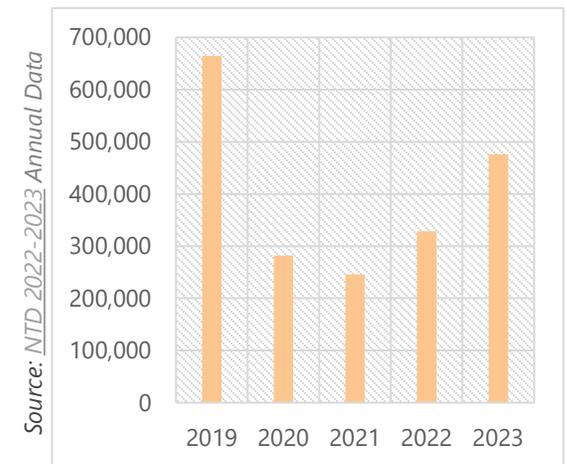


- ◆ **Demand-response** service encompasses a wide variety of public transit offerings, where transportation is provided in response to a request from passengers. Not operated along a fixed route, transit vehicles are dispatched on request to pick up passengers and take them to their desired destination.
- ◆ **Vanpools** (also a demand-response service) are designed for people who need to go longer distances and are interested in sharing a ride with others. A public transit provider may lease passenger van to a rideshare group, as long as the commute either begins or ends in the provider's service area.
- ◆ Similar but distinct from vanpools, ride-sharing commuters may use their own vehicles as part of a **carpool**. The initial carpool formation may, or may not, be facilitated by a public transit provider.
- ◆ **Route deviation**, flex routes, or deviated fixed routes have a regular route, but may deviate on request or by prior reservation, which is useful in rural areas or during off-peak hours.

Within the Walla Walla Valley region, a meaningful variety of these public transit services is provided by Valley Transit and Milton-Freewater Public Transportation.

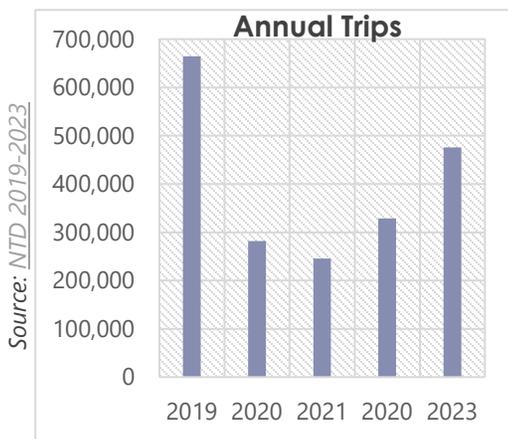
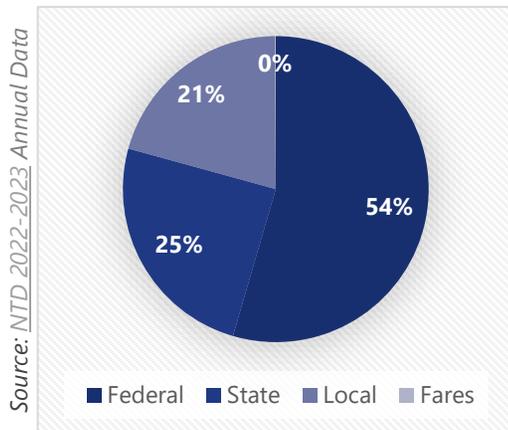
- ◆ **Valley Transit** is a board-governed, municipal corporation and its services are funded through state and federal grants, as well as a local sales tax tied to its Public Transportation Benefit Area.

**Valley Transit:** Average Annual Funding \$6.9 million for Operation and Capital



- ◆ **Milton-Freewater Public Transportation** is a contracted service, paid for by the City of Milton-Freewater and funded through a local option tax, as well as a variety of state and federal sources. The city is no longer part of the Metropolitan Planning Area (MPA); however, some bus routes continue to extend into the MPA. Therefore, related financial revenues are still reported.

**City of Milton-Freewater & Kayak Public Transportation:** Average Annual Funding \$3.3 million for Operation and Capital



Several additional public transit providers headquartered outside of the Walla Walla Valley make frequent trips to the region and, through shared transfer locations, allow public transit riders to connect between local and regional intercity routes and systems. Both local and intercity transit providers participate in the [itranstNW](#) online, real-time bus info and trip planning tool, which assists patrons in finding available transit options.

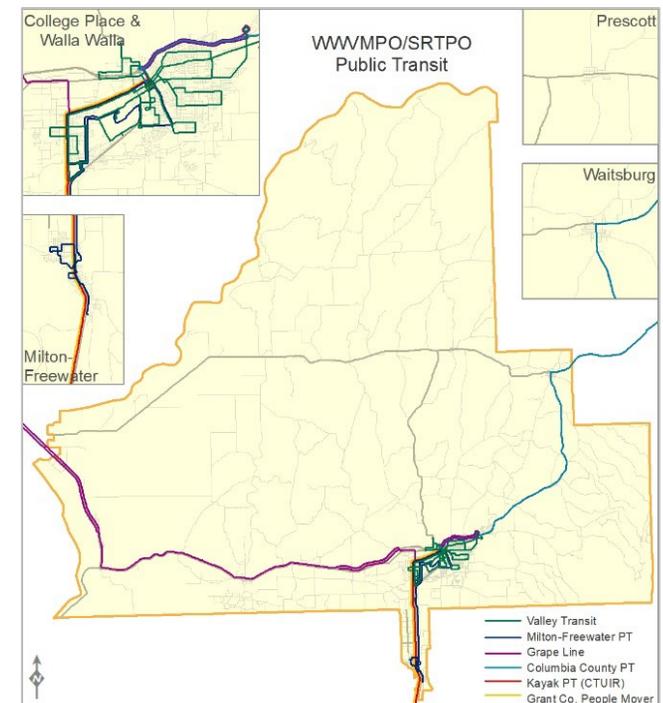


- ◆ The Confederated Tribes of the Umatilla Indian Reservation (CTUIR) operates **Kayak Public Transit**, which offers several fare-free commuter routes in northeast Oregon and one in southeast Washington.
- ◆ Based in the neighboring City of Dayton, **Columbia County Public Transportation** provides demand-response service to all Columbia County residents, as well as Waitsburg and Dixie passengers in route to Walla Walla.
- ◆ Located in John Day, Oregon, the **Grant County People Mover** offers demand-response service, which also includes a once-weekly round-trip between Prairie City, Monument, and Walla Walla.
- ◆ The **Grape Line** is a contracted service managed by WSDOT. In response to the

shutdown of Greyhound’s direct route to Walla Walla, the Grape Line connects the region to the Tri-Cities’ Ben Franklin Transit, Airport, Amtrak, and Greyhound services.



Once a connection has been made to a regional intercity system, passengers have access to additional transportation service providers, such as Amtrak and Greyhound, which offer nationwide destinations.



The following table offers an overview of all services provided to Walla Walla Valley residents by both in- and out-of-region public transit providers:

| Agency & Service Area  | Service Type                    | Service Days        | Service Hours                           | Trips   | Vehicle Miles | Vehicle Hours | Vehicles at Max. Service | Operating Budget |
|--|---------------------------------|---------------------|---|---------|---------------|---------------|--------------------------|------------------|
| <b>Valley Transit</b><br><i>Walla Walla College Place</i>  | Local Fixed-Route               | Weekday             | 6:15 am - 5:45 pm                       | 484,518 | 319,689       | 24,503        | 13.3                     | \$3,910,935      |
|  | Flex Routes & Connector Shuttle | Weekday<br>Saturday | 5:50 pm - 9:10 pm<br>10:45 am - 6:10 pm | 40,225  | 128,830       | 12,906        | 6.6                      | \$ 1,764,530     |
|  | Dial-a-Ride                     | Weekdays            | 6:15 am - 5:45 pm                       |         |               |               |                          |                  |
|  | Job Access                      | Daily               | 5:00 am - 11:30 pm                      |         |               |               |                          |                  |
|  | Vanpool                         | Daily               | Varies                                  | 10,732  | 95,377        | 1,841         | 7.5                      | \$ 290,645       |
| <b>Milton-Freewater Public Transportation</b><br><i>Milton-Freewater College Place Walla Walla</i> | Intercity Fixed-Route           | Weekday             | 7:50 am - 2:40 pm                       | 3,402   | 30,016        | 1,960         | 11.7                     | \$177,996        |
|  | Demand Response Taxi            | Weekday<br>Saturday | 7:00 am - 6:00 pm                       | 2,233   | 2,559         | 364           | 1                        | \$127,773        |
| <b>Kayak Public Transit</b><br><i>Morrow, Umatilla, and Union Counties Walla Walla</i>             | Local Fixed-Route               | Weekday             | 7:00 am - 6:05 pm                       | 25,843  | 112,177       | 7,996         | 8.6                      | \$977,326        |
|  | Intercity Fixed-Route           | Weekday<br>Saturday | 4:30 am - 8:40 pm                       | 40,852  | 321,905       | 9,581         | 4.6                      | \$1,728,329      |
| <b>Columbia County Public Transportation</b><br><i>Columbia County Walla Walla</i>                 | Demand Response                 | Weekday             | 7:00 am - 7:00 pm                       | 58,547  | 222,529       | 9,074         | 6.8                      | \$ 1,702,145     |
|  | Vanpool                         | Weekday             | Varies                                  | 918     | 9,521         | 316           | 7                        | \$7,096          |
| <b>Grant County People Mover</b><br><i>Grant and Umatilla Counties Walla Walla</i>                 | Demand Response                 | Weekdays            | 7:00 am - 6:00 pm<br>9:00 am - 4:00 pm  | 25,734  | 284,439       | 18,499        | 6                        | \$882,045        |
|  |                                 | Saturdays           |   |         |               |               |                          |                  |
| <b>Grape Line</b><br><i>Walla Walla Valley and Tri-Cities Area</i>                                 | Intercity Fixed-Route           | Every Day           | 6:15 am - 10:25 pm                      | 4,350   | 123,310       | n/a           | 1                        | \$447,794        |

Source: WWW/MPO/SRTPO CPT-HSTP transit provider data; National Transit Database (NTD) 2023 data - <https://www.wsdot.wa.gov/publications/manuals/fulltext/m3079/spt.pdf> WSDOT 2023.

One service not included in the table, but serving a particularly important need – specifically, Non-Emergency Medical Transport (NEMT) – is provided by People For People, headquartered in Yakima. Walla Walla County falls within their 12-county area for NEMT services.

## Challenges and Opportunities

There is a marked need for investments in transportation alternatives that do not require private vehicles, so as to bolster **universal access to essential services** as well as to promote **mobility** for children and youth, older adults, persons with disabilities, and individuals whose income does not support car ownership. Public transit services are a particularly suitable alternative.



Within the urbanized area of the Walla Walla Valley region, **transit coverage** is excellent. 80% of the households in the cities of College Place, Milton-Freewater, and Walla Walla are served by existing public transit routes. However, **service frequency** during evening hours and on Saturdays is limited and Sunday service is unavailable. Additionally, several of the forecasted residential and commercial **growth areas** are not currently served.

Rural areas and communities outside of the urbanized area, such as Lowden, Prescott, Touchet, Valle Lindo, and Vista Hermosa, are in what is commonly referred to as **transit deserts**, as they do not have access to either regular fixed-route or demand-response service. Without further public transit investments in these transit deserts,

older adults wishing to “**age in place**” in the rural communities of the region will face significant mobility challenges.

The existing **dial-a-ride** and **demand-response** service for persons with disabilities, as well as older adults who no longer drive, is both beneficial and important. However, current capacities are strained and, outside of weekday-only service hours, private options, such as ADA-equipped taxi services, are expensive. Furthermore, accessible Non-Emergency Medical Transport is available only to Medicaid recipients.

Accessibility is also an important factor in assessing current public transit infrastructure and passenger amenities. At this time, 13.4% of all bus stops in the region, including unsigned flag stops, are currently **not ADA accessible**, presenting a barrier for persons with mobility disabilities, and 6.3% of all bus stops have **no sidewalk** connection.

**Intercity** services are present and connect the Walla Walla Valley to neighboring regions. However, overall **service levels** and **fare prices**, poorly timed connectivity at transfer points and, in some cases, out-of-direction travel and circuitry of routing, act as a deterrent to increased use.

In addition to the concerns already raised, the various outreach activities with transportation service providers, stakeholders, and the public in support of the 2022 development of the Coordinated Public Transit - Human Services Transportation Plan and the also brought to light the following additional issues:

- ◆ There is significant need for increased **coordination** among current public transit services in order to reduce duplication and maximize timing and integration on shared routes.
- ◆ Substantial **efficiencies** for both public transit providers and their patrons may be achieved through seamless transfers, fare integration, coordinated service planning and, particularly, collective marketing.



Coordinated Public  
Transit - Human Services  
Transportation Plan

November 2022



Valley Transit- **Comprehensive Operational Analysis**, which studies all of Valley Transit services and intermodal linkages. The recent changes in Valley Transit’s service area are attributed to community growth, the relocation of existing ride-generators, and new major ride-generators, all of which have placed greater emphasis on improving the provider’s operational efficiency and effectiveness through informed system redesign.

Milton-Freewater Public Transportation is considering a similar type of assessment.



## Freight and Interregional Passenger Transport

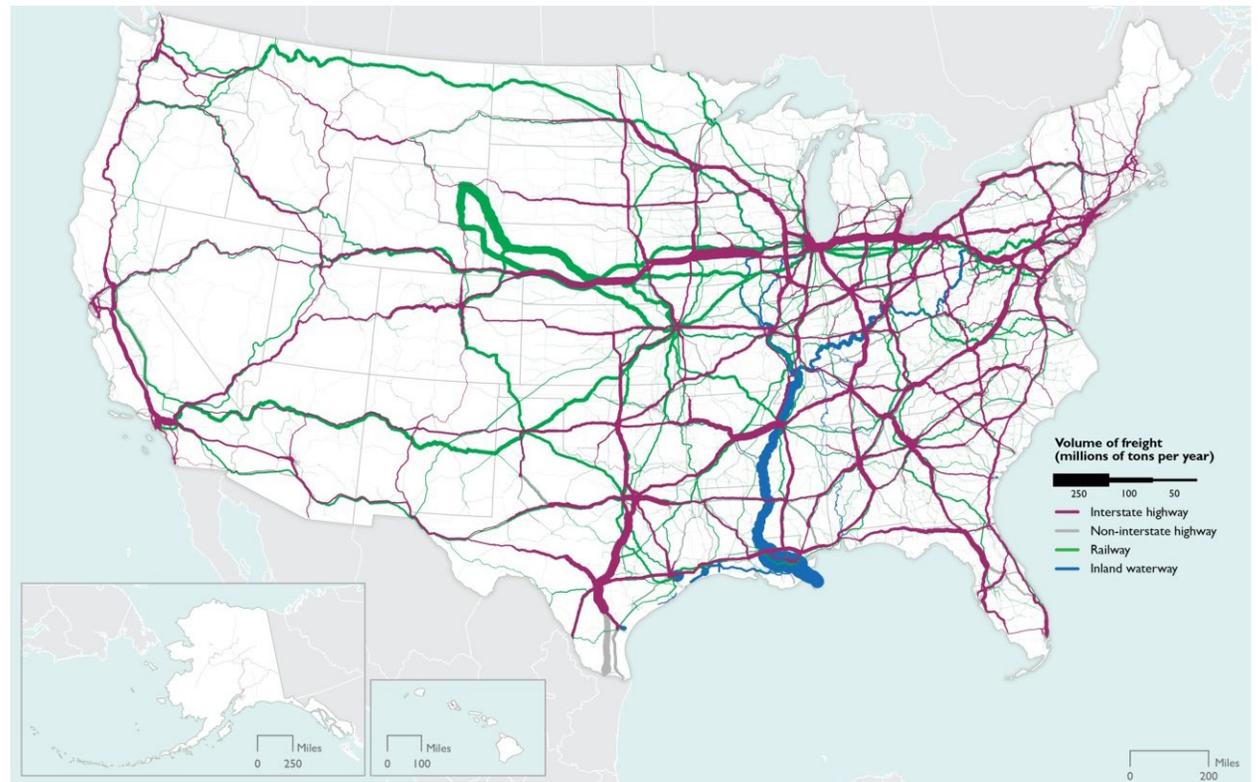
The Walla Walla Valley’s connection to inter-regional, national, and international markets, as well as materials, is essential to the economic vitality of the region. Through the movement of freight – by air, pipeline, rail, truck, or barge – the region can export locally grown and manufactured goods and import those items which are not produced nearby. Similarly, passenger movements to and

from the Walla Walla Valley to interregional, national, or international destinations are also facilitated by a variety of modes. The adequacy and connectivity of the multi-modal freight and passenger transportation networks significantly impacts the cost and speed of those movements.

### Intermodal Freight

Freight movements affecting the Walla Walla Valley are not analyzed in a vacuum, as the larger statewide and national context directly impacts the number of trucks and trains on local roadways and tracks.

The WWVMPO/SRTPO uses the Freight Analysis Framework (FAF), now in its fifth iteration, since the nationwide information augments the limited local freight data and visualizes how the region is connected to the much larger network. The FAF data captures **inbound, outbound, and intraregional freight, as well as through movements** – shipments which neither start nor end within the Walla Walla Valley but still affect the region’s infrastructure capacity and condition.



Source: Bureau of Transportation Statistics (BTS) - <https://www.bts.gov/freight-flows-highway-railway-and-waterway-2017>

The U.S. growth in population, households, employment, and commerce drives freight movements, and projected growth will result in even greater demand. Between 2010 and 2023, the U.S. population grew by just under 0.6%, while the U.S. economy, measured through its gross domestic product (GDP), increased by 4.52%.

Employment has also recovered from the recession in the prior decade and, although foreign trade no longer seems to expand at the high rate shown previously, it is still outpacing the overall economy, having grown by 2.41%.

In line with this recent growth in population, GDP, and foreign trade, the FAF forecasts that Imports and exports are projected to grow more rapidly—at 1.9 percent and 1.3 percent, respectively—while growth in domestic flows moderates to 1.1 percent, partly due to slower long-term growth in U.S. domestic output and shifts in energy consumption in between 2017 and 2050.<sup>f</sup>

| U.S. Growth  | 2000       | 2010       | 2019       | 2023       | 2000-2019<br>Growth/<br>Year | 2010-2023<br>Growth/<br>Year |
|--|------------|------------|------------|------------|------------------------------|------------------------------|
| <b>Population</b><br>(thousands)                             | 281,422    | 309,322    | 328,240    | 334,914    | 0.81%                        | 0.61%                        |
| <b>Households</b><br>(thousands)                             | 104,705    | 117,538    | 128,579    | 145,333    | 1.09%                        | 1.65%                        |
| <b>Median Household Income</b> (2019 \$)                     | 62,512     | 57,904     | 68,703     | 77,719     | 0.50%                        | 2.29%                        |
| <b>Civilian Labor Force</b><br>(thousands)                   | 142,583    | 153,889    | 163,359    | 117,742    | 0.72%                        | -2.04%                       |
| <b>Employed</b><br>(thousands)                               | 136,891    | 139,064    | 157,538    | 164,346    | 0.74%                        | 1.29%                        |
| <b>Business Establishments</b><br>(thousands)                | 7,070      | 7,397      | 7,959      | 8,361      | 0.63%                        | 0.95%                        |
| <b>Gross Domestic Product</b><br>(millions, chained 2012 \$) | 13,130,987 | 15,598,753 | 19,091,662 | 27,721,000 | 1.99%                        | 4.52%                        |
| <b>Foreign Trade</b><br>(millions, \$)                       | 2,535,613  | 4,247,727  | 5,633,389  | 5,786,000  | 4.29%                        | 2.41%                        |

Source: : BTS - <https://www.bts.gov/economic-and-social-characteristics-us>; Bureau of Economic Analysis (BEA) - <https://www.bea.gov/news/glance>; Macrotrends - <https://www.macrotrends.net/global-metrics/countries/usa/united-states/gdp-gross-domestic-product>

<sup>f</sup> FAF - <https://ops.fhwa.dot.gov/publications/fhwahop22037/fhwahop22037.pdf>

| Freight Tonnage ('000) | Truck  | Pipeline | Rail    | Water  | Air (truck/air) | Multiple (mail) | Other / Unknown | Total  |                |
|------------------------|--------|----------|---------|--------|-----------------|-----------------|-----------------|--------|----------------|
| Oregon                 | 2024   | 158,182  | 7,268   | 3,431  | 3,485           | 0.2             | 534             | 175    | <b>173,076</b> |
|                        | 2045   | 224,865  | 10,366  | 7,544  | 5,695           | 0.4             | 825             | 219    | <b>249,514</b> |
|                        | Growth | 70.34%   | 70.11%  | 45.47% | 61.19%          | 54.05%          | 64.81%          | 79.77% | <b>63.68%</b>  |
| Washington             | 2024   | 266,619  | 53,360  | 38,149 | 15,167          | 0               | 4,073           | 346    | <b>443,981</b> |
|                        | 2045   | 378,177  | 48,281  | 57,733 | 19,696          | 3.5             | 9,966           | 21     | <b>515,035</b> |
|                        | Growth | 70.50%   | -90.48% | 66.07% | 77.00%          | 0.004%          | 40.87%          | -5.91% | <b>53.89%</b>  |

Source: Source: FAF 2024 and 2045 data - <https://faf.ornl.gov/faf5/SummaryTable.aspx>

◆ Key Technology – 405

Based on the same FAF data, state-specific freight tonnage for Oregon and Washington is predicted to grow by 3.3% and 2.5% per year through 2045, resulting in 63.68% more freight for Oregon and 53.89% more for Washington.

Although statewide truck freight is not projected to grow at the fastest rate through 2045, it will nonetheless remain the dominant mode, accounting for about 70% of all tonnage moved in both states. The highest growth rate in Oregon is forecast for the “Other/Unknown” category at 79%, while in Washington, waterborne freight is expected to grow the most, at 77%.

More localized freight data is sparse and the WWVMPPO/SRTPO relies on its member entities to share what information may be available. In taking a closer look at **major employers** and **freight generators** within the region, the mix of commodities moved to market becomes much more apparent.

| Route              | Segment                                      | Tonnage/Year | 2022 Trucks/Day | Truck % |
|--------------------|--|--------------|-----------------|---------|
| <b>US 730</b>      | Franklin/Walla Walla Co. line to US 730      | 17,320,000   | 3,100           | 19.6%   |
| <b>US 12</b>       | Heritage Rd to US 12                         | 1,320,000    | 370             | 7.8%    |
| <b>SR 125</b>      | Myra Rd to SR 125 SP                         | 2,710,000    | 600             | 5.3%    |
| <b>Myra Rd</b>     | Oregon State Line to Myra Rd                 | 3,510,000    | 760             | 5.0%    |
| <b>Us 12</b>       | Oregon State Line to US 12 (Wallula)         | 10,920,000   | 1,700           | 50.6%   |
| <b>SR 125</b>      | SR 125 SP to Washington State Penitentiary   | 970,000      | 270             | 8.9%    |
| <b>SR 125</b>      | SR 125 Spur to Walla Walla/Columbia Co. line | 2,710,000    | 570             | 17.2%   |
| <b>SR 125</b>      | SR 125 to Heritage Rd                        | 1,150,000    | 330             | 6.9%    |
| <b>US 12</b>       | US 12 (Burbank) to US 12 (Waitsburg)         | 2,150,000    | 430             | 18.3%   |
| <b>Spur SR 125</b> | US 730 to SR 125 Spur                        | 6,000,000    | 1,200           | 16.3%   |
| <b>Spur</b>        | Wallula Spur                                 | 3,420,000    | 510             | 33.3%   |
| <b>SR 124</b>      | Washington State Penitentiary to SR 124      | 3,70,000     | 89              | 12.1%   |

Source: WSDOT - <https://wsdot.wa.gov/construction-planning/statewide-plans/freight-plans>

According to the latest data compiled by the Port of Walla Walla, some of the largest employers in the region are found in agriculture and manufacturing.

- ◆ Broetje Orchards – 2,500 employees
- ◆ Tyson Fresh Meats – 1,460
- ◆ Packing Corporation of America – 456

- ◆ Nelson Irrigation – 190
- ◆ J. R. Simplot Company – 142

Agricultural products play a significant role, as Umatilla and Walla Walla Counties combined have over 2,600 farms, which annually produce crops and livestock worth \$901 million.<sup>78</sup> Nearby food processing

includes apple production, custom meat facilities, and wineries, all of which provide additional annual sales worth billions. While the Walla Walla Valley agriculture is chiefly identified with wheat, wine, onions, and fruit orchards, the region also produces a significant amount of alfalfa and alfalfa seeds.

Truck, rail, barge, and air transportation is readily available to deliver local produce and products to U.S. and international markets.



As expected, in the Walla Walla Valley a large portion of freight transportation is accomplished by **truck**, which is consistent with statewide data. As can be seen in the table, several state highways and local thoroughfares carry a significant amount of annual tonnage and the commercial vehicles represent a considerable portion of daily traffic



Rail service in the region is provided through a combination of **Class I and Short Line** railroads. The Union Pacific Railroad (UPRR) owns and operates tracks that connect Burbank to Lyons Ferry and tie into the nationwide UPRR network, including the segment between Walla Walla and Wallula operated by Columbia Rail. From the Attalia junction near Wallula, the Burlington Northern Santa Fe (BNSF) railroad offers connectivity to the Tri-Cities area and the remainder of the nationwide BNSF network. On tracks owned by the Port of Columbia, a

local firm (Columbia Walla Walla Railroad) offers freight service from Dayton in neighboring Columbia County through Walla Walla and Milton-Freewater to Weston in Oregon.



An essential component of the wheat distribution system in the region is the **Grain Train**, a partnership between WSDOT and the three local ports.



Source: WSDOT - <https://wsdot.wa.gov/sites/default/files/2021-10/2019-2040-State-Rail-Plan.pdf>

Within the Walla Walla Valley, the wheat is shipped by rail, truck, and barge. Established in the 1990s and jointly managed by WSDOT and the Ports of Moses Lake, Walla Walla, and Whitman County, the Grain Train carries wheat from eastern Washington areas to deep-water ports along the Columbia River. With 116 railcars, the Grain Train serves more than 2,500 cooperative members, including Walla Walla Valley farmers and, on average, it shuttles between 1,500 and 2,000 loads annually to barge ports or even larger trains.<sup>79</sup>

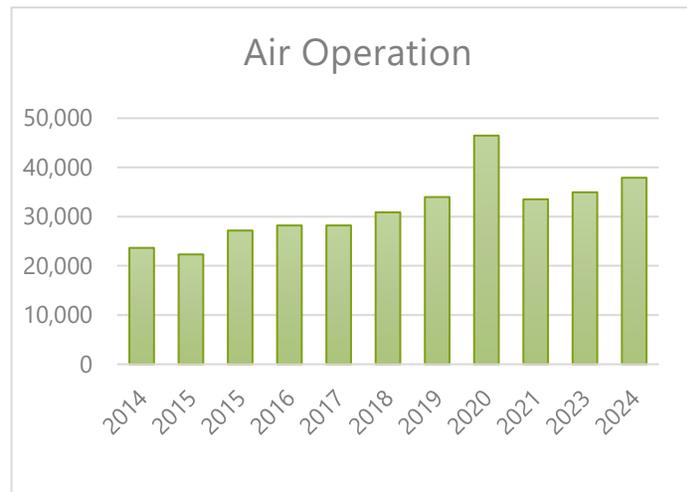
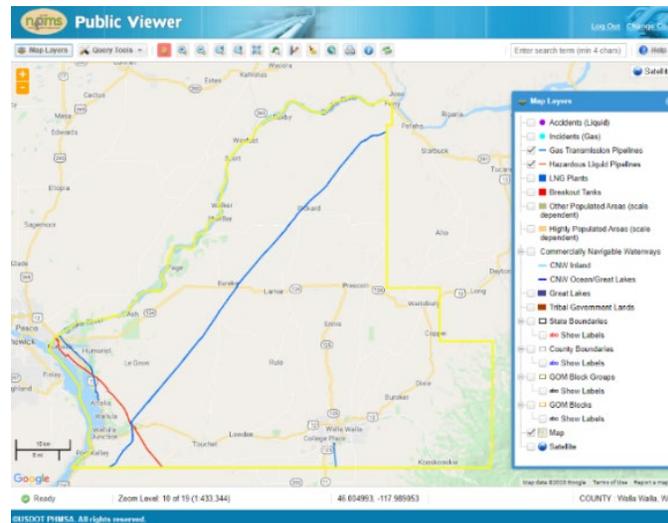


The Columbia and Snake Rivers are the principal **waterways** in the Walla Walla Valley and allow for the transport of bulk commodities on barges. Barging is one of the least-cost, most fuel-efficient modes of freight transportation.

Two main commodities moved out of the Walla Walla Valley are agricultural and paper products. Both rivers are included in WSDOT's designated waterway Freight and Goods Transportation System (FGTS). In 2021, Columbia and Snake Rivers carried 5.7 million and 4.2 million tons of freight,

respectively. Proper maintenance of the channels, locks, and dams ensures the continued viability of this system.

The Walla Walla Regional Airport (WWAR) accommodates both commercial air passenger as well as **air carrier** service.



Source: WWAR - [https://www.wallawallaairport.com/images/ATC\\_May.pdf](https://www.wallawallaairport.com/images/ATC_May.pdf)

In general, only high-value and time-sensitive goods are moved by air freight based on the relatively high transportation cost.

Over the life of the 2045 Plan, the tonnage and value of air freight is forecast to increase significantly. At this time, the air cargo capacity appears to be limited by the number of service providers. Nonetheless, based on the anticipated growth, air carrier operations at the Walla Walla Regional Airport should be monitored closely.

Within the region, there are two heliports and six additional airports, most of which are in private hands. Martin Field Airport, located west of College Place, is a privately owned community airport, which reported just under 7,900 local operations in 2019.<sup>80</sup>



Pipelines represent a highly efficient method of transporting natural gas or petroleum products but must be protected from damage or intentional sabotage.

Four **pipeline** operators are active across the Walla Walla Valley.

- ◆ Cascade Natural Gas
- ◆ Gas Transmission Northwest
- ◆ Northwest Pipeline (gas)
- ◆ Tesoro Logistics Northwest Pipeline (liquid)

Pipelines must be regularly inspected for public safety purposes, as they may carry flammable or hazardous materials. Within the region, no pipeline failures occurred, and no enforcement actions were taken against any of the pipeline operators within the last ten years.<sup>81</sup> Exact freight volumes are unknown.

### Interregional Passenger Transport

Within the Walla Walla Valley, interregional passenger transport is limited given the relatively small population size of the WWVMPO/SRTPO area.

Immediate interregional connections were already discussed within the earlier “Public Transit” section:

- ◆ Kayak Public Transit offers connections to Pendleton, La Grande, and Hermiston.
- ◆ Columbia County Public Transportation connects Walla Walla to Dayton and the Garfield County Transportation Service.
- ◆ The Grant County People Mover extends service to Prairie City and John Day.
- ◆ The Grape Line offers direct connectivity to Ben Franklin Transit, Amtrak, Greyhound, and the Tri-Cities Airport.

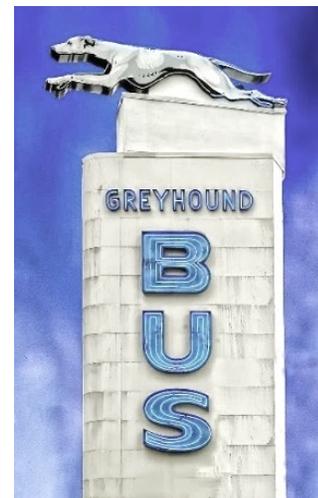
These regional transportation providers allow connections to destinations elsewhere in the state or nation.



Once in the Tri-Cities area, passengers can tap into a nationwide network of passenger rail and intercity bus service.

Via WSDOT’s Grape Line, passengers may access the **Amtrak** station, located at the Pasco Intermodal Station, from where the Empire Builder offers once-daily service to Portland in one direction and Spokane, Grand Forks, Fargo, Minneapolis, Milwaukee, and Chicago in the other direction.

The **Greyhound** station is also located at the Pasco Intermodal Station. There, direct connections are provided to Spokane, Seattle, Boise, and Portland, from which additional



destinations can be accessed, including Canada and Mexico.

In addition to air carrier operations, the **Walla Walla Regional Airport (WWRA)** provides multiple daily, commercial flights directly to the Seattle-Tacoma International Airport (SEA), where passengers are able to connect to nationwide and international destinations.

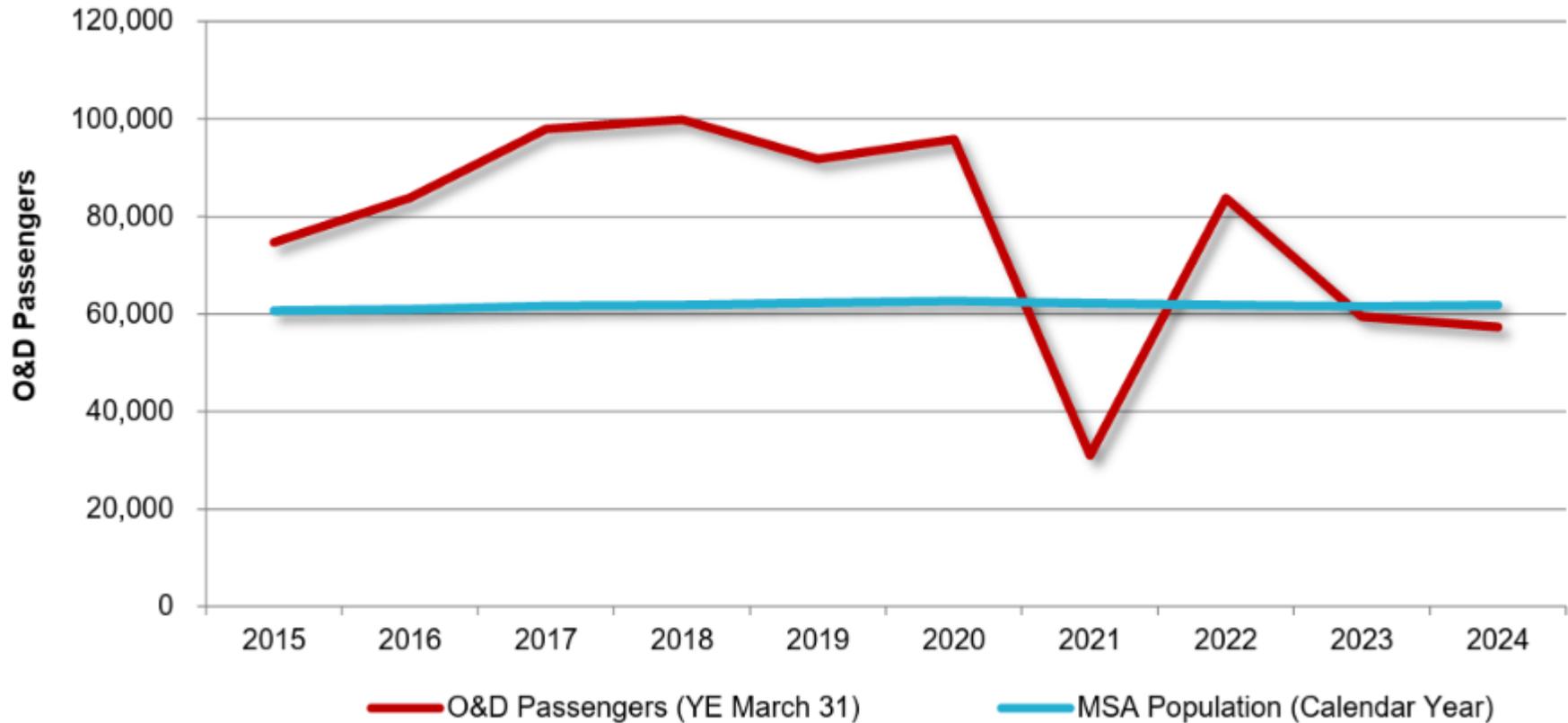
Due to its location on the periphery of the urbanized area, ground access to the airport relies heavily on private and for-hire automobiles. Valley Transit also offers service to the airport terminal on request, although the transit and flight schedules are not coordinated.



The Walla Walla Regional Airport (ALW) passengers declined to a 2.9% CAGR for the year ended March 31, 2024, and volumes remain below pre-pandemic levels. The chart below shows origin and destination passenger trends at ALW from 2015 to 2024, compared with population trends.

The Walla Walla, WA Metropolitan Statistical Area (MSA) is used as a proxy for the Walla Walla Regional Airport (ALW) catchment area population. Over this 10-year period, passenger traffic declined to a 2.9% CAGR, while the population grew at a 0.2% CAGR.

### Exhibit 3.2 Passengers and Population Trends



Source: WWRA - [https://www.wallawallaairport.com/images/2024\\_Passenger\\_Demand.pdf](https://www.wallawallaairport.com/images/2024_Passenger_Demand.pdf)

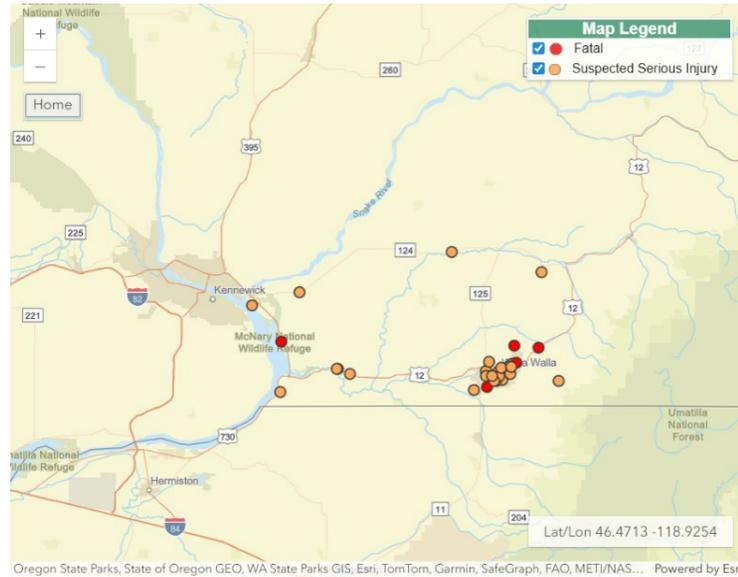
## Challenges and Opportunities

The Walla Walla Valley does not have a direct Interstate connection and therefore, the state highway system represents the lifeline for interregional transport as well as the majority of freight movements.

Of particular importance to the region is **U.S. Highway 12**, which the WWVMPO/SRTPO and its member entities have identified as a high priority project, with additional funding become available. Additional monies have already been programmed for construction acquisition associated with **Phase 8**, the final segment of the U.S. 12 improvement, which will implement the construction of a divided four-lane segment between Nine Mile Hill and Wallula.

Between 2015 and 2025(July), 6 fatality and 16 serious injury collisions occurred on the undivided two-lane stretch of U.S. 12 - Phase 8.

Phase 8 is not only paramount to the region's economic vitality, but it is also set to replace the current two-lane section of U.S. 12 that has a history of severe crashes.



Source: WSDOT Crash Data - <https://remoteapps.wsdot.wa.gov/highwaysafety/collisions/data/portal/public/>

**State Route 125** is part of the WSDOT's designated Freight and Goods Transportation System. On average, it carries over 4,200 trucks daily through one of the busiest commercial corridors within the City of Walla Walla. The parallel Myra Road, built with fewer driveway cuts and intersections, has already absorbed a large number of trucks since the roadway was completed several years ago. Improvements to the identification and signage of primary truck freight routes may bring additional relief, particularly in light of the predicted growth in truck freight volumes. FGTS currently has a FGTS class of T-2 for that segment but also shows 0 Truck AADT.

The rail line owned by the Port of Columbia has deteriorated over time and requires capital investment to restore it to a state of good repair. The Port is actively pursuing funding to support this effort. The rail network in the Walla Walla Valley has capacity limitations, as the track configuration at Wallula restricts the ability to expand freight traffic from Walla Walla.



The Walla Walla Valley is fortunate to be the home of a regional airport with daily commercial passenger flights. However, the **cost of airport operations** represents a financial burden, especially considering the required participation in the Federal Aviation Administration (FAA) control tower-cost sharing program. Furthermore, the long-term **viability of commercial passenger operations** must be supported through maintaining and growing usage volumes, which is key to retaining the service currently provided by Alaska Airlines.

In light of the forecasted 50% growth in truck freight volumes, the continued operation of the Grain Train is paramount. In its most recent strategic plan for the

program, WSDOT recommended that the number of cars in the fleet be increased to support unit trains of sufficient lengths to secure more favorable rates.

## Roadway System

The roadway network is an integral part of the community. It not only provides for the movement of automobiles, but regional roadways also offer right-of-way and infrastructure for public transit vehicles, pedestrians, and bicyclists. As such, roadways remain the primary component in addressing the region's transportation needs.

**1,304 miles of public roadways** exist within the Walla Walla Valley region, which is comprised of most of Walla Walla County and the northeast portion of Umatilla County. Limited financial resources dictate that the 2045 Plan focus on regionally significant highways, county roads, and city streets.

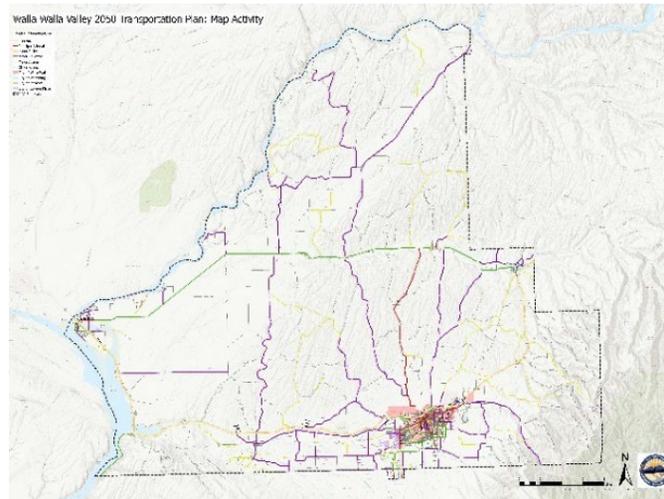
For the purpose of the 2045 Plan, the transportation network consisting of – public transit, pedestrian, and bicycle infrastructure, as well as navigable waterways, public use airports, railroads, and those public roadways that have a federal functional classification - are deemed to be regionally significant.

Of the total publicly maintained roadways, 144 miles are designated as U.S. and state highways. The remaining 1,137 miles consist

| Urban Area Classification | Distance Served | Speed Limit | Access Points | Traffic Volume | Lane Number | Significance |
|---------------------------|-----------------|-------------|---------------|----------------|-------------|--------------|
| Arterial                  | Long            | High        | Minimal       | High           | Many        | Regional     |
| Collector                 | Medium          | Medium      | Some          | Medium         | Some        | Subarea      |
| Local                     | Short           | Low         | Many          | Low            | Minimal     | Local        |

of other public roads, but only 515 of these meet the federal functional classification standards. Roads that meet these standards—primarily city and county routes—are eligible for federal transportation funding.

Serve two primary functions: **access** to specific locations and **movement** tied to distance, volume, and speed. The map shows regional roadways by functional class, along with the routes that are part of the National Highway System (NHS).



[WWVMPO/SRTPO Roadway Map](#) (Click to open)

The NHS includes Interstates, the Strategic Highway Network, and Major Intermodal Connectors, all of which support the nation's economy, defense, and mobility.



Due to their importance for produce and grain transport and thereby the region's economic vitality, select farm-to-market roads are included in the functional classification system, although they are unpaved and their **gravel surface** limits usability, dependent on weather conditions.



### Infrastructure Condition

As previously described in the “Performance Targets” section of the “Goal-Driven and Performance-Based” chapter, the National Highway System route conditions are monitored as part of the process prescribed by 23 CFR 490.307.

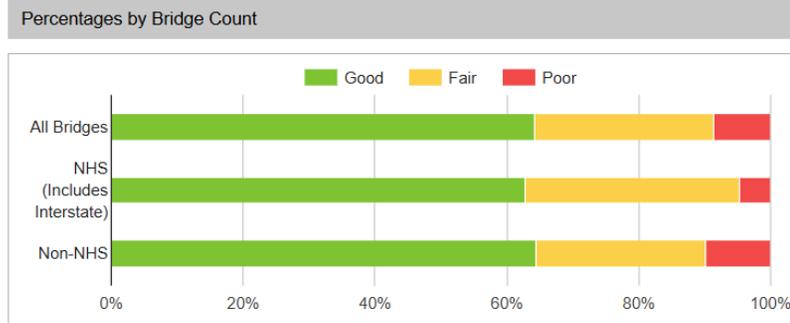
In addition, the WWVMPO/SRTPO member entities are keeping track of how the pavements on non-NHS routes fare. A measure commonly used is the **Pavement Condition Index (PCI)** – a numerical rating based on the type and severity of surface distress observed.

- ◆ Cracking – transverse, longitudinal, or alligator
- ◆ Rut depth of the wheel path
- ◆ Patching
- ◆ Potholes
- ◆ Ride quality or roughness

Regular monitoring is necessary to prevent deterioration to a level that would require costly rehabilitation or reconstruction.

The WWVMPO/SRTPO has not created a separate inventory and instead builds on the information compiled by its local agencies.

The WWVMPO/SRTPO and its member entities are dedicated to the preservation of the existing transportation network and therefore closely watch both pavement and bridge condition ratings.



Source: FHWA  
<https://infobridge.fhwa.dot.gov/Data/Dashboard>

The National Bridge Inventory lists 195 bridges for the Walla Walla Valley.

64.10% of the region’s bridges are in good condition, even though 12% were built prior to 1920; 37% are more than 50 years old; and less than 5% have been replaced in the last decade.

### WSDOT STATES THAT INSUFFICIENT INVESTMENTS IN PRESERVATION HAVE PUT THE SYSTEM ON A “PATH TO FAILURE”

According to WSDOT’s 2025-2027 Capital Improvement and Preservation Program, the current preservation backlog is approximately \$256 million per year - statewide.

This backlog affects every mode of transportation and, unaddressed, will result in deferred repairs that will incur much more expensive rehabilitation and reconstruction costs in the future.

Without additional preservation funding, the following state assets in the Walla Walla Valley region will be impacted:

- Majority of state-owned freight routes
- Highways with speeds below 45 MPH
- Shoulder preservation projects, unless deemed necessary for safety
- Highway ramps

According to the latest data provided, the WSDOT facilities in the WWVMPO/ SRTPO area need an annual investment of \$9.7 million. However, for the most recent 10-year period, approximately \$6 million has been programmed each year.

## Traffic Safety

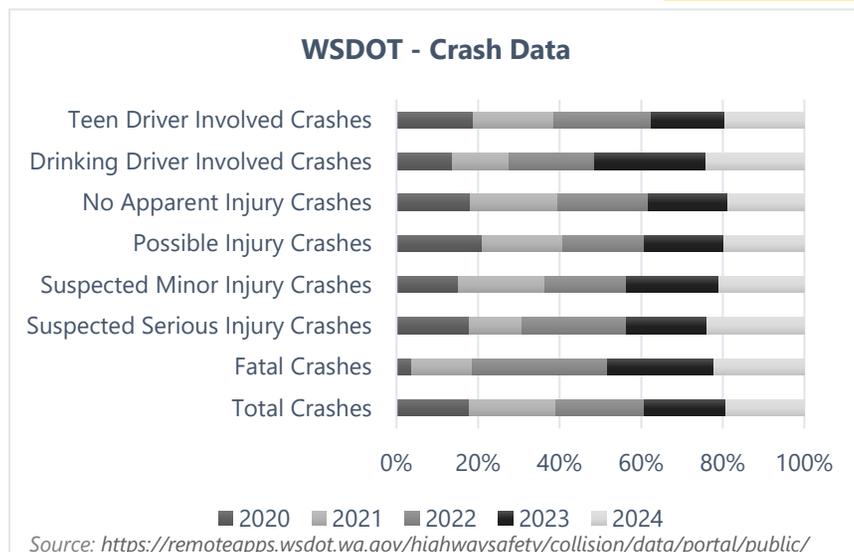
Within the Washington portion, the most recent five years for which complete annual crash data is available is 2020 to 2024. During that time, a total of 4,028 collisions occurred, which caused a total of 930 injuries and 27 fatalities. According to the [WSDOT- Crash Data Report](#), the primary contributing factor in collisions is 'no apparent injury' crashes, accounting for approximately 76.24%. Other major contributors include crashes involving teen drivers (14.64%) and crashes involving driving under the influence (5.6%).

In the Oregon of the Milton-Freewater (as it encompasses small portion in WWVMPO/SRTPO), the most recent crash data covers the years 2020 to 2024. 67 collisions were recorded, which resulted in 34 injuries and no fatalities.

## Travel Demand Forecast

The science behind predicting roadway traffic levels has matured tremendously since early computer models were first used in the 1960's. In general, a regional travel demand model (TDM) replicates roadway networks, captures driver and transit rider travel behavior, and uses algorithms calibrated to local conditions in order to analyze future roadway infrastructure needs. A regional TDM also allows for the analysis of different capital improvement scenarios to assess how well they may address the forecasted demand.

**DISCLAIMER:** THIS CHAPTER HAS BEEN CARRIED OVER FROM THE PREVIOUS PLAN, AS THE BASE MODEL REMAINS UNCHANGED AND MOST OF THE DATA USED TO POPULATE SCENARIOS IS STILL APPLICABLE.



The Walla Walla Valley's first TDM was developed in 2015. For the 2045 Plan, it was determined that the model should be updated to accommodate a much more fine-grained traffic analysis zone (TAZ) structure and also be expanded to cover the entirety of the agency's planning area.

The WWVMPO/SRTPO TDM has a base year of 2019 and a forecast horizon year of 2045.

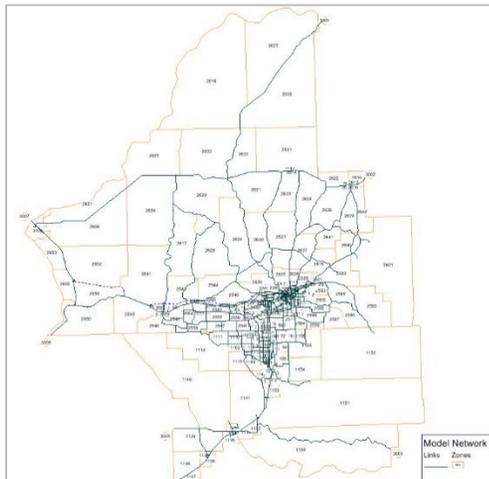
Using the supply and demand principle, the TDM requires input from multiple data sets.

- ◆ The **supply side** uses information on the existing roadway network and transit routes, which determine capacity, trip volume, and travel speed.
  - ◆ **Roadway** – Functional classification, number of lanes, and type of intersection control
  - ◆ **Transit** – Routes, service hours, and service frequencies
- ◆ The **demand side** is represented through various socioeconomic data sets.
  - ◆ **Population** – Number of people, location of households, and income
  - ◆ **Employment** – Number of workers by employment site and major sector

Currently, the WWVMPO/SRTPO's TDM lacks the structure as well as data needed to model pedestrian and bicycle travel. Future iterations of the TDM may become more sophisticated and allow for consideration of these active transportation modes.

WWVMPO/SRTPO agency and member entity staff collaboratively developed population and employment data, both for the **2019 base** and the **2045 forecast** year. All socio-economic and land use data was

then aggregated into 489 TAZs, which were delineated to work hand-in-hand with 1,546 miles of the coded model network.



Interaction among TAZs occurs as each zone produces and attracts person trips. The population, household, and employment information assigned to each zone determines the number of trips that are produced and/or attracted. The trips generated are for various purposes, such as work, school, and more, and the number per household and breakout by purpose is specific to the region.

Built on a PT Visum software platform, the Walla Walla Valley TDM uses the typical four-step, gravity modeling process to determine the number of total trips, and which path and mode they are likely to take.

- ◆ **Trip Generation** – Households are the primary producer of trips and employment sites are the primary

attractors. The productions and attractions are converted to vehicle trips that enter and leave each zone.

- ◆ **Trip Distribution** – Determining in which zone a trip might end, the trip distribution examines the attractiveness of zones based on proximity and travel time. The higher a zone's attractiveness, the larger the gravitational pull.
- ◆ **Mode Choice** – Several modes of transportation are offered within the TDM. The mode choice steps accounts for whether people drive alone, carpool, or use transit.
- ◆ **Assignment** – During the trip assignment step, it is determined which path each respective trip will take from its zone of origin to its destination.

Once the TDM produces ridership and traffic volumes, internal model rules are calibrated by adjusting factors and components until the TDM replicates known travel patterns. During the validation of the TDM, modeled transit usage and traffic volumes are compared to actual ridership and traffic counts. Once the modeled results match the traffic counts within an acceptable range of errors, the model can then be used to test future year scenarios. Three distinct 2045 scenarios were analyzed.

- ◆ **Existing Plus Committed** – includes seven (7) capacity projects that are under construction or have committed funding

- ◆ **2045 Build** – encompasses 17 projects of the fiscally constrained 2045 Plan list that change network capacity
- ◆ **2045 Arterial Buildout** – represents 12 conceptual new thoroughfare connections/extensions and 14 major intersection modifications (*considered only for conceptual planning purposes*)

Each of the scenarios incrementally builds on the previous scenario's improvements.

The 2045 Arterial Buildout Scenario includes important north-south and east-west links that address legacy gaps and provide network connections to accommodate long-term regional growth. Having this fiscally unconstrained scenario allows the region to test these conceptual capacity improvements

Equipped with the year 2045 population and employment data, the TDM computes where along the network the increased transportation demand is most likely to travel, resulting in traffic volume over network capacity data that can be translated into a vehicle level of service (LOS). Roadway LOS is a commonly used measure that aims to assess the flow of vehicle traffic. The six LOS designations range from A to F, where LOS A represents free flow at posted speed, and through progressively worsening delays and congestion, LOS F represents gridlock.

LOS A/B



LOS C/D



LOS E/F

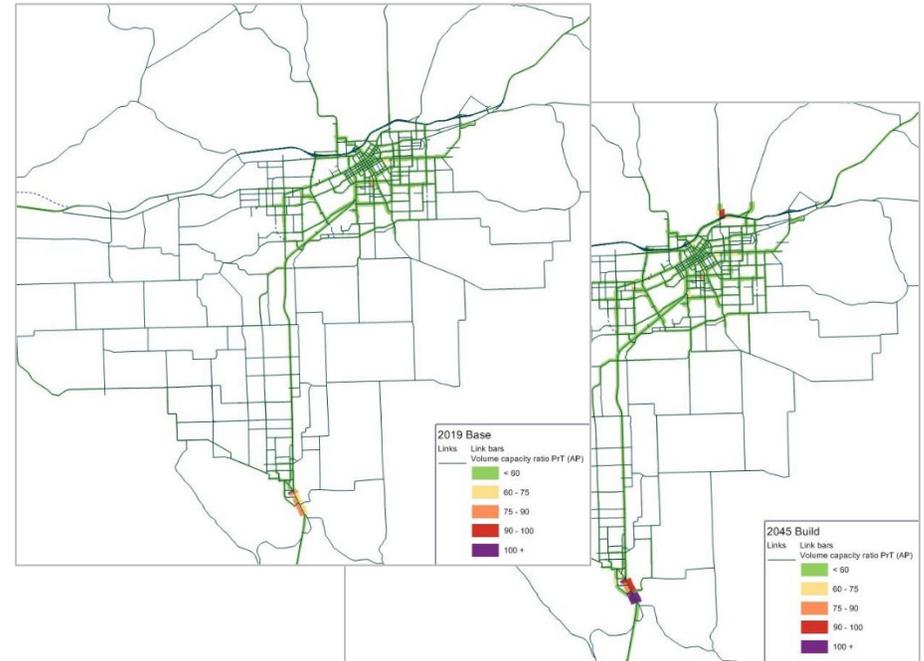


The regional TDM focuses specifically on the **PM peak hour** – one-hour volumes (between 4 p.m. and 6 p.m.) – on a typical weekday. As expected, the increased demand due to population and employment growth through the year 2045 is forecasted to result in several network connections that will perform at LOS E/F, which would fall outside of the standards declared acceptable within the Walla Walla Valley.

| Level of Service | Description                           | Volume-to-Capacity Ratio |
|------------------|---------------------------------------|--------------------------|
| A                | Free flowing traffic, no delay        | < 60                     |
| B                | High driver comfort, little delay     | 60 – 75                  |
| C & D            | Low driver frustration and some delay | 75 – 90                  |
| E                | High level of frustration and delay   | 90 – 100                 |
| F                | Highest frustration, excessive delay  | > 100                    |

WSDOT has set LOS C and D as the standards for state highways located outside and inside of the urban growth area, respectively.

For comparison, the 2019 base year roadway network is operating at acceptable **vehicle volume to capacity** (V/C) ratios. Slightly elevated V/Cs are found along State Route 11 (South Main Street) in Milton-Freewater.



However, in the year 2045 forecast, high V/C ratios and associated vehicle congestion and delay are directly related to **new growth** areas, including the City of Walla Walla’s anticipated commercial and residential development north and west of the U.S. 12/Clinton interchange, as well as north of the South Hill Neighborhood housing development planned in the southern portion of the City of Milton-Freewater.

THE PROPOSED CAPACITY PROJECTS INCLUDED IN THE 2045 BUILD SCENARIO OFFER LITTLE TO NO RELIEF TO THESE TWO BOTTLENECKS SINCE THE PLANNED IMPROVEMENTS ARE NOT LOCATED NEARBY. THESE TWO AREAS OF CONCERN WILL HAVE TO BE STUDIED FOR POTENTIAL SOLUTIONS WITHIN THE NEXT FEW YEARS.

## Challenges and Opportunities

The most pressing concerns for roadways in the Walla Walla Valley are the preservation and improvement of aging infrastructure, the reduction in crashes, as well as the lack of connectivity tied to missing segments among the regional thoroughfares.



We are faced with a **maintenance and preservation** crisis. Out of the 106 projects that made it onto the fiscally constrained list in the 2045 Plan, the vast majority are tied to rehabilitation and reconstruction of existing roadways. Only three projects are included that establish new connections not already in place today. Even though the majority of current and anticipated funds goes towards improving the existing roadway system, a 60% increase in preservation funding is needed to implement even a 50-year pavement update cycle, whereas a 200% increase over current levels would be required to allow for reconstruction of all regionally significant roadways once every 50 years.

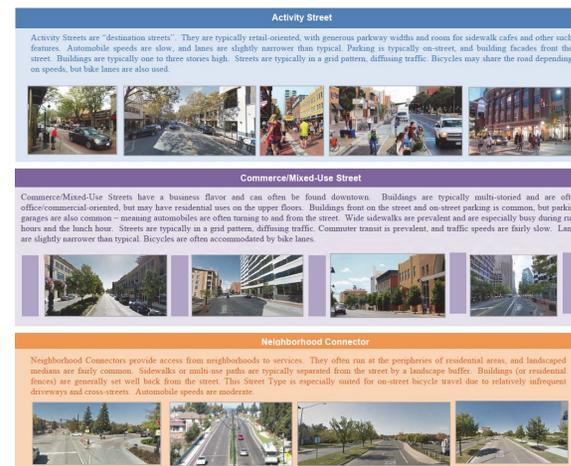
Unless we find a fiscally sustainable way to fund the deferred and much past-due maintenance and preservation efforts, the regional system will continue to see its roadway quality and overall condition decline to a point of pavement failure.



Any success of **improving traffic safety** depends heavily on public participation.

- ◆ Distracted driving results in more fatalities (46%) than any of the other risk factors.
- ◆ 60% of pedestrian- and 59% of bicycle-involved crashes occur at intersections.
- ◆ 58% of both lane departure and run-off-the-road crashes are accompanied by distracted driving and/or speeding and result in 42% of all fatalities.
- ◆ Young drivers are often distracted and have a particularly difficult time navigating the intersections.
- ◆ Older drivers also have a difficult time at intersections and a significantly higher proportion of pedestrian involvement.

Using a data-driven approach to tease out the underlying behaviors that impact traffic safety risks, may greatly help the region in formulating a targeted public awareness and education campaign.



There is keen interest within the Walla Walla Valley to proactively plan for a multi-modal transportation network that is fully supportive of anticipated future growth and will provide the desired connectivity across all jurisdictional boundaries.

Already underway, the collaborative work on the **Regional Thoroughfare System Plan** should continue to address persistent connectivity gaps and serve as a guide for longer-term capital improvement program planning and right-of-way preservation.

## Operational Considerations

Building new roadways or adding capacity comes with a high price tag. Faced with limited funds, state, regional, and local agencies turn to travel demand management (TDM) and transportation system management & operations (TSMO) strategies to increase the capacity and efficiency of the existing network.

The following sections highlight TDM and TSMO efforts already employed in the Walla Walla Valley, along with additional best practices that could be considered.

## Travel Demand Management

The TDM strategies' primary focus is reducing the number of cars on roadways.

- ◆ **Replace car trips** – by encouraging the use of transit, walking, or biking or increasing the number of people traveling together in one vehicle.
- ◆ **Redistribute car traffic** – from congested areas at peak travel times through use of restrictions, congestion pricing, ramp metering, or other methods.

In the Walla Walla Valley region, the TDM strategies focus on replacing car trips:

- ◆ Cities have identified areas for mixed use, which shortens the distance between destinations and lessens the need to drive.
- ◆ Valley Transit offers ridesharing resources with its Vanpool program and Carpool link.

- ◆ Bike racks are provided on all public transit vehicles to encourage bicycle use.
- ◆ In select areas, pedestrian comfort is greatly enhanced by buffer areas between sidewalks and vehicle traffic, street trees or shade awnings, and street furniture.
- ◆ Several pedestrian projects have been completed that included bulb-outs or a variety of pedestrian beacons, all of which increase the safety at crossings.
- ◆ Local entities have improved pedestrian and bicycle facilities, addressing existing conditions as well as network gaps.

There are additional best TDM practices that could be considered for local implementation.

## Transit

- ◆ Provide a one-stop resource center to help travelers navigate the region by bus.
- ◆ Expand the service area and increase the bus frequency to provide more coverage and better travel times.
- ◆ Increase rider comfort and convenience by improving benches and shelters or offering internet and in-vehicle info systems.
- ◆ Improve pedestrian and bicycle access to bus stops for better first mile/last mile connectivity.

## Walking

- ◆ Improve the safety and quality of the pedestrian experience through the provision of low-stress crossings, higher density, mix of uses, reduced setbacks, and design treatments, e.g., façade variations and ground floor transparency.

## Biking

- ◆ Focus network improvements on connections among major activity centers.
- ◆ Develop low-stress connections.
- ◆ Implement a regionwide bikeshare program.
- ◆ Provide secure bicycle parking.
- ◆ Educate bicyclists and drivers on the safe use of shared space.

## Employer-Based

- ◆ Provide on-site transit pass sales to increase employees' use of transit or offer tax-free commute benefits.
- ◆ Help establish and promote carpools and implement a "guaranteed ride home" program in the event that a person has to unexpectedly work late or leave early.
- ◆ Locate work sites near transit or in mixed-use areas to encourage walking and biking.
- ◆ Offer on-site facilities such as bicycle racks, lockers and showers, or improved transit stops and sidewalk connectivity.
- ◆ Offer alternative work schedules to reduce the trips during the work week.
- ◆ Allow employees to telecommute and work from home, either full- or part-time.

## Land Use and Zoning

- ◆ Encourage mixed-use development to promote close proximity of residential, office, retail, civic, and institutional uses.
- ◆ Develop flexible parking requirements or even shared parking standards, based on nearby residential and employment densities, land use mix, and transit accessibility.

- ◆ Promote transit-supportive density with 7 or more housing units per acre to support basic 30-minute bus service.

## Transportation System Management & Operations

TSMO strategies focus on increasing efficiency and reliability to enhance the performance of existing roadways.

- ◆ **Increase throughput** – by improving intersections and bottlenecks, and reducing conflict points.
- ◆ **Coordinate efforts** – through targeted activities, outreach, and partnerships.

In the Walla Walla Valley, TSMO strategies focus on throughput and coordination:

- ◆ Local cities have installed interconnected signals and upgraded control systems.
- ◆ Special event planning is performed regularly to support community activities.

Select additional TSMO activities could be considered for implementation in the region.

## Signal and Intersection Improvements

- ◆ Replace older signal control technology, substituting in-pavement loops with video detection; include improved recognition of pedestrians and bicycles.
- ◆ Review timing and phasing of signalized intersections regularly, and optimize cycles to decrease overall delay.

- ◆ Coordinate signals along high-priority corridors to increase vehicle throughput.
- ◆ Review intersection design and traffic movements to determine the need for channelization changes or protected turns.

## Access Management

- ◆ Design sites with major roadway frontage, then provide access from a reverse frontage road to decrease the number of driveways along thoroughfares.
- ◆ Monitor the number of driveways and encourage proper spacing to provide safe and reasonable access to sites.
- ◆ Control turning movements through the use of medians to decrease conflict points.
- ◆ Install medians as a refuge area for pedestrians or for turning vehicles to reduce mid-block accidents; design medians at critical intersections with a low curb for emergency response.
- ◆ Encourage residential driveways to have a shared access point to major roadways.

## Traffic Calming

- ◆ Impose designated movement of traffic at intersections through forced-turn islands.
- ◆ Increase intersection capacity and safety by installing roundabouts; include pedestrian crossing treatments for persons with visual impairments.
- ◆ Consider speed humps to reduce vehicle speeds, causing driver discomfort when traversed at higher than posted speeds.

## Additional Management Strategies

The following additional TSMO strategies could also be explored for implementation.

- ◆ **Regional Traffic Incident Management**  
The main function of traffic incident management (TIM) is the detection of, response to, and clearing of traffic incidents to restore normal traffic flow as safely and quickly as possible. Effective TIM involves coordination among public and private stakeholders, including law enforcement, fire departments, emergency medical services, traffic control, towing and recovery, hazardous material contractors, and the media.
- ◆ **Traveler Information Systems**  
Using technology to detect, analyze, and disseminate traffic and transit conditions helps travelers choose the best mode and route to reach their destination. Traveler information can include next bus arrival, emergency alerts, traffic delays, alternate routes, work zones, planned special events, tourism, and parking management, or more.
- ◆ **Targeted Traffic Enforcement**  
In areas with a prevalence for speeding and reckless driving, targeted speed and law enforcement, potentially automated, can be employed to discourage dangerous driver behavior. Local partner agencies can assist law enforcement in identification of hotspots.

## Policy and Action Recommendations

Within the framework of the adopted vision, goals, and objectives for the 2045 Plan, the policies and recommended actions listed here guide future regional transportation efforts, decisions, and investments in the Walla Walla Valley.

### UNIVERSAL POLICY

CONSIDER SAFETY AND ACCESS –  
FOR PEDESTRIANS, BICYCLISTS, PERSONS WITH  
DISABILITIES, TRANSIT VEHICLES AND RIDERS,  
MOTORISTS, EMERGENCY RESPONDERS, FREIGHT  
HAULERS, AND RESIDENTS OF ALL AGES AND ABILITIES  
– IN EVERY PLANNING AND PROJECT DECISION.

### Walk, Bike, and Roll

- ◆ Continue facilitating regional peer-to-peer network and support implementation of the [Blue Mountain Region Trails Plan](#).
- ◆ Promote regionwide application of Complete Streets principles and support related projects.
- ◆ Initiate the collection of regionwide walking and biking activity data.
- ◆ Create a guide to enable consistent assessment of condition and context for active transportation infrastructure.
- ◆ Fill-in and expand the existing walk, bike, and roll network to create a level-of-service overview and investment decision tool.

- ◆ Encourage infrastructure owners to emphasize repair and rehabilitation of active transportation elements.
- ◆ Promote initiatives, such as focused public outreach, education campaigns, or speed limit studies, to enhance the safety of the active transportation environment.

### Public Transit

- ◆ Improve accessibility and walking, biking, and rolling connectivity at bus stops.
- ◆ Add relevant policy, action, and project recommendations to the 2045 Plan after the completion of Valley Transit's Comprehensive Operational Analysis.
- ◆ Support Milton-Freewater Public Transportation in its effort to conduct a comprehensive assessment of its system.
- ◆ Continue special transportation needs advocacy and outreach among local and regional councils and committees.
- ◆ Assist public transit providers with the implementation of multi-agency collective marketing, trip planning, and mobility management, as presented in the [Coordinated Public Transit-Human Services Transportation Plan \(CPT-HSTP\)](#)
- ◆ Assist public transit providers with the implementation of limited shuttle service to identify transit deserts as outlined in the Rural Mobility Strategic Plan.
- ◆ Support WSDOT in its effort to improve intercity public transit connectivity and assist in promoting the Grape Line service.

### Interregional Passenger and Freight Transport

- ◆ Support the WSDOT and Port of Walla Walla 'Grain Train' partnership.
- ◆ Encourage entities to seek funding for the completion of U.S. 12 Phase 8, which enables vital freight movements and is of interregional significance.

### Roadway System

- ◆ Focus available funding on maintenance of existing roadways and bridges to enhance current asset condition and maintain a state of good repair.
- ◆ Emphasize safety and prevent loss of life by adopting Target Zero/Vision Zero for the WWVMP/OSRTPO.
- ◆ Analyze systemic collisions and hotspot crash locations and promote implementation of applicable countermeasures.
- ◆ Complete the update of the Regional Thoroughfare System Plan, which emerged as the successor to the 2005 Long-Term Arterial Plan.
- ◆ Support a Complete Street and Context Sensitive Solution approach to project development that takes into account anticipated needs and safety for all users as well as unique community features.

### System Operations

- ◆ Encourage Walla Walla Valley entities to consider relevant, cost-efficient operational strategies ahead of capacity projects.

**DISCLAIMER:** MOST OF THE LANGUAGE IN THIS CHAPTER HAS BEEN CARRIED OVER FROM THE PREVIOUS PLAN, WITH UPDATED INFORMATION AND DATA COLLECTED SINCE THE LAST ADOPTION INCORPORATED INTO VARIOUS SUB-CHAPTERS.



# Sustainability & Stewardship

## Sustainability and Stewardship

Transportation is not just about moving people and the goods they may need. This network of infrastructure and services not only affects the social aspects of Walla Walla Valley communities, but it also impacts the built and natural settings. Equity, sustainability, and stewardship were identified as high priorities for transportation planning in the region, and it is therefore important to consider potential societal as well as environmental impacts.

### Access and Equity

“Transportation equals access” to opportunities and essential services, including housing, employment, education, health care, and recreation. Along with connectivity, access is a vital function of the Walla Walla Valley transportation system. In order to ensure that transportation access is provided equitably as part of this planning effort, the WWVMPPO/SRTPO and its member entities seek to identify barriers to access, gaps in connectivity, and any disproportionately negative impacts, especially to traditionally underserved populations.

### Access

Access is the ability to reach necessary and desired locations quickly and easily. It also includes the capacity to use different modes to reach those destinations. The level of access is determined by many factors, including the availability and quality of connections, the communication of relevant information, the scale of income, and personal age or physical ability.

As it will become apparent in the subsequent sections, walking, biking, and public transit all represent great equalizers when it comes to transportation access. Based on recent data,<sup>9</sup> around 1,568 and 1,202 households in Umatilla and Walla Walla Counties, respectively, do not have access to a vehicle. For affected residents, walking, biking, and public transit are the only viable forms of transportation.

Since mode choice is important to both access and equity, the Walla Walla Valley region must strive to create and support a transportation culture in its communities that focuses on all modes instead of continuing with the legacy of concentrating on privately-owned vehicles.



### Communication

How route, schedule, direction, or safety information is distributed to the transportation users plays a critical role in their level of access. Using overly complicated words or long-winded explanations creates barriers for people with mental or cognitive impairments. Such terms are also challenging to translate into other languages. Given the fact that the Walla Walla Valley region has many Spanish speakers, translation is a fundamental need. One great approach for effective communication is the use of images or iconography. Albeit not all transportation information can be rendered into symbols, so it is important that communication is accomplished in a clear, concise, and user-friendly manner.



### Connectivity

As with many other aspects of life, the “Goldilocks” principle applies to access and connectivity. High-speed highways would not function well if too many small roads connected directly to them. In this case, too much access, creating too many points of potential conflict, is a detriment to safety and transportation system efficiency. Elsewhere, too little access is a problem. Busy thoroughfares with no or infrequent crossing locations essentially sever a community by making walking and

<sup>9</sup> American Community Survey (ACS) 2019-2023: data: <https://data.census.gov/>

biking not just unattractive, but potentially unsafe. And dead-end roads impose circuitous travel and force people to find alternate routes. Thoughtful transportation planning helps manage and balance access, connectivity, efficiency, and safety needs.

Also, of great significance to access, public transit provides a wide range of services from vanpools and on-demand rides to fixed route and intercity bus or rail. These connections are limited by limited capital and operating funds. However, through the thoughtful delineation of their service areas, placement of their stops, alignment of routes, and frequency of service, public transit can make a tremendous difference in the level of transportation access and connectivity that is provided within the host communities.

### Income



A person's income has a significant impact on their transportation choices and therefore, their level of access. Someone who is very wealthy essentially has no access limitations, with private jets providing rapid transportation to nearly anywhere in the world. The wealthiest can now even go into outer space if they choose. Persons with lower incomes do not have these luxuries. In general, housing affordability tends to push out from urban centers, forcing low-income populations further from jobs and essential

services. Traditionally underserved, lower-income neighborhoods also tend to lack or have poorly maintained infrastructure.

Furthermore, low income also decreases potential mobility choices in other ways. Second, only to housing costs, private vehicle ownership is very expensive, and low-income populations are also subject to higher loan rates and loan access challenges.

Smartphones have grown more expensive and as many transportation providers are shifting to an app-based information ecosystem, people with lower incomes may be left out. While public transit is well-adapted to addressing the mobility concerns of lower-income populations, they are dependent on the reliability and frequency of that service.



### Age and Ability

Dependent on their stage within the human life cycle, people have different transportation needs. Babies or toddlers need sidewalks to be both wide and flat to

accommodate strollers or those just learning to walk. Young children, who may not yet be fully cognizant of dangers, need to have safe crossing locations where they are visible to vehicles. Older children and teenagers need slow, safe streets to learn how to ride a bicycle or drive a car. Adults need to be able to get to work in a timely fashion, whether that is by driving, using public transit, biking, walking, or rolling. Older people may become unable or choose not to drive and require good public transit and walkable neighborhoods to get around.

Most people are capable of using a greater number of transportation modes as they age. However, age is not the sole determinant of access to transportation options. Some people are born with disabilities, some develop them during their lifetime, and many more people experience disabilities temporarily through injuries or illness. These disabilities can have a significant impact on a person's ability to access opportunities and essential services, and it is up to the transportation system to provide support for all users.

It is important to recognize that all groups have specialized transportation needs that influence their choice and access, regardless of age, ability, income, location, or language. Providing for these varied needs is particularly challenging with a lack of proper funding, driving the need for difficult

decisions. Fortunately, even small, affordable changes such as painting and signing a crosswalk can have huge benefits to safety and access.

## Equity

Even when everyone is given the same support, there are still portions of the population that require different assistance.

Equality – Treating everyone the same, providing equal resources regardless of need

Equity – Treating everyone fairly, offering opportunities dependent on need, providing support to alleviate outcome disparities

Disadvantaged groups face greater hurdles including a loss or lack of access to the goods, services, and opportunities they require. Historically, transportation planning has ignored or in some cases intentionally damaged disadvantaged communities, by placing highways through low-income neighborhoods, or between them and more affluent areas where services and opportunities were more commonplace. The harm from such decisions caused can still be felt in many cities. Strong, vibrant, and prosperous communities rely on the establishment and protection of equality as well as equity.

## Environmental Justice

Imagine a public park in a neighborhood. The houses around the park all have an equal distance to access this community resource. However, if there are no marked crossings or sidewalks in the area directly south, those residents may be forced to walk in and across dangerous streets, or they must drive to reach the park safely. Environmental justice is the way to investigate and address such impacts.

Incorporating non-discriminatory principles in the transportation planning and decision-making process is required by the U.S. Department of Transportation (U.S. DOT). The WWVMPO/SRTPO is responsible for ensuring that transportation projects which receive federal funding do not have a disproportionately high and adverse effect on minority or low-income populations. Environmental Justice reviews are conducted to ensure that all people are treated fairly, regardless of their race, origin, or income.

The WWVMPO/SRTPO followed the guidance provided in these laws and orders:

- ◆ Title VI of the Civil Rights Act of 1964
- ◆ The Civil Rights Restoration Act of 1987

The three cornerstones of Environmental focus on key considerations that must be addressed:

- ◆ Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority populations and low-income populations.
- ◆ Ensure the full and fair participation by all potentially affected communities in the decision-making process.
- ◆ Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

WWVMPO/SRTPO undertook public outreach for the 2045 Plan in an inclusive manner, despite the absence of any federal mandate to do so. In addition, the agency conducted a comprehensive, systemwide analysis of the proposed transportation investments. As outlined in the following section, this analysis determined that no



disproportionately high and adverse effects, nor potential displacements, would impact Environmental Justice populations within the region.

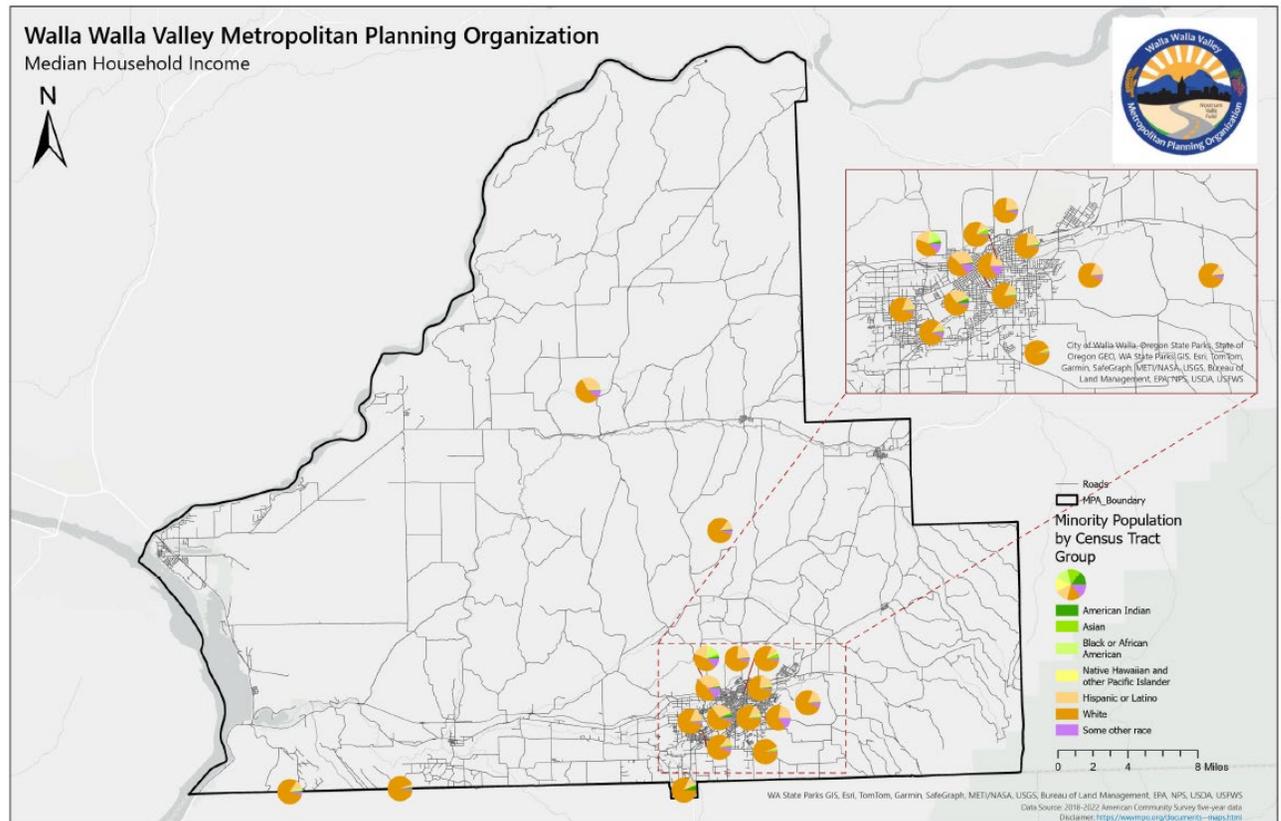
### Walla Walla Valley Environmental Justice Populations

Census data is available for two specific Environmental Justice populations at the census block group and tract level: minority and low-income populations.

A minority is a person who is Black, Hispanic or Latino (regardless of race), Asian American, American Indian or Alaskan Native, or Native Hawaiian and Other Pacific Islander.

Walla Walla County's population is 31.55% minority and Umatilla County's population is 37.99% minority. For the purpose of this analysis, if a block group has **more than 50% minority population, it is considered a minority block group/track group.**

Based on 2019-2023 American Community Survey (ACS) data, 15 track groups (or portions thereof) make up the WWVMO/SRTPO study area. None of these track groups have a minority population greater than 50%, though it is important to note that four are between 25 and 50% minority.



The Environmental Justice analysis took those four block groups into account.

The determination of low-income status varies by the number of people per household, and the thresholds is set annually by the U.S. Department of Health and Human Services.<sup>h</sup>

The region relies on Census computations of the households that have been "at or below the poverty threshold" in the past 12

months. For the purpose this analysis, tracts are considered low-income, if 15% or more of the households are low-income.

Based on 2019-2023 ACS data, the median household income in Walla Walla County is \$72,212 and around 7% of households are at or below the poverty threshold.

In Umatilla County, the median household income is \$60,582 and 7.9% of households are at or below the poverty threshold. Based on a 15% benchmark, four of Walla Walla County's 12 tracts are low-income,

<sup>h</sup> U.S. Department of Health and Humans Services (DHHS): <https://aspe.hhs.gov/poverty-guidelines>

Environmental Justice areas. Umatilla County has two tracts within the Walla Walla Valley and one of them is a low-income Environmental Justice area.

As shown in the map, the minority and low-income Environmental Justice populations are concentrated in the urbanized portion of the study area, which follows spatial patterns common to the majority of other U.S. cities. Furthermore, based on the systemwide analysis, the anticipated impacts of the 2045 Plan projects have been identified as neither disproportionate nor adverse.

Needs will always outnumber the means to provide for them. However, making transportation decisions that improve equity and strive to create equal opportunities for all is and will remain the ultimate goal. Environmental Justice helps address imbalances by making sure that project considerations are inclusive of all populations and selected investments do not significantly or adversely impact any one group.

## Built Environment and Human Health

Physical surroundings play a significant role in promoting or harming human health. Air quality within a region has considerable impact on humans, as well as the plants and animals that live there. Water is an essential part of life, but transportation can disrupt

natural flows and increase runoff, which leaks pollutants into nearby water sources. The noise created by transportation systems, such as that along highways or under the paths of jet aircraft, can increase stress levels and damage cardiovascular health.

Having a vibrant and active community with easy access to goods, services, and opportunities can provide substantial physical and mental health benefits. Even how a community member feels when walking down a street can alter the person's wellbeing.

### Air Quality

Pollution in the air does not always originate from where it is found. Air pollutants can travel far distances and come from both stationary and mobile sources. The toxins that these sources produce cause significant health problems for humans, in addition to damaging the natural environment.

Motor vehicles are a significant mobile source of air pollutants. An important part of the transportation planning process is protecting regional air quality and maintaining compliance with federal air quality standards.

In 1963, the U.S. government responded to increasing air pollution by passing the Clean Air Act (CAA). This established a federal program to research techniques designed to monitor and control air pollutants. The CAA

requires the Environmental Protection Agency (EPA) to develop National Ambient Air Quality Standards (NAAQS) for air pollutants considered harmful to public health and the environment. Primary standards provide direct public health benefits, while secondary standards consist of protecting the public welfare, mitigating decreased visibility, and reducing damage to animals, crops, vegetation, and buildings. The following is a list of the six [criteria air pollutants](#) designated by the EPA, along with their health effects and common sources:



**Carbon Monoxide (CO)** – is a gas that, in high concentrations, can reduce oxygen intake, resulting in damage to critical organs like the heart and brain. People with cardiovascular diseases are especially sensitive to carbon monoxide levels. This gas is formed when fossil fuels are burned to power vehicles or industrial processes.

**Ground-Level Ozone (O<sub>3</sub>)** – is a gas that negatively impacts the respiratory system,

particularly for older adults, children, or those with lung diseases such as asthma or emphysema. It can also harm sensitive ecosystems. Different from the stratospheric ozone that protects living things from ultraviolet radiation, ground-level ozone is formed when sunlight interacts with emissions from motor vehicles, industrial processes, and solvents.

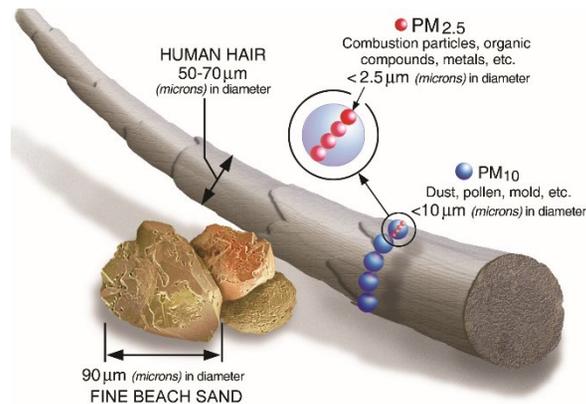
**Lead (Pb)** – is a metal that, when inhaled (or ingested), accumulates within the body. When enough lead is present, a person will experience extremely significant impacts to cardiovascular, developmental, immune, nervous, reproductive, and urinary systems. While the EPA’s elimination of leaded gasoline has greatly reduced lead emissions, they are still created by leaded aviation fuel, ore and metal processing, and the manufacturing of goods that use lead, such as car batteries.

**Nitrogen Dioxide (NO<sub>2</sub>)** – is a gas that negatively impacts the respiratory system, particularly for older adults, children, or those with lung diseases including asthma or emphysema. NO<sub>2</sub> is created when fuels are burned to power vehicles, heavy machinery, or industry processes. Nitrogen oxides can react with carbon monoxide and other particles in the air to form ground-level ozone or particulate matter.

**Sulfur Dioxide (SO<sub>2</sub>)** – is a gas that negatively impacts the respiratory system,

particularly for older adults, children, or those with lung diseases such as asthma or emphysema. SO<sub>2</sub> is produced when sulfur or materials containing sulfur are burned, including fuels for vehicles or industrial uses. On rare occasions, volcanoes also contribute to the amount of sulfur dioxide.

**Particulate Matter (PM<sub>2.5</sub> and PM<sub>10</sub>)** – comes in two different sizes. These fine particulates are difficult to filter from the air without respirators and can be very harmful to the heart and lungs. PM<sub>2.5</sub> particles are 2.5 micrometers or less and typically come from soot, smoke, and vehicle emissions.



PM<sub>10</sub> particles are 10 micrometers or less and typically come from dust, pollen, and mold. For a size comparison, a typical human hair is between 50 and 70 micrometers wide, or about the width of the finest grain of sand. Once inhaled, the PM<sub>2.5</sub> and PM<sub>10</sub> particles get deep into the lungs, where they cause irritation, decrease lung

function, and may also impact cardiovascular health.

### Air Quality Standards and Monitoring

The EPA and state ecology or environmental departments use air quality monitoring data to determine if a specific site meets the set national standard for each criteria pollutant. Environmental departments at the state level give recommendations to the EPA on how to designate certain areas. The EPA then makes the final determination in one of three categories:

- ◆ **Attainment** – an area or site meets the NAAQS standards
- ◆ **Nonattainment** – an area or site does not meet one or more standards
- ◆ **Unclassifiable** – if there is insufficient information to make a determination

The Walla Walla Valley has a maintenance area for the PM<sub>10</sub> pollutant, as air quality data collected at a monitoring site located in Wallula previously violated the respective air quality standard.

Elevated PM<sub>10</sub> concentrations in the Wallula area were primarily attributed to dust storms. The Washington State Department of Ecology determined that these events were not the result of transportation-related or other mobile sources. Consequently, mitigation strategies were directed toward implementing the best agricultural management practices aimed at controlling

and preventing soil erosion, rather than applying transportation control measures.

For the first 20 years following the area's attainment designation, all revisions to transportation plans and projects have been subject to additional oversight to ensure continued compliance with air quality standards. This oversight includes the requirement to demonstrate transportation conformity with the applicable maintenance plan and the State Implementation Plan (SIP). For the Wallula PM<sub>10</sub> Maintenance Area, this conformity requirement remains in effect through September 26, 2025. The WWVMP/ORTPO has addressed this requirement in [Appendix C](#). As the maintenance period approaches its conclusion, it is advisable to note the upcoming expiration of these specific conformity requirements to inform readers of potential future changes to the plan.

## Water Quality

Water is essential for all life and preserving its quality is vital to human health. Transportation affects water quality in several different ways. Roads, parking lots, and other paved, impervious surfaces increase runoff rates and erosion. They also delay precipitation from entering the groundwater supply that recharges aquifers, rivers, and streams. Vehicles are a source of many water pollutants, including oils, other chemicals, and dirt.



Even harmful compounds in exhaust fumes are returned to the earth later as acid rain.

Vehicles require an extensive network of fueling infrastructure and the underground storage tanks at fueling stations can leak fuels directly into the water table. The process of extracting, processing, and distributing vehicle fuels is also harmful to water quality, particularly if oil is spilled, which creates immense environmental costs.

Roadway maintenance activities impact water quality as well. Herbicides and pesticides used for roadside vegetation control can leach into the water supply. Salt used to eliminate road ice in the winter raises the salinity of the rivers and streams and can destroy habitats or sensitive ecosystems such as wetlands.

Negative impacts on water quality are harmful to all forms of life and it is important to mitigate or avoid them as

much as possible, particularly stormwater runoff from transportation systems.

## Noise

The sound created by passing motor vehicles or overhead aircraft can be substantial and disruptive. In certain states, home sellers are required by law to disclose whether their property is near an airport, and studies in Washington have shown that values increase further properties are located from an airport approach path. While airports as well as Interstates and interregional highways provide tremendous economic benefit to regions, the equity of their placement and impact on nearby neighborhoods must be considered.



In general, noise can be evaluated as to its loudness or intensity, frequency, duration, and subjective impact on a person's level of annoyance. Different modes of transportation have inherently different noise profiles and, although the human impact is to a certain degree affected by the

person's level of sensitivity, noise has been shown to increase stress levels in humans. Just the distraction noise causes can increase blood pressure and harm sleep patterns and productivity.



## Community Health

Transportation planners and public health officials share the common goal of integrating health-promoting policies and supportive design into the built environment, which over time leads to healthier communities.

Albeit, the health of a community is not measured by any one person, but by the aggregate health outcomes of all residents. As each person is physically, mentally, and emotionally different, there is no single measurement or standard. However, the development and expansion of walking, biking, and rolling programs and infrastructure elements can make noticeable, long-term improvements in the population's health and wellness through

the increase in physical activity. In addition, a well-designed transportation system also provides the needed access to the goods, services, and opportunities that are necessary to establish and maintain healthy lifestyles.

Speaking to the importance of active transportation modes is the most recent iteration of the [Walla Walla County Community Health Improvement Plan \(CHIP\)](#), that identified obesity and physical activity among the top ten health priorities.

## Community Character

The built environment, inclusive of the transportation infrastructure, can take many forms that provide not just the desired function but may also display distinct elements associated with the community in which they are located. This community character plays an important role in public health as it fosters a sense of place and belonging: New Orleans has the Bourbon District, New York has Harlem, and Las Vegas has the Vegas Strip. Each of these places feels unique and special because of how they were designed and how the community identity has been preserved. Such places provide inspiration or generate feelings of nostalgia due to their unique nature. While not every place possesses these qualities to the same extent, the design of transportation system elements can either harm or contribute to making a streetscape feel inviting.

The preservation of community character and place-making efforts often emphasizes human-scale transportation improvements that focus not only on the addition of roadway, pedestrian, or bicycle infrastructure, but also on the provision of amenities and streetscaping that allow these transportation improvements to become an integral part of the communities they serve. Bus stops, bike racks, lampposts, and traffic signal designs can all convey a sense of place. It is important to have public input when designing these elements to foster community spirit and preserve the existing cultural feel.

A local example can be found in the City of College Place, which recently completed a public art competition to spruce up the normally unadorned traffic utility boxes at signalized intersections. Designs from local artists were selected for these boxes, which will beautify the city and discourage graffiti once they are finished.

## Maintenance and Preservation

Roadways and bridges, and even sidewalks, are expensive to build, and even more expensive to replace. While eventually all transportation infrastructure needs to be rebuilt, the life cycle can be extended, and the large reconstruction expenses can be delayed through timely maintenance and preservation activities.

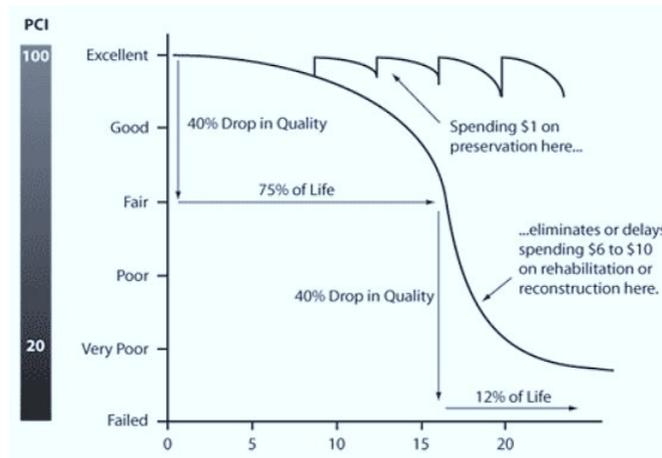
Routine Maintenance – performed in reaction to an event, season, or overall deterioration of a transportation asset

Preventative Maintenance – used as a proactive and cost-effective means of extending the useful life of an asset

Preservation – improves or sustains the condition of an asset in a state of good repair generally without adding capacity.<sup>82</sup>

Preventative maintenance and preservation activities are cheaper by a factor of 6 to 10 when compared to rehabilitation or outright reconstruction. This fact is illustrated in the graphic that depicts what happens to the Pavement Condition Index (PCI) over time.<sup>83</sup>

In general, timely preventative treatments restore pavement conditions and prevent the rapid deterioration which is seen in poorly maintained pavements.



Source: FHWA - [https://www.planning.dot.gov/documents/ASI\\_report/asi-index.htm](https://www.planning.dot.gov/documents/ASI_report/asi-index.htm)

It may not seem like it, but transportation infrastructure is under constant attack, every day. The weather brings hot and cold temperatures that cause expansion and contraction leading to stress fractures. Rainfall can cause flooding, which may create potholes, wash out roadbeds, or smash floating debris into bridges. Freezing temperatures expand any water present in small surface cracks, turning them into larger faults. Snowfall prompts drivers to use chains or studded tires, which chip away at the pavement. Plant roots expand cracks or create bumps and fractures. Vehicle weight also puts stress on infrastructure surfaces and structures, causing roadway surfaces and bridges to flex. Even something as simple as most vehicles using the same lane position will over time create ruts in the surface in response to their weight.

While nothing can be done to stop damage from occurring on roadways and bridges, their lifespans can be greatly extended with proper and regular maintenance.

It only takes one pothole to cause a serious crash for a bicyclist or damage a vehicle to the point of requiring expensive repairs. This one pothole may impact on many bicyclists and cars and even cause them to swerve unsafely.



Unfortunately, maintenance and preservation are not especially glamorous activities – particularly when compared to new ribbon-cutting projects. This natural challenge has contributed to systemic underinvestment in proper maintenance and preservation activities necessary to keep roadways and bridges in a state of good repair (SGR).

A state of good repair exists for transportation infrastructure when 1) it functions and performs as designed, 2) the condition does not pose an unacceptable safety risk, and 3) scheduled maintenance needs are being met.

## Safety and Security



### Safety

Vehicle crashes are one of the leading causes of deaths and injuries in the U.S., making safety a primary concern for transportation planning. Defined as **protection from unintentional harm**, safety is both a national performance goal and planning factor as well as a Walla Walla Valley goal, all of which seek to significantly reduce serious injuries and fatalities on all public roadways for all users. This is done through the implementation of transportation improvements, utilizing proven countermeasures to address known safety issues.



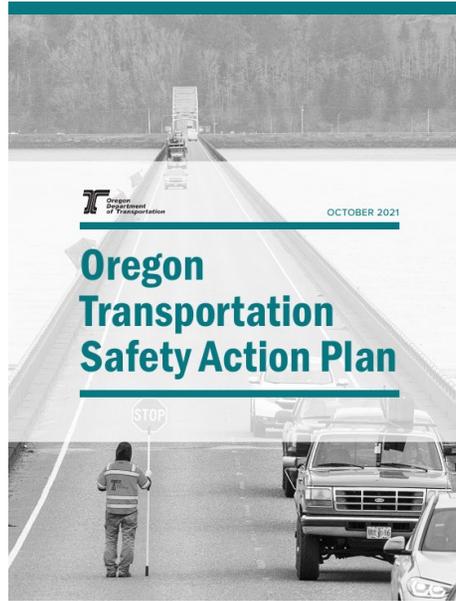
### Strategic Highway Safety Plans

Each state takes a lead role in establishing safety goals for public roadways, while local agencies make safety a priority for all transportation modes. The Federal Highway Administration requires every state to have a Strategic Highway Safety Plan (SHSP), which establishes a comprehensive framework for reducing fatalities and serious injuries. Washington State's SHSP is called Target Zero and the plan sets the goal of **zero traffic fatalities or serious injuries by the year 2030**. This ambitious goal reflects the seriousness of impacts that crashes can have on not just human lives, but society in general and even the economy. The Target Zero plan focuses on these strategies to accomplish this goal:

- ◆ **Impaired Driving:** Propose setting a 0.05% BAC per se limit for impaired driving in Washington, aligning with global standards and scientific findings
- ◆ **Safer Speeds:** Implement more strategies to reduce vehicle speeds, including increased enforcement, road designs focused on speed management, automated systems, and in-vehicle speed-limiting technologies.
- ◆ **Driver Education:** Make certified driver education more affordable and accessible, especially in rural and non-English speaking communities, to reduce crash risks among young and novice drivers.
- ◆ **Active Transportation:** Prioritize and fund Complete Streets projects to build safe, protected infrastructure for pedestrians, cyclists, and other vulnerable road users, using engineering, education, and enforcement to minimize vehicle conflicts.
- ◆ **Equity & Funding Access:** Provide upfront grants to Tribes for traffic safety programs, addressing their overrepresentation in traffic fatalities and historical funding barriers.
- ◆ **Impaired Driving:** Reevaluate cannabis DUI limits using new research and consider presuming impairment if any substance affects a driver's physical or mental state.
- ◆ **Toxicology Backlog:** Address the DUI case backlog by resolving staffing issues at the State Toxicology Lab.

- ◆ **Young Drivers:** Expand mandatory driver education for first-time license applicants up to age 24 to reduce high crash rates among young drivers.
- ◆ **Traffic Enforcement:** Increase traffic patrols in high-crash areas, focusing on risky behaviors like speeding and impaired driving.
- ◆ **Roadway Design:** Fund designs that reduce intersection conflicts, lower speeds, and prevent vehicles from leaving the roadway.
- ◆ **Vehicle Safety:** Study how larger and heavier vehicles impact crash severity, especially in incidents involving pedestrians and cyclists.

Fatal crashes are most linked to four overlapping risk categories, with most incidents involving multiple factors. These include high-risk road user behaviors such as impairment, speeding, distraction, and lack of seat belt use; age-related risks among young drivers (ages 15–24) and older drivers (70+); specific crash locations like intersections and roadway or lane departures; and road users by mode of travel, particularly motorcycle riders, heavy vehicles, and active transportation users such as pedestrians and cyclists.



The SHSP for Oregon is called the Oregon Transportation Safety Action Plan (TSAP), which sets the long-term objective of **zero deaths or life-changing injuries** from crashes and envisions to reach its goal **by the year 2035**. The current plan sets out six goals for reducing fatalities and serious injuries:

- ◆ **Safety Culture** – Transform public attitudes to recognize all transportation system users have responsibility for other people’s safety in addition to their own. Transform organizational transportation safety culture among employees and agency partners (e.g., state agencies, MPOs, Tribes, counties, cities, Oregon Health Authority, stakeholders, and public and private

employers) to integrate safety considerations into all responsibilities.

- ◆ **Infrastructure** – Develop and improve infrastructure to eliminate fatalities and serious injuries for users of all modes.
- ◆ **Healthy, Livable Communities** – Plan, design, and implement safe systems. Support enforcement and emergency medical services to improve the safety and livability of communities, including improved health outcomes.
- ◆ **Technology** – Plan, prepare for, and implement technologies (existing and new) that can affect transportation safety for all users, including pilot testing innovative technologies as appropriate.
- ◆ **Collaborate and Communicate** – Create and support a collaborative environment for transportation system providers and public and private stakeholders to work together to eliminate fatalities and serious injury crashes.
- ◆ **Strategic Investments** – Target safety funding for effective engineering, emergency response, law enforcement, and education priorities.

Oregon’s TSAP also outlines four broad near-term Emphasis Areas (EAs). The first is risky behaviors, such as impaired driving, not using seatbelts, speeding, and distracted driving. Second is infrastructure,

which aims to reduce fatalities or serious injuries by constructing or retrofitting transportation infrastructure with safety treatments. Vulnerable users are also called into focus, thereby aiming to protect pedestrians, bicyclists, motorcyclists, and older road users. Finally, improved systems emphasize increased connections between data analytics, employee training, response efforts, and driver education.

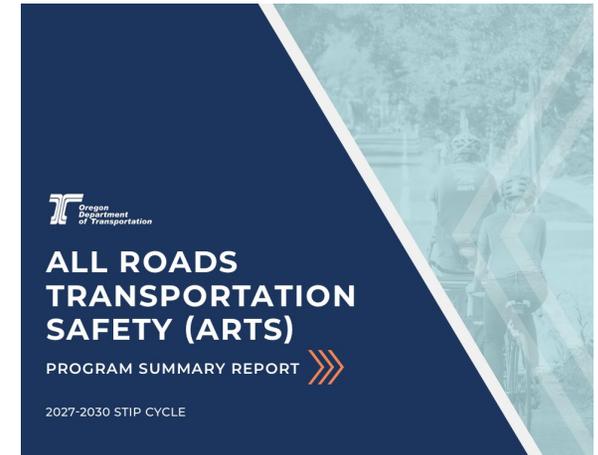


## Highway Safety Improvement Programs

Every five years, the FHWA requires each state to develop, implement, and evaluate a highway safety improvement program to significantly reduce fatalities and serious injuries from roadway crashes. The Highway Safety Improvement Program (HSIP) must outline processes for collecting, maintaining, and analyzing safety data; conducting road safety audits; and establishing priorities for the implementation of HIS projects. In

Washington State, safety funds are programmed and spent according to the SHSP in one of three different funding categories:

- ◆ **City Safety Program** – funds projects that reduce fatal and serious injury crashes on city or town streets and state highways, using engineering improvements and countermeasures. Projects can either address specific locations or make systemic improvements based on top crash type(s) throughout the city or town
- ◆ **County Safety Program** – funds projects that reduce fatal and serious injury crashes on county roads, using engineering improvements and countermeasures. These projects can be at intersections, specific locations, or along corridors and are prioritized based on the highest crash type(s) in the county.
- ◆ **Railway-Highway Crossing Program** – funds projects that reduce the number of fatalities, injuries, and crashes at public at-grade crossings. At least 50% of the funds must be used to install or upgrade protective devices, such as gates, pedestrian crossings, signal systems, and signage. Funds can also be used to transition an at-grade crossing to a grade-separated crossing.



In Oregon, the HSIP is known as the All-Roads Transportation Safety (ARTS) Program. The ARTS Program emphasizes data analytics to determine which projects will best reduce fatalities and serious injuries on Oregon’s public roadways. Funding is directed into several categories:

- ◆ **Hot Spot** – funds projects that focus on specific locations including intersections, curves, or short road segments with a history of fatalities or serious injuries. The nature of the crash is used to select the proper countermeasure.
- ◆ **Systemic** – funds projects that home in on specific system-wide safety concerns, covering roadway segments, entire corridors, or multiple locations throughout a community.
  - ◆ **Systemic Intersection** – focuses on utilizing low-cost treatments such as warning signs or reflectors to improve safety at intersections.

- ◆ **Systemic Roadway Departure** – addresses crashes on road segments or along corridors by adding curve warning signage, pavement markings, high-friction road surface treatments, or rumble strips to prevent run-off-road and head-on crashes. These crash types are more common in rural areas and are also of concern to the Walla Walla Valley.
- ◆ **Systemic Bicycle-Pedestrian** – funds a broad range of projects to match the distributed nature of bicycle and pedestrian crashes. These projects also add bicycle lanes and cycle tracks or enhance existing pedestrian facilities or crossing locations.



### Public Transportation Agency Safety Plans

In the Walla Walla Valley, there are two public transit agencies, Valley Transit and Milton-Freewater Public Transportation, which provide service within and between

the cities of College Place and Walla Walla as well as Milton-Freewater, respectively. In compliance with recent federal regulations, these public transit agencies are tasked with developing a Public Transportation Agency Safety Plan (PTASP) to demonstrate their commitment to safety. At a minimum, each plan is required 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, including a Safety Management Policy, Safety Risk Management, Safety Assurance, and Safety Promotion
- ◆ Employee reporting program
- ◆ Performance targets based on 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 the NSP
- ◆ Process and timeline for the annual review and periodic update of the safety plan

The approved Valley Transit and Milton-Freewater Public Transportation PTASP targets are shown alongside other transportation performance metrics in [Appendix C](#).

## Security

Defined as protection from intentional harm, security seeks to reduce damage inflicted by people, such as terrorism or criminal actions, as well as those of natural disasters, like floods or earthquakes. For transportation planning, security efforts target roadways, bridges, airports, and more with projects and programs that improve the transportation system’s resilience. Equally important as the hardening of infrastructure elements is the provision of redundancy. Having a single roadway as the only lifeline for a community presents a significant risk if that road should become blocked by a landslide or wildfire.

Proper emergency management consists of four phases: preparedness, response, recovery, and mitigation.

Even with the best preparation, the response to natural disasters or terror events is often hectic. This makes planning and preparing for such events even more important.



- ◆ **Preparedness** means anticipating the potential problems that may arise during an emergency and then taking the appropriate steps to proactively identify the necessary resources to deal with a variety of situations. Resources can include materials, people, and organizational partnerships.
- ◆ **Response** efforts can take significant coordination across many different agencies and partnerships and include setting up emergency shelters, caring for the sick and injured, fighting fires, performing search and rescue, and assessing the damage.
- ◆ **Recovery** can begin after an emergency has passed. Reestablishment of business operations greatly depends on prior preparedness and planning as well as the severity of the emergency itself. This type of incident can also dictate what kinds of funding sources and support are available for recovery efforts. As an example, both Umatilla and Walla Walla Counties received a Presidential Major Disaster Declaration following flooding in early 2020, which allowed them to seek Public Assistance funds to repair damaged infrastructure.

- ◆ **Mitigation** aims to outright prevent or at least minimize future risk. For instance, a community that is adjacent to a frequently flooding river may choose to move some structures to higher ground.

### Emergency Management Plans for the Walla Walla Valley Region

#### Washington State Emergency Management

The Washington State Military Department's Emergency Management Division (EMD) is responsible for minimizing the impact of emergencies and disasters on the people, property, environment, and economy of the State. The Division notifies and alerts state agencies and local governments of impending emergencies and disasters. During state emergencies, the EMD manages the State Emergency Operations Center (EOC) and coordinates the response to ensure help is provided to those who need it, quickly and effectively. The EOC is designated as the central location for information gathering, disaster analysis, and response coordination. Representatives from other state agencies, federal government agencies, and local organizations also provide coordination assistance.



## Comprehensive Emergency Management Plan

Washington Military Department  
Emergency Management Division

Base Plan  
August 2024

The Emergency Management Division also maintains the Comprehensive Emergency Management Plan (CEMP), which is reviewed and updated every four years. The CEMP provides a comprehensive framework for statewide mitigation, preparedness, response, and recovery activities, while providing standardized plan structure for other agencies throughout the State. It also facilitates interoperability between local jurisdictions, state, and federal governments.

During emergencies, WSDOT serves as the primary agency for transportation support. As such, they provide transportation system information and logistical support to other agencies, restrict movement where necessary, and maintain a safe transportation system at all times. In addition, WSDOT manages aerial search and rescue efforts.

The responsibility of preventing and preparing for terrorist attacks falls to the Washington State Patrol's Homeland Security Division (HSD). Members of the HSD staff the State Emergency Operations Center and work closely with the Military Department's Emergency Management Division to provide law enforcement support and coordination. To protect critical transportation infrastructure and assets, the HSD responds to bomb threats, conducts multi-agency training and coordination exercises, monitors important security video feeds, detects and prevents terrorist attacks, and protects the Washington State Ferries (WSF) system, the largest ferry system in the United States.

### Walla Walla County Emergency Management

Walla Walla County's Emergency Management Department provides preparedness, response, recovery, and mitigation activities for **all communities within the County**.

The Walla Walla County Comprehensive Emergency Management Plan details the coordination activities and responsibilities for the various local, state, and federal partner agencies, as well as the supporting volunteer organizations. The CEMP's goal is to minimize the impacts of disasters and emergencies on people, property, environment, and economy.

## Comprehensive Emergency Management Plan

As defined by RCW 38.52.070, Walla Walla County Emergency Management's revised Comprehensive Emergency Management Plan (CEMP) was submitted to Washington State Military Department, Emergency Management Division (WAEMD) for review in September 2017.

In a letter dated October 11, 2017, Director, Robert Ezelle, congratulated Walla Walla County Emergency Management 'on this significant endeavor.'

Additionally, per WAC 118-40-180, Emergency Support Function (ESF) 10 - Hazards Materials was submitted to the State Emergency Response Commission (SERC) for review. Washington Military Department, Emergency Management Division, coordinated the SERC review of the plan for compliance with SARA Title III, NRT-guidelines and the Washington State Comprehensive Emergency Management Plan, and provided feedback to Walla Walla County Emergency Management. The plan was approved in a letter dated November 30, 2017 signed by Director Robert Ezell on behalf of the SERC. The letter states that the plan currently meets all nine federal requirements for hazardous materials plans.

Following approval, the plan was promulgated by Walla Walla County, and the Cities of Walla Walla, College Place, Waitsburg and Prescott.

| FORWARD  | BASIC PLAN                                    | ESF 01 - TRANSPORTATION  |
|--|---|--|
| ESF 02 - TELECOMMUNICATIONS, INFORMATION SYSTEMS, AND WARNING                | ESF 03 - PUBLIC WORKS AND ENGINEERING         | ESF 04 - FIREFIGHTING  |
| ESF 05 - EMERGENCY MANAGEMENT  | ESF 06 - MASS CARE HOUSING AND HUMAN SERVICES | ESF 07 - RESOURCE SUPPORT  |
| ESF 08 - PUBLIC HEALTH, MEDICAL AND MORTUARY SERVICES                        | ESF 09 - SEARCH AND RESCUE                    | ESF 10 - HAZARDOUS MATERIALS RESPONSE (reviewed/updated annually per SARA Title III) |
| ESF 11 - AGRICULTURAL AND NATURAL RESOURCES                                  | ESF 12 - ENERGY                               | ESF 13 - PUBLIC SAFETY AND LAW ENFORCEMENT   |
| ESF 14 - LONG TERM COMMUNITY RECOVERY AND MITIGATION                         | ESF 15 - PUBLIC AFFAIRS                       | ESF 20 - DEFENSE SUPPORT TO CIVIL AUTHORITIES  |
| Walla Walla County - Columbia Generating Station Emergency Preparedness Plan |   |  |

Valley Transit has been designated as the transportation coordinator for emergencies, charged with allocating transportation resources, coordinating mass evacuations, and providing transportation services for emergency personnel and materials.



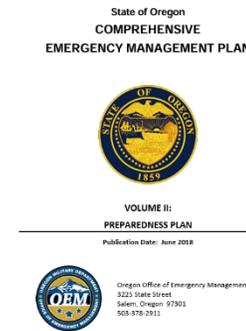
## Oregon State Emergency Management

The Oregon Emergency Operations Plan (EOP) directly addresses the recovery phase of emergency

management. Strong interagency and public-private coordination is an important part of the plan.

A key principle of the EOP is the stipulation that disasters be handled at the lowest level of government necessary to respond effectively. This helps to preserve state and federal resources for the most critical of emergencies, allowing for more flexible and scalable response efforts.

In emergencies, ODOT is tasked to close state highways and reroute traffic in coordination with the state and local law enforcement; manage civilian traffic and coordinate military deployments, including the Oregon National Guard; maintain a radio network connecting ODOT personnel with local expertise; receive, store, and stage materials from the Strategic National Stockpile; and transport search and rescue teams and provide a transportation infrastructure liaison.





## Umatilla County Emergency Management

The Emergency Operations Plan for Umatilla County is an all-hazard plan, describing how various agencies and organizations will organize and respond to emergencies and disasters. The EOP provides a framework for coordinated response and recovery activities. The County views emergency management planning as a continuous process, linked closely with training and exercises and designed to establish comprehensive preparedness that prioritizes increased resiliency.

The County's Emergency Management Department is responsible for transportation support. It plans for high-hazard areas and identifies the numbers of potential evacuees, including those who require transportation to reception areas. The department also coordinates transportation for special needs populations, as well as confirms and manages locations of staging areas and pick-up points for evacuees requiring public transportation.

## City of Milton-Freewater Emergency Management



The City of Milton-Freewater also has an Emergency Operations Plan which lays out the incident command structure and continuity of governance.

Milton-Freewater Public Transportation is responsible for the relocation of vulnerable, special needs populations, the coordination of transit to support evacuations, and the transportation of victims to hospitals.

The City of Milton-Freewater is no longer part of the WWVMPO Metropolitan Planning Area (MPA); however, the city's emergency management system remains relevant due to its continued role in providing services to the Oregon areas within the WWVMPO's MPA.

## Natural and Cultural Environments

Positioned between the Columbia and Snake Rivers and the foothills of the northern Blue Mountains, the Walla Walla Valley is home to an abundance of natural and cultural resources.

Shaped by ice-age floods, which laid bare volcanic bedrock in some places and deposited mineral-rich soils in others, the region possesses an interesting geomorphology, which gave rise to its unique vegetation and wildlife.

Named after the Walla Walla people, the area was home to the Cayuse, Umatilla, and Walla Walla peoples long before recorded history.

A steady stream of settlers started arriving during the second half of the 19<sup>th</sup> century and brought with them the seeds that started the region's extensive agriculture.



## Natural Resources

Composed of unique farmlands, parks and open spaces, wetlands and flood zones, as well as endangered or even threatened flora and fauna, the natural environment of the Walla Walla Valley provides the region's citizens with a large variety of outdoor spaces and resources. It is incumbent on proactive transportation planning to support their vitality and protect these limited assets for future generations.

### Farmlands

At the end of the last ice age, first the Missoula Floods and subsequently the wind deposited mineral-rich soils throughout eastern Washington, creating a wealth of prime farmland within the WWVMPPO/SRTPO's planning area. In cooperation with other interested federal, state, and local government organizations, the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service has inventoried **prime and unique farmlands** in an effort to identify the extent and location of important agricultural lands that can be used for the production of the nation's food supply.

Prime farmland is defined as land that is not urban, built-up, or located in water areas and has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops.

When properly managed, prime farmland's associated soil quality, growing season, and moisture supply are sufficient to feasibly and sustainably produce high yields. Within the Walla Walla Valley, much of this prime farmland is used to grow wheat and the world-famous Walla Walla sweet onions.

Unique farmlands are used for the production of specific high value crops, and possess a special combination of physical and chemical characteristics needed for the economically feasible production of sustainable high yields of specialized crops, such as nuts, fruits, or vegetables.

In the Walla Walla Valley, these unique farmlands were historically used to produce apples, but increasingly more acreage has been converted to the production of wine grapes. The region has two unique wine-growing regions known as American Viticultural Areas (AVAs): the Walla Walla Valley AVA and the Rocks District in Milton-Freewater, which is a sub-appellation of the Walla Walla Valley AVA. These regions supply grapes to over 140 local wineries. Agriculture is a major component of the region's economic base, which makes the preservation of high-quality agricultural lands a topic of utmost importance.

## Parks and Open Spaces

Opportunities for outdoor recreation and exploration are essential to the high quality of life enjoyed throughout the region. Within the Walla Walla Valley, these opportunities exist in various forms, such as parks, trails, natural landmarks, recreation areas, forests, wildlife refuges, golf courses, campgrounds, and more. It is critical that transportation infrastructure connects everyone to these exciting locations, which are shown here alongside the agencies that operate and maintain them for the public's enjoyment:

### Federal Lands

- ◆ [National Park Service](#)
  - ◆ Whitman Mission National Historic Site
  - ◆ Lewis and Clark National Historic Trail
  - ◆ Wallula Gap National Natural Landmark
- ◆ [U.S. Forest Service](#)
  - ◆ Umatilla National Forest
- ◆ [U.S. Army Corps of Engineers](#)
  - ◆ Boating – Ayer Boat Basin, Ice Harbor Lock and Dam, Lower Monumental Lock and Dam, and Matthews Boat Ramp
  - ◆ Camping – Charbonneau Park and Fishhook Park

- ◆ Day Use – Mill Creek/Bennington Lake Recreational Area, Rooks Park, Shoreline Road, and South Shore
- ◆ Habitat Management Units – Hollebeke and Walker
- ◆ U.S. Fish and Wildlife Services
  - ◆ McNary National Wildlife Refuge, including the Burbank Slough, Casey Pond, Peninsula, Quarry Pond, Madame Dorian, Wallula, and Juniper Canyon areas

### Tribal Resources

- ◆ Frenchtown Historic Site – Natural Area (located north of Walla Walla River and separated by Old Highway 12 from the Frenchtown Historical Foundation parcel)



### State Lands

- ◆ Washington State Department of Fish and Wildlife – McDonald Bridge, Sunnyside-Snake River, and Swegle Road Wildlife Areas

### City Facilities

- ◆ **College Place** – Harvest Meadows, Lions, Kiwanis, and Veterans Parks; and Poor Farm Cemetery.
- ◆ **Milton-Freewater** – Community, Freewater, Marie Dorian, Morello, Olinger, Orchard, and Yantis Parks; Joe Humbert Family Aquatic Center; Memorial Field; Milton-Freewater Golf Course; and Rotary Sports Complex.
- ◆ **Prescott** – Prescott Swimming Pool.
- ◆ **Waitsburg** – Preston Park, Waitsburg City Cemetery, and Waitsburg Swimming Pool.
- ◆ **Walla Walla** – Eastgate Lions, Fort Walla Walla, Heritage Square, Howard Tietan, Jefferson, Memorial, Menlo, Pioneer, Vista Terrace, Volunteer, Washington, Wildwood, and Xeriscape Parks; First Avenue Plaza; Mill Creek Sportsplex; Mill Creek Trail; Mountain View Cemetery; Veteran’s Memorial Golf Course; and Veteran’s Memorial Pool.

Local **schools, colleges, and universities** also contribute to the wealth of open spaces, as do many other sites, including cemeteries, country clubs, golf courses, memorial gardens, and parks throughout Walla Walla and Umatilla Counties.



### Wetlands and Flood Hazard Zones

The name Walla Walla translates to “many waters” and this holds true within the Walla Walla Valley. Rivers and streams, both big and small, are numerous and course throughout the region. This river system contains many flood hazard zones, which experience periodic flooding within the lowlands adjacent to these water bodies.

- ◆ Based on Federal Emergency Management Agency information, approximately 18,160 acres are considered flood hazard zones and are either within the floodway or the base flood elevation zone.

Extensive settlement and agricultural activities have left only a few wetlands undisturbed. Many of those that remain, particularly those of high quality, are managed or owned by state or federal authorities. Unlike flood hazard zones, wetlands are inundated by surface or ground water frequently enough to support

certain types of vegetation or aquatic life that require moisture-saturated soil conditions.

- ◆ According to the [National Wetlands Inventory](#), 1,033 wetland features exist within the study area.

The placement of transportation infrastructure can impact these delicate wetland ecosystems, as well as the flood mitigation capabilities of the river system, by increasing stormwater runoff and damaging sensitive habitats.



### Endangered or Threatened Species

The Walla Walla Valley is the home of currently 60 plant and animal species that need protection. The list includes mammals, birds, fish, mollusks, insects, amphibians, and reptiles, as well as a variety of plants. Gray wolves, Canada Lynxes, Yellow-billed Cuckoos, and Bull Trout are under considerable levels of threat. The Thistle Milkvetch plant is thought to be completely or at least locally extinct. The Walla Walla River and the Touchet River watershed supports bull trout and steelhead, which are

considered a threatened species under the Federal Endangered Species Act. Within the 15,000-acre McNary National Wildlife Refuge and the nearby U.S. Army Corps of Engineers' Habitat Management Units, several rare and endangered birds can be found, alongside bald eagles and peregrine falcons.

A complete table of the federally and state-listed species can be found in [Appendix D](#).

## Cultural Resources

### Archaeological Sites

Though it was named for the Walla Walla people, the region is composed of the traditional lands of the Cayuse, Umatilla, and Walla Walla Native American tribes. Humans have been present in the Walla Walla Valley for over 12,000 years and the abundance of Native American activity has created nearly 250 recorded archaeological sites within just Walla Walla County. Such sites are **non-renewable resources**, deserving protection against looting and vandalism, and are therefore not depicted on a map.

The first Euro-Americans to visit the area were a band of intrepid explorers led by Meriwether Lewis and William Clark in 1805, 215 years ago. They canoed down the Snake and Columbia Rivers on their way to the Pacific Ocean and passed through the center of Walla Walla County on their return journey. Four traders established outposts shortly afterwards and the Whitman Mission

followed in 1836. It was not until the mid-19th century that settlers from the United States of America began arriving in earnest. In 1862, the City of Walla Walla was the first settlement in the area to incorporate.

### Historic Sites

Numerous historic structures are still present in the Walla Walla Valley, many of which date from before 1900. In order to be officially listed on the [National Register of Historic Places](#) (NRHP), a site or district must be at least 50 years old, look much the same as when it was first built, and be significant in terms of architecture, landscape, engineering achievements, or historical importance.

For the Washington portion of the WWMPO/SRTPO, the [Washington Information System for Architectural and Archaeological Records Data](#) (WISAARD) can be used to find them. For the Oregon portion, the [Oregon Parks & Recreation Department](#) maintains a database of historic sites.

The majority of NRHP sites within the Walla Walla Valley are residential properties of historical or architectural significance. However, Fort Walla Walla and the Whitman Mission cover a larger area. Below is a complete list of sites in the region:

### City of Walla Walla

- ◆ Bachtold Building - Interurban Depot
- ◆ Max Baumeister Building
- ◆ John F. Boyer House

- ◆ Norman Francis Butler House
- ◆ Dacres Hotel
- ◆ Electric Light Works Building
- ◆ Fort Walla Walla Historic District
- ◆ Green Park School
- ◆ Kirkman House
- ◆ Liberty Theater
- ◆ George Ludwigs House
- ◆ Marcus Whitman Hotel
- ◆ Memorial Building, Whitman College



- ◆ Miles C. Moore House
- ◆ Northern Pacific Railway Passenger Depot
- ◆ Osterman House
- ◆ Saint Patrick Church, School, and Rectory
- ◆ Small-Elliott House
- ◆ US Post Office - Walla Walla Main
- ◆ Walla Walla Carnegie Public Library
- ◆ Walla Walla Valley Traction Company Car Barn
- ◆ Washington School
- ◆ Whitehouse-Crawford Planing Mill
- ◆ YMCA Building - Walla Walla

### City of College Place

- ◆ Saturno-Breen Truck Garden

### City of Waitsburg

- ◆ William Perry Bruce House
- ◆ Mary Hubbard House
- ◆ Preston Hall
- ◆ Waitsburg High School
- ◆ Waitsburg Historic District



### Walla Walla County

- ◆ Cox - Utter House
- ◆ Dixie High School
- ◆ Touchet Cemetery
- ◆ Walla Walla Fair Pavilion
- ◆ Whitman Mission National Historic Site

### In or near Milton-Freewater

- ◆ Central School
- ◆ Columbia College
- ◆ Williams Frazier Farmstead
- ◆ Sarah E. Ireland House
- ◆ Still-Perkins House
- ◆ Walla Walla Valley Traction Company Passenger Station and Powerhouse



### Heritage Barns

The [Washington State Department of Archaeology and Historic Preservation](#) also maintains a database of historic barns in their [Heritage Barn Register](#).

In the Walla Walla Valley, five Heritage Barns have received grant funding for restoration since the grant program's inception in 2007:

- ◆ James P. Seitz / Frazier Octagonal Barns
- ◆ Plucker Family Farm Barn
- ◆ Reser Centennial Barn
- ◆ Russell Barn
- ◆ Small Barn



| <i>Environmental Population</i>           | <i>Assumption</i>            | <i>Number of Projects</i> | <i>Pedestrian / Bicycle</i> | <i>Bridge</i> | <i>Intersection</i> | <i>New Construction</i> | <i>Paving</i> | <i>Reconstruction</i> | <i>Safety</i> | <i>Signalization / Technology</i> |
|---|------------------------------|---------------------------|-----------------------------|---------------|---------------------|-------------------------|---------------|-----------------------|---------------|-----------------------------------|
| <i>Registered Historic Sites</i>          | Within 100 ft                | 14                        | 1                           | 1             | 1                   |                         |               | 5                     |               | 6                                 |
| <i>Parks and Open Spaces</i>              | Within 100 ft                | 19                        | 7                           |               | 1                   |                         | 1             | 6                     |               | 4                                 |
| <i>Parks and Open Spaces</i>              | Through                      | 1                         | 1                           |               |                     |                         |               |                       |               |                                   |
| <i>Wetland Areas</i>                      | Within 100 ft                | 12                        | 3                           | 2             |                     |                         | 4             | 1                     | 2             |                                   |
| <i>Flood Hazard Zones</i>                 | Through or directly adjacent | 27                        | 4                           | 6             |                     | 1                       | 3             | 9                     | 4             |                                   |
| <i>Wildlife Refuge/ Critical Habitat</i>  | Within 100 ft                | 20                        | 4                           | 5             |                     |                         | 3             | 4                     | 2             | 2                                 |
| <i>PM 10 Air Quality Maintenance Site</i> | Through or directly adjacent | 8                         |                             | 2             |                     | 1                       | 2             |                       | 3             |                                   |
| <i>EPA-Regulated Sites</i>                | Within 100 ft                | 11                        | 2                           |               | 2                   |                         | 2             | 2                     |               | 3                                 |

Source: National Park Service Cultural Resources; Washington Department of Archeology and Historic Preservation; WWVMPO/SRTPO Member GIS; U.S. Fish and Wildlife; Washington Department of Ecology; U.S. Environmental Protection Agency

### Impact Mitigation

Federal transportation planning requirements call for a discussion of potential environmental mitigation activities as part of the long-range planning process. Emphasis should be placed on activities as well as areas that may have the greatest potential to restore and maintain the environmental functions that may be affected by the 2045 Plan. In

order to gain a better understanding of which specific natural, cultural, or EPA-regulated sites may be impacted by the recommended projects, the WWVMPO/SRTPO first reviewed EPA’s screening tool [NEPAassist](#) and then conducted a map-based analysis to determine a potential spatial nexus.

According to [23 CFR 450.324\(f\)\(10\)](#), the mitigation discussion may focus on policies, programs, or strategies and it is to be developed with input from federal, state, and tribal wildlife, land management, and regulatory agencies. The listed environmental mitigation strategies are intended to be regional in scope and therefore do not typically address potential project-level impacts.

### Potential Mitigation Strategies

Although detailed impact studies are conducted and associated mitigation strategies are assessed once projects move from the planning into the design phase, appropriate mitigation strategies for potential impacts can be discussed at the conceptual stage. Sequencing of mitigation actions typically includes the following:

- ◆ **Avoid** the impact by altering the design or alignment or forego implementing all or part of the project.
- ◆ **Minimize** impacts by limiting the extent and magnitude of the project, or its construction envelope.
- ◆ **Mitigate** the impact by repairing, rehabilitating, or restoring the affected resources or environments.
- ◆ **Reduce or eliminate** the impact over time with preservation and maintenance operations over the life of the project.
- ◆ **Compensate** for the impact by replacing or providing substitute resources or environments.



| Affected Resource           | Potential Mitigation Measure   | Potential Mitigation Areas   |
|-----------------------------|--|--|
| NRHP List or Eligible Sites | Mitigation may include context sensitive solutions and design modifications, reduction in visual impacts, integration of interpretive displays or educational activities, archeological studies or data recovery, photo documentation or archival recordation, or relocation of historical structures.   | Historical resource impacts are primarily mitigated on-site and on an individual project- or resource-basis; compensatory mitigation measures are generally not as prevalent as they are for natural resources.  |
| Farmland                    | Mitigation may focus on saving productive farmland through land swapping, fencing replacement or improvement, relocation or replacement of farm buildings, replacement or improvement of pasture water resources, or improved access to fields and pastures; in addition, the timing of construction activities may be considered.                 | Of particular interest for impact avoidance are parcels of prime farmland. The determination of mitigation approach and potential areas for implementation is project specific and may occur on- or off-site.  |
| Parks and Open Space        | Mitigation measures for publicly owned parks, recreation areas, wildlife refuges, or historical sites may include relocation or upgrade of park facilities, purchase of replacement park, expansion of nearby park facility, inclusion of design elements to minimize impacts, landscaping, context sensitive solutions, or advanced land banking. | The <a href="#">Department of Transportation Act</a> Section 4(f) stipulates that all feasible and prudent alternatives and all possible actions to minimize harm must be considered. Mitigation measures and implementation areas are determined in consultation with affected jurisdictions. |

| Affected Resource                  | Potential Mitigation Measure  | Potential Mitigation Areas   |
|------------------------------------|---|--|
| Endangered or Threatened Species   | Mitigation may include specific actions to protect species, preserve or enhance habitats, establish buffer areas, avoid planting food species near roadways, or provide fencing and fauna over- or underpasses; tree clearance may be restricted, construction activities may occur outside of nesting or spawning season; rare plant species may be relocated; and conservation banking may be used. | Mitigation actions and potential areas for implementation are typically discussed during the consultation process required under the <a href="#">Endangered Species Act</a> - Section 4.         |
| Wetlands                           | Avoidance, minimization, and compensation are key elements of wetland mitigation activities; mitigation banking should be considered to compensate for unavoidable losses.  | On-site mitigation is preferred; a watershed approach could be utilized; mitigation banks have been established in Oregon and Washington; the region does not have a designated mitigation bank. |
| Perennial and Intermittent Streams | Mitigation should restore and enhance stream use through channel restoration, bank stabilization, natural stream design, riparian buffer plantings, fish and aquatic habitat improvements, use of specialized culverts, specialized agricultural crossings and fencing, dam removal, drainage remediation, bridge pier removal, and avoidance of in-stream construction work.                         | Mitigation actions and potential areas for implementation are typically determined during the <a href="#">Clean Water Act</a> Section 404 permit review process.                                 |

Potential environmental mitigation activities should also cover project related construction phasing and staging and may include the minimization of site disturbances through modifying timing, design, and alignment, or eliminating certain project features. Commonly impacted resources and applicable potential mitigation measures and areas are shown in the table.

The potential mitigation measures are refined and expanded as project-level impacts are addressed during preliminary engineering and design, and the specific areas for their implementation are determined prior to carrying out each 2045 Plan project.

**DISCLAIMER:** MOST OF THE LANGUAGE IN THIS CHAPTER HAS BEEN CARRIED OVER FROM THE PREVIOUS PLAN, WITH UPDATED INFORMATION AND DATA COLLECTED SINCE THE LAST ADOPTION INCORPORATED INTO VARIOUS SUB-CHAPTERS.





# Recommended Investments

## Recommended Investments

Federal and state requirements mandate that the 2045 Plan only include operational and capital investments that can reasonably be expected to have sufficient funding.

Fiscal constraint has been a key component of transportation plans and programs since the early 1990's and focuses on identifying those revenue sources that are committed, available, as well as reasonably expected.

Establishing both realistic revenues as well as costs is a critical component of the creation of a fiscally feasible and viable transportation plan. Albeit, looking 20+ years into the future is accompanied by a host of financial assumptions and the Walla Walla Valley has chosen to be fiscally conservative. Thus, the order of magnitude analysis of revenues and costs presented in this chapter are not assuming unknown sources of funding but, instead, are based on historical funding and expenses to which the appropriate revenue growth and year-of-expenditure factors have been applied. How these localized numbers were developed, along with what investments they are able to support, is captured in the following sections.

## Revenue and Cost Estimation

The identification of revenues that are committed, available, or reasonably expected starts with the funds already included in the region's [Transportation Improvement Program](#).

Next, is the extrapolation of historic authorizations, particularly if those are tied to funding allocation formulas. In addition, reasonably expected funding includes those sources that are in line with, or similar to, historical trends, recurring grants, or previously successful fiscal or legislative strategies. Within these general guidelines, WWVMPO/SRTPO staff compiled a list of historical and current transportation funding awards assigned to WWVMPO/SRTPO member entities, reviewed current allocations and historical trends, requested revenue information from its member entities, downloaded local budgets, and obtained [Washington Office of the State Auditor](#) (SAO) records on revenues and expenditures. The following summary provides an overview of key inputs to the draft revenue for the 2045 Plan Update:

- ◆ Metropolitan/Regional and Statewide Transportation Improvement Program (MRTIP) funds from 2021 through 2028 (developed by ODOT, WSDOT, and the WWVMPO/SRTPO), House Bill (HB) 2017 forecast funding data of 2025 through 2030, and identified additional funding resources

- ◆ Washington MPO area - local members funds: 2021-2025 and 2018-2023 SAO data (compiled by WSDOT and WWVMPO/SRTPO staff)
- ◆ Oregon MPO area – ODOT Fix-it (Fed/State) Funds from last plan update were adjusted to current MPO Boundary
- ◆ Public Transportation: 2019-2023 Valley Transit agency budget data as well as 2024 ODOT Transit Funds data. The City of Milton-Freewater is no longer part of the Metropolitan Planning Area (MPA); however, some bus routes continue to extend into the MPA. Therefore, related financial revenues are still reported.



To account for revenue increases over time, annual growth rates were based on the source of funding:

- ◆ **Federal Funds** – The Infrastructure Investment and Jobs Act (IIJA) has Surface Transportation funds and FHWA Surface Transportation Block Grants<sup>84</sup>, tells us a **2%** annual growth rate.

- ◆ **State Funds** – Funding from five years of 2021-2025 WWVMPO MRTIP projects yields a **1.1%** annual growth rate.
- ◆ **Local Funds** – Funding from five years of 2021-2025 WWVMPO MRTIP projects results in a **2.1%** annual growth rate.

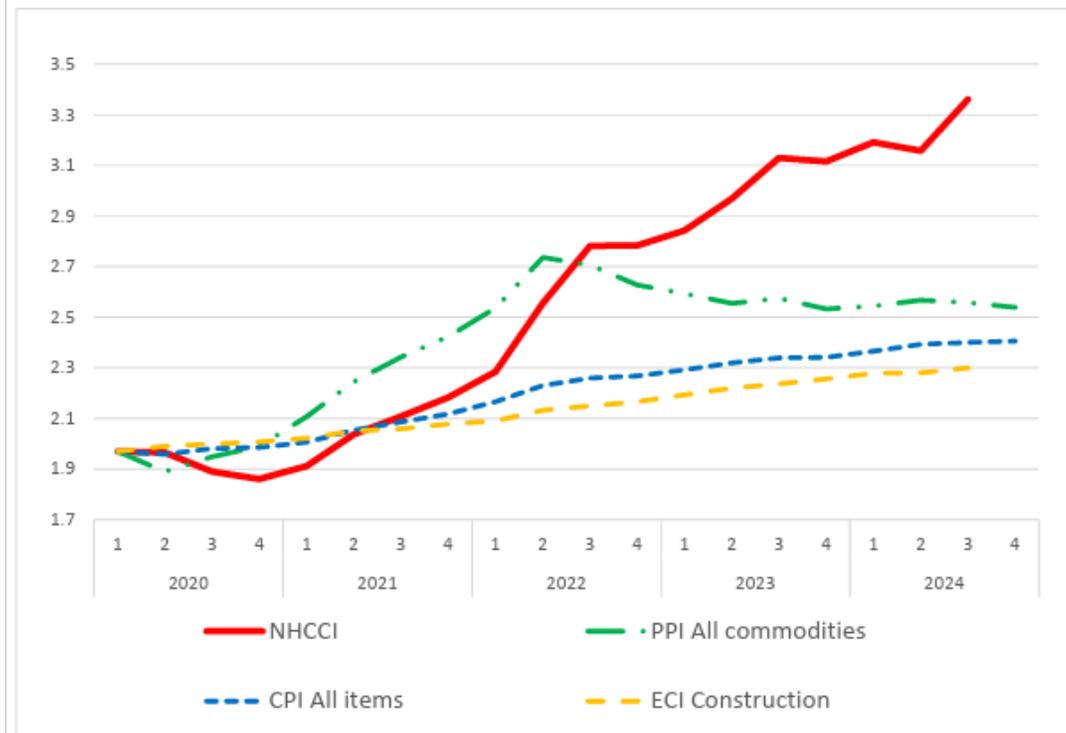
Similar to the work done for revenues, WWVMPO/SRTPO also compiled ten years of project data to develop typical costs by improvement type. The purpose of this information is two-fold:

- ◆ Projects submitted for potential inclusion in the plan were reviewed for reasonableness of their cost estimate, with the understanding that the figures represent planning estimates.
- ◆ Proposed projects that strictly address pavement preservation do not have to be specifically listed in the 2045 Plan.

Historically, construction cost increases - accounting for both labor and materials - have far outstripped revenue growth.

This trend is also reflected in the 2045 Plan, underscoring the need to find additional and sustained funding to maintain the condition of the existing multi-modal transportation system.

Figure 1. Comparison of NHCCI with PPI, CPI, and ECI (rebased to NHCCI 2020 Q1).



Sources: NHCCI: FHWA, Office of Transportation Policy Studies, National Highway Construction Cost Index (NHCCI) 2024 Q3 Estimates. CPI and PPI Indexes: BLS, Consumer Price Index, and Producer Price Indexes, available at <https://www.bls.gov>.

Again, to account for cost increases over time, the WWVMPO/SRTPO reviewed nationwide transportation construction cost indices.

The findings resulted in an annual increase of 6.5% as the year-of-expenditure factor, which is used to assess project costs for later phases of the 2045 Plan as well as the financial assessment for ongoing maintenance and preservation activities.

## System Preservation Needs

Existing system preservation costs are accounted for ahead of new project expenditures through a) the listing of anticipated transit asset replacements and b) through systemwide estimation of roadway pavement preservation.

To determine a cost "per lane mile" that can be systematically applied, maintenance and preservation expenditure data per mile were sourced from the [WSDOT's Asset](#)

Source: NHCCI Construction Cost Index data retrieved from <https://www.fhwa.dot.gov/policy/otps/nhcci/>  
[https://www.fhwa.dot.gov/policy/otps/nhcci/NHCCI\\_Narrative\\_Article\\_2024\\_Q2.pdf](https://www.fhwa.dot.gov/policy/otps/nhcci/NHCCI_Narrative_Article_2024_Q2.pdf)

Management Plan for Bridge and Pavements using total project cost estimates. This systemwide cost data served as the foundation for developing maintenance scenarios for evaluation and potential inclusion in the 2045 Plan.

The assumed current-dollar "cost per mile" is \$7,679 annually for Chip Seal Resurfacing with Maintenance and \$16,667 annually for Asphalt Resurfacing with Maintenance. All maintenance and preservation scenarios account for a 6.5% annual cost inflation rate, which determines the year-of-expenditure factor applied to each specific phase of the plan.

The scenario replicates current preservation practices and includes a ten-year cycle of chip seal improvements on all local roadways, one 15-year cycle of "mill and overlay" pavement work, and one ten-year cycle of chip seals on state highways and key local roads (such as those on the National Highway System, or NHS). Over the life of the plan, this results in **\$261.8 million** allocated to preservation activities, leaving **\$245.8 million** available in Washington for other infrastructure projects. In Oregon, however, there are insufficient funds to support preservation and other infrastructure projects.

Moreover, the agency has estimated that in order to have a single mill and overlay treatment on local, functionally classified roadways – at least once every 50 years – a 60% increase over current preservation funding levels would be needed, and a 200% increase would allow for road replacement.

WWVMPO/SRTPO and its members acknowledge that the current maintenance efforts fall short of what is needed to substantially improve the condition of the regional transportation infrastructure. The resulting **long-term repercussions** on the systemwide **state of good repair** will have to be addressed within the near future.

## Fiscal Constraint

Having developed revenue estimates and systemwide preservation costs, the fiscal constraint analysis must use both to determine how much of the anticipated funding is available for the implementation of additional transportation improvements.

As revenues and expenditure grow at different rates, this calculation is done for each plan phase, as shown in the following tables – first for pedestrian, bicycle, and

roadway infrastructure and then for public transit services and assets.

At this time, WWVMPO/SRTPO's Oregon member entities have not identified any immediate project needs, and just under \$24,742 in transportation funding is currently unassigned.

Facility maintenance, rolling stock preservation and replacement, and operational expenses are balanced against the revenues that consist of various federal and state grants, sales tax revenues (Valley Transit), fare collection, and additional sources of local funding.

With the exception of preservation activities, identification of projects within the Oregon area of the Walla Walla Valley is primarily carried out as part of the development of the Oregon Statewide Transportation Improvement Program (STIP). Since the development of the next STIP has recently begun and is expected to continue through 2025, any projects that come out of that development effort can subsequently be included in the 2045 Plan through the process of a plan amendment.

## Roadway-Bicycle-Pedestrian Revenue

Washington: **\$655,579,933**

| Federal      | 5 Year<br>2026-2030  | 10 Year<br>2026-2035 | 15 Year<br>2026-2040 | 20 Year<br>2026-2045 |
|--------------|----------------------|----------------------|----------------------|----------------------|
| STBG (US/R)  | \$18,131,557         | \$20,018,704         | \$22,102,267         | \$24,402,689         |
| STBG         | \$8,327,012          | \$9,193,694          | \$10,150,581         | \$11,207,061         |
| STBG (BR)    | \$30,356,094         | \$33,515,581         | \$37,003,910         | \$40,855,306         |
| TA (US/R)    | \$1,364,234          | \$1,506,225          | \$1,662,994          | \$1,836,080          |
| NHPP         | \$14,248,750         | \$15,731,771         | \$17,369,147         | \$19,176,942         |
| HSIP         | \$10,775,924         | \$11,897,490         | \$13,135,791         | \$14,502,974         |
| Others       | \$53,728,850         | \$59,320,992         | \$65,495,169         | \$72,311,958         |
| <b>Total</b> | <b>\$136,932,421</b> | <b>\$151,184,458</b> | <b>\$166,919,858</b> | <b>\$184,293,011</b> |

| State        | 5 Year<br>2026-2030  | 10 Year<br>2026-2035 | 15 Year<br>2026-2040 | 20 Year<br>2026-2045 |
|--------------|----------------------|----------------------|----------------------|----------------------|
| All          | \$171,517,125        | \$181,160,398        | \$191,345,849        | \$202,103,960        |
| <b>Total</b> | <b>\$171,517,125</b> | <b>\$181,160,398</b> | <b>\$191,345,849</b> | <b>\$202,103,960</b> |

| Local        | 5 Year<br>2026-2030 | 10 Year<br>2026-2035 | 15 Year<br>2026-2040 | 20 Year<br>2026-2045 |
|--------------|---------------------|----------------------|----------------------|----------------------|
| All          | \$88,752,962        | \$98,471,730         | \$109,254,737        | \$121,218,523        |
| <b>Total</b> | <b>\$88,752,962</b> | <b>\$98,471,730</b>  | <b>\$109,254,737</b> | <b>\$121,218,523</b> |

|              | 2026-2030            | 2026-2035            | 2026-2040            | 2026-2045             |
|--------------|----------------------|----------------------|----------------------|-----------------------|
| <b>Total</b> | <b>\$397,202,509</b> | <b>\$430,816,586</b> | <b>\$467,520,444</b> | <b>\$655,579,933*</b> |

### Federal Sources:

After 2025, assuming 2% Average Annual Growth for Regional Federal Funds

STBG – Surface Transportation Block Grant (Exchange) – State Exchange of federal funds

(US/R) – Urban Small or Rural Allocation (BR) – Bridge

SRTS – Safe Routes to School

TA – Transportation Alternatives

[Pedestrian/Bicycle]

(US/R) – Urban Small or Rural Allocation

NHPP – National Highway Performance Program

HSIP – Highway Safety Improvement Program

Other – Highway Infrastructure Program (HIP); Western Federal Lands (WFL); more

### State Sources:

After 2025, assuming 1.1% Average Annual Growth Rate for State Funds

### Local Sources:

After 2025, assuming Average Annual Growth Rate of 2.1% for Local Revenues

\*Additional identified funding resources of 147.96 million, that is Rural Surface Transportation Grant Program and Demonstration Grants for high priority mega projects

Source: WWVMPO STIP and State Auditor Office Data compiled by WWVMPO; Old data compiled by WWVMPO

## Roadway-Bicycle-Pedestrian Revenue

**Oregon: \$24,742**

| All                        | 5 Year<br>2026-2030 | 10 Year<br>2026-2035 | 15 Year<br>2026-2040 | 20 Year<br>2026-2045 |
|----------------------------|---------------------|----------------------|----------------------|----------------------|
| ODOT Fix-it<br>(fed/state) | \$20,998            | \$22,178             | \$23,425             | \$24,742             |
| <b>Total</b>               | <b>\$20,998</b>     | <b>\$22,178</b>      | <b>\$23,425</b>      | <b>\$24,742</b>      |

### Federal Sources:

After 2025, assuming 2% Average Annual Growth for Regional Federal Funds

### State Sources:

After 2025, assuming 1.1% Average Annual Growth Rate for State Funds

ODOT Fix-it – Statewide Transportation Improvement Program funds assigned to maintenance and preservation (incl. federal and state grants)

### Local Sources:

After 2025, assuming Average Annual Growth Rate of 2.1% for Local Revenues

The total revenue for Roadway-Bicycle-Pedestrian Projects for Washington and Oregon is **\$655,579,933**. And the total revenue for Transit Projects for Washington and Oregon is **\$80,938,571**.

## Valley Transit Revenue

**Washington: \$75,837,960**

|              | 5 Year<br>2026-2030 | 10 Year<br>2026-2035 | 15 Year<br>2026-2040 | 20 Year<br>2026-2045 |
|--------------|---------------------|----------------------|----------------------|----------------------|
| Federal      | \$9,591,227         | \$10,589,490         | \$11,691,652         | \$12,908,529         |
| State        | \$3,259,042         | \$3,442,276          | \$3,635,812          | \$3,840,230          |
| Local        | \$43,263,534        | \$48,001,046         | \$53,257,332         | \$59,089,201         |
| <b>Total</b> | <b>\$56,113,802</b> | <b>\$62,032,811</b>  | <b>\$68,584,797</b>  | <b>\$75,837,960</b>  |

For the Washington Metropolitan Planning Area (MPA), transit revenues are allocated to facility maintenance, rolling stock preservation and replacement, and operational expenses. These costs are balanced against revenues derived from transit operations, federal and state grants, sales tax revenues (Valley Transit), fare collections, and other local funding sources, consistent with data from the Washington State Auditor's Office and Valley Transit revenue Data.

Source: WWVMPO STIP, Valley Transit Data; ODOT data

The anticipated total expenditure for Valley Transit over the planning horizon is **\$117.86 million**, based on a 4.5% inflation rate (as assumed in Valley Transit’s 2025–2030 Transit Development Plan). This includes \$22.08 million for anticipated projects and \$95.77 million for transit operations. Valley Transit’s assets also include its administrative building, transit maintenance facility, bus shelters, and other passenger amenities, along with significant investments in rolling stock. To ensure safe and reliable service, buses, dial-a-ride vans, vanpool vehicles, and support vehicles must be replaced at the end of their useful life. The additional expenses of **\$42.02 million** will be covered through agency reserve sources.

### Kayak Public Transit Revenue

**Oregon/Washington: \$5,100,611**

|                                | 5 Year<br>2026-2030 | 10 Year<br>2026-2035 | 15 Year<br>2026-2040 | 20 Year<br>2026-2045 |
|--------------------------------|---------------------|----------------------|----------------------|----------------------|
| All (WSDOT Ops +<br>ODOT STIF) | \$3,789,829         | \$4,184,278          | \$4,619,781          | \$5,100,611          |
| <b>Total</b>                   | <b>\$3,789,829</b>  | <b>\$4,184,278</b>   | <b>\$4,619,781</b>   | <b>\$5,100,611</b>   |

Assuming Average Annual growth of 2%, State.

Source: Confederated Tribes of the Umatilla Indian Reservation- Kayak Public Transit data.

Total estimated revenues for Kayak Public Transit are projected at

approximately **\$5.10 million** over the planning horizon.

Anticipated total expenditure is **\$9.79 million**, based on a 4.5% inflation rate. This includes \$1.40 million for vehicle replacement and \$8.39 million for operating expenses. An additional **\$4.69 million** in expenses will be covered through agency reserve sources.

## Selection of Projects

As previously described, 23 CFR 450.306(b) and (d) stipulates that the Walla Walla Valley region develop its long-range transportation plan through a performance-driven, outcome-based approach that also considers ten federal planning factors. In addition, 23 USC 150(b) requires the region to make progress towards identified national performance goals and applicable targets that were developed in accordance with 23 CFR 490.105.

The WWVMPO/SRTPO and its members collaborated closely on the development of goals and objectives that tie directly back to the federal planning factors and, at the same time, draw the focus to those investments that promote the region’s specific vision.

In light of the objectives importance to the region’s project selection process, the adopted objectives and corresponding 2045 Plan goals are shown in a table located in the “Objectives” section of the “Goals-Oriented and Performance-Driven” chapter.

The Walla Walla Valley has also opted for a **qualitative approach**, which allows **conceptual projects** to compete and the ranking to be **mode independent**.

Qualitative assessment is tied to **relevance** (high/medium/low) and **impact** (significant/moderate/neutral/negative). The project comparison is accomplished through assignment of numerical values to both factors:

- |              |   |                   |
|--------------|---|-------------------|
| ◆ 5 = High   |  | ◆ 2 = Significant |
| ◆ 3 = Medium |   | ◆ 1 = Moderate    |
| ◆ 1 = Low    |   | ◆ 0.1 = Neutral   |
|              |   | ◆ -1 = Negative   |
|              |   |                   |

Following the formulation of the goals and objectives, the public was given the opportunity to weigh in on their relative level of importance. The agency evaluated the responses to various public survey questions to arrive at the following aggregate level of priority:

| Goal Area                                  | Weighting |
|--|-----------|
| Safety                                     | 5         |
| Security                                   | 3         |
| Health                                     | 4         |
| Preservation and Infrastructure Condition  | 5         |
| Resiliency and Reliability                 | 4         |
| Accessibility and Mobility                 | 4.5       |
| Integration and Connectivity               | 4         |
| Travel and Tourism                         | 2         |
| Economic Vitality                          | 3         |
| Efficient System Management and Operations | 1         |
| Stewardship and Sustainability             | 2         |

Expressed as weighting factors applied to each goal area, the public’s feedback played an important role in distinguishing the relative value of each proposed project to the region. During this process, the public had the opportunity to review the project list provided by our members, helping to identify which projects required the most attention when assigning scores. The resulting numerical ranking determined the order in which the projects were considered for inclusion in the **fiscally constrained project list** for the 2045 Plan.

*The final numerical scores used to rank each project are not included in the table below.*

## High Priority Mega Project (Fiscal Constraint)

| Project Sponsor                              | Project Name  | Fed. Functional Classification | From      | To             | Project Length (miles) | Existing Lanes | Proposed Lanes | Project Description                                 | Project Type           | Year Planned | Year of Expenditure |
|--|---|--------------------------------|-----------|----------------|------------------------|----------------|----------------|---|------------------------|--------------|---------------------|
| WSDOT/Port of Walla Walla/Walla Walla County | US 12 Phase 8 Corridor Completion Project – Phase A | Other Principal Arterial       | Wallula   | Nine Mile Hill | 10.6                   | 2              | 4              | Build and design new highway                        | New/Vehicle Capacity + | 2027         | \$140,964,440       |
| Port/WW/County                               | US 12/Clinton Street Interchange or Roundabout      | Other Principal Arterial       | MP 337.15 | MP 338.19      | 1.0                    | 2              | 3              | Construction phase of new interchange or roundabout | New/Vehicle Capacity + | 2030         | \$7,000,000         |

Note: Additional funding will be required for these projects, therefore, they are also included in the [Unfunded Project List](#).

## Fiscal Constraint Projects

| Project Sponsor | Project Name   | Fed. Functional Classification  | From           | To                     | Project Length (miles) | Existing Lanes | Proposed Lanes | Project Description   | Project Type       | Year Planned | Year of Expenditure |
|-----------------|--|---------------------------------|----------------|------------------------|------------------------|----------------|----------------|---|--------------------|--------------|---------------------|
| College Place   | SE 12th Street Rehabilitation Phase 1                  | Major Collector                 | College Avenue | Sky Avenue             | 0.44                   | 2              | 2              | Replace utilities underneath roadway (water, sewer). Fix storm. Replace concrete sidewalks and ADA infrastructure. Bike lanes. Parking lane. Two traffic lanes. Resurface roadway. Pedestrian lighting.                         | Reconstruction     | 2027-2028    | \$6,560,072         |
| College Place   | SW Mojonier Rd Reconstruction Project                  | Minor Arterial                  | College Avenue | Bluvue Lane            | 0.63                   | 2              | 3              | This project will entail 0.63 miles of corridor reconstruction from rural standard to urban one with sidewalks, two travel lanes, turn lane in sections, bicycle lanes, and streetlights.                                       | Reconstruction     | 2025 to 2026 | \$6,730,979         |
| College Place   | SW Davis Avenue Safety Improvements (Whitman to 6th)   | Major Collector                 | Whitman Drive  | 6th Street             | 0.37                   | 2              | 2              | Addition of pedestrian streetlamps. RFBs across Whitman and 4th at Davis. Sidewalk on Davis between 4th and 6th. Resurface Davis between 4th and 6th.   | Safety/Realignment | 2025-2027    | \$1,420,050         |
| College Place   | 12th & Larch Intersecton Reconfiguration to Roundabout | Major Collector /Minor Arterial | Sky Avenue     | Dewey Avenue           | 0.25                   | 2              | 2              | Reconfigure SE 12th Street & Larch intersection from four way stop to a roundabout. College Place has had a fatality near intersection. Multiple accidents. Cars get stuck stopping on south leg of intersection at wintertime. | Reconstruction     | 2027         | \$1,702,898         |
| College Place   | SE 8th Street Pedestrian Improvements                  | Minor Collector                 | College Avenue | Larch Avenue           | 0.5                    | 2              | 2              | Installation of six-foot-wide concrete sidewalk in gaps on one side of roadway.   | Safety/Realignment | 2025-2026    | \$993,645           |
| College Place   | Whitman Drive & Home Depot Roundabout                  | Major Collector                 | Myra Rd        | Back entry Home Depot. | 0.1                    | 2              | 2              | This project will remove porkchop on south side of Whitman Drive and replace it with roundabout for flow of traffic along Whitman Drive, Home Depot, and Commercial Development to the South.                                   | Safety/Realignment | 2026         | \$1,329,906         |

| Project Sponsor           | Project Name  | Fed. Functional Classification | From                 | To                   | Project Length (miles) | Existing Lanes | Proposed Lanes | Project Description  | Project Type           | Year Planned | Year of Expenditure |
|---------------------------|---|--------------------------------|----------------------|----------------------|------------------------|----------------|----------------|--|------------------------|--------------|---------------------|
| College Place             | SW 4th Street   | Major Collector                | Academy Way          | Doans Avenue         | 0.3                    | 2              | 2              | Construct roadway to fill in gaps between roads between Academy Way and Doans Avenue. This will include sidewalks, cycle track, new pavement, and pedestrian lighting.   | New/Vehicle Capacity + | 2035         | \$3,754,275         |
| College Place             | SE Larch Avenue Resurfacing Project   | Minor Arterial                 | Whitman Drive        | Lamperti St          | 1.03 miles             | 3              | 3              | Resurface roadway. Fix curbs. Broken sidewalk panels. ADA improvements. Lighting at key intersections.   | Safety/Realignment     | 2031         | \$3,647,856         |
| College Place             | College Avenue & SW Murray Blvd Intersection to Roundabout                      | Other Principal Arterial       | Murray Blvd          | Murray Blvd          | 0.1                    | 2              | 2              | Construct intersection of new roadway (SW Murray Blvd) and existing road (S. College Avenue) to be a roundabout to move traffic between new development, Intermediate School, High School, and State Route 125.                          | Safety/Realignment     | 2026-2027    | \$1,327,539         |
| College Place             | College Avenue Resurfacing  | Other Principal Arterial       | Rose Street          | Mojonnier Rd         | 1.32                   | 2              | 2              | Resurface roadway. Fix any sidewalk panels that are no longer ADA.   | Safety/Realignment     | 2033         | \$3,309,991         |
| College Place             | Larch & Whitman Intersection Improvements                                       | Minor Arterial                 | Maple                | Hadley               | 0.25                   | 3              | 3              | Reconfigure intersection for safety. ADA improvements.   | Safety/Realignment     | 2029         | \$1,931,470         |
| College Place/Walla Walla | Myra Rd & Garrison Village Way Intersection Improvements                        | Minor Arterial                 | Garrison Village Way | Garrison Village Way | 0.1                    | 4              | 4              | This intersection has two stop signs. Myra Rd is uncontrolled. As corridor and Villages at GC/Fort Walla Walla Park further improve change intersection to traffic light with turn lanes. ADA improvements.                              | Safety/Realignment     | 2031         | \$1,459,142         |
| College Place             | SW Peppers Bridge Rd Reconstruction   | Major Collector                | Tamara Rd            | Old Milton Highway   | 0.63                   | 2              | 2              | Reconstruct rural county roadway to urban standards. Utilities. Sidewalk. Bike lanes. Lighting at key intersections. Repavement. ADA improvements.   | Reconstruction         | 2037         | \$10,645,481        |
| College Place             | SE 12th Street Rehabilitation Phase 2   | Minor Arterial                 | Dewey Avenue         | Myra Rd              | 0.67                   | 2              | 2              | Replace utilities underneath roadway (water, sewer). Fix storm. Replace concrete sidewalks and ADA infrastructure. Bike lanes. Parking lane. Two traffic lanes. Resurface roadway. Pedestrian lighting.                                  | Reconstruction         | 2029         | \$5,204,742         |
| College Place             | State Route 125 & College Avenue & Aufte/McMinn Rd Intersection Reconfiguration | Other Freeway/Expressway       | College Avenue       | Aufte Lane           | 0.2                    | 4              | 4              | Reconfigure College Avenue & State Route 125 intersection from controlled stoplight to a dual roundabout. Also, regrade so visibility is easier. Will make it safer. This intersection has second highest number of crashes in the city. | Reconstruction         | 2027-2028    | \$4,907,352         |

| Project Sponsor | Project Name  | Fed. Functional Classification | From            | To           | Project Length (miles) | Existing Lanes | Proposed Lanes | Project Description  | Project Type           | Year Planned | Year of Expenditure |
|-----------------|---|--------------------------------|-----------------|--------------|------------------------|----------------|----------------|--|------------------------|--------------|---------------------|
| College Place   | SW Owens Rd Construction                              | Major Collector                | Whitman Drive   | Mojonnier Rd | 1.36                   | 0              | 3              | Construction of a new Collector to act as a western connection between Whitman and Mojonnier. For the future Martin Airfield development. Developer will pay for the Lions Share. Utilities, sidewalks, bike lanes, 2 traffic lanes with turn lanes. Lighting at key intersections. ADA. | New/Vehicle Capacity + | 2030-2032    | \$7,769,933         |
| College Place   | Aufte Lane Construction                               | Minor Collector                | State Route 125 | Teal Rd      | 0.85                   | 0              | 3              | Construction of new roadway by Lakeside development. Will be used by school buses to get to new school. Sidewalk, bike lanes, lighting, new road. Developer paying lions share of it.  | New/Vehicle Capacity + | 2031         | \$6,566,140         |
| College Place   | SW Murray Blvd Construction (College to Teal)         | Major Collector                | College Avenue  | Teal Rd      | 0.85                   | 0              | 3              | This project will construct 0.85 miles of Minor Collector roadway to connect College Avenue corridor/College Place High School with new Intermediate School. Majority paid for by developer.   | New/Vehicle Capacity + | 2026-2027    | \$6,030,674         |
| College Place   | Whitman Drive Multiuse Path Gap Completion Project    | Minor Collector                | Davis Avenue    | Academy Way  | 0.23                   | 2              | 2              | Installation of asphalt multiuse path in gap between two existing ends at Davis to the east and Academy Way to the west.   | Modal Options +        | 2026-2028    | \$905,962           |
| College Place   | Christianson Lane Construction (Lakeside Development) | Minor Collector                | Mojonnier Rd    | Aufte Lane   | 0.62                   | 3              | 3              | Construction of new roadway by Lakeside development. Will be used by school buses to get to new school. Sidewalk, bike lanes, lighting, new road. Developer paying lions share of it.  | New/Vehicle Capacity + | 2029         | \$5,145,865         |
| College Place   | College/Southside Development Intersection #1         | Other Principal Arterial       | N/A             | N/A          | N/A                    | N/A            | N/A            | Construct new intersection on South College Avenue.  | Reconstruction         | 2027         | \$1,327,539         |
| College Place   | Southside Development East-West Corridor              | Major Collector                | S College Ave   | City Limits  | 0.76                   | 2              | 2              | Construct new collector with ADA sidewalks, water, sewer and franchise utilities   | New/Vehicle Capacity + | 2027         | \$8,076,205         |

| Project Sponsor | Project Name  | Fed. Functional Classification | From              | To            | Project Length (miles) | Existing Lanes | Proposed Lanes | Project Description  | Project Type       | Year Planned    | Year of Expenditure |
|-----------------|---|--------------------------------|-------------------|---------------|------------------------|----------------|----------------|--|--------------------|-----------------|---------------------|
| College Place   | SE 9th Street Reconstruction (College Avenue to Dead End) | Other Principal Arterial       | College Avenue    | Dead End      | 0.06                   | N/A            | N/A            | Conversion of local roadway that is gravel/dirt to a conventional asphalt roadway with curb and gutter   | Reconstruction     | 2026            | \$532,500           |
| College Place   | NE Larch/C Street Resurfacing Project                     | Minor Arterial                 | Whitman Drive     | Myra Rd       | 0.51                   | 3              | 3              | Resurface Roadway. ADA improvement. Bike Lanes. Fix broken sidewalk panels. Lighting at key intersections.   | Safety/Realignment | 2032            | \$3,107,973         |
| Prescott        | 1st Street Corridor to the School Improvements            | Minor Arterial                 | D Street          | A Street      | 0.5                    | N/A            | N/A            | 1st street sidewalks are nonexistent broken, crumbling and rumbling and some portions were recommended for repair and replacement by a contractor. This is very likely to have the effect of freezing and thawing in the winter. | Maintenance        | 2025,2026, 2027 | \$283,556           |
| Prescott        | Street Grain Route Chip Seal                              | Minor Arterial                 | F Street entrance | D Street exit | 1.5                    | 2              | 2              | Chip seal all grain traffic routes within the city   | Maintenance        | 2025,2026, 2027 | \$385,637           |
| Waitsburg       | Highway 12 Bridge Replacement                             | Other Principal Arterial       | Coppei Ave        | Preston Ave   | 0.1                    | 2              | 2              | Replacement of Hwy 12 Bridge   | Reconstruction     | 2030            | \$13,700,867        |
| Waitsburg       | Coppei Bridge Replacement                                 | Minor Collector                | W 7th             | Cardinal Lane | 0.1                    | 2              | 2              | Replacement of Coppei Creek Bridge   | Reconstruction     | 2036            | \$1,999,151         |
| Waitsburg       | W 2nd St. Sidewalk  | Minor Arterial                 | Main St           | West St.      | 0.5                    | 2              | 2              | Installation of sidewalk along South side of W. 2nd St (Highway 124) to west street and up W 3rd St to Bruce St back to W 2nd St   | Safety/Realignment | 2028            | \$486,924           |
| Waitsburg       | Bolles Rd Overlay   | Major Collector                | Main St           | WCL           | 1                      | 2              | 2              | Replacement of rail grade crossing and reconstruction of existing road   | Safety/Realignment | 2027            | \$932,333           |
| Walla Walla     | Plaza Way - Village to Taumarson                          | Minor arterial                 | Village Way       | Taumarson     | 0.8                    | 2              | 2-3            | Reconstruct to minor arterial standards  | Reconstruction     | 2030            | \$6,165,390         |
| Walla Walla     | Avery Street Improvements                                 | Minor Collector                | Rose              | Electric      | 0.2                    | 2              | 2              | Reconstruction to collector standards  | Reconstruction     | 2030            | \$2,055,130         |
| Walla Walla     | 9th Ave and Main Signal Replacement                       | Other Principal Arterial       | N/A               | N/A           | NA                     | N/A            | N/A            | Replace aging traffic signal   | Reconstruction     | 2028            | \$966,360           |
| Walla Walla     | Alder Street - Roosevelt to Brock                         | Minor arterial                 | Roosevelt         | Brock         | 0.5                    | 2              | 2              | Roadway and utility improvements and traffic signal modifications  | Reconstruction     | 2031            | \$4,980,053         |
| Walla Walla     | Main Street - Isaacs to 9th                               | Minor Arterial                 | Isaacs            | 9th           | 1.1                    | 2              | 2              | Replace road and utilities, preserve better sections   | Reconstruction     | 2030            | \$12,000,000        |
| Walla Walla     | Fern and Abbott Intersection Improvement                  | Minor Arterial                 | N/A               | N/A           | 0.1                    | 2              | 2              | Replace all way stop with a compact roundabout   | Safety/Realignment | 2027            | \$907,380           |
| Walla Walla     | Boyer Street Bicycle Improvements                         | Major Collector                | Main              | Wilbur        | 1.6                    | 2              | 2              | Bike Route Improvements  | Modal Options +    | 2026-2035       | \$266,250           |

| Project Sponsor | Project Name                                     | Fed. Functional Classification            | From          | To            | Project Length (miles) | Existing Lanes | Proposed Lanes | Project Description  | Project Type       | Year Planned | Year of Expenditure |
|-----------------|--|---|---------------|---------------|------------------------|----------------|----------------|--|--------------------|--------------|---------------------|
| Walla Walla     | Poplar Street - 5th to 14th                      | Major Collector                           | 5th           | 14th          | 0.6                    | 4              | 3              | Pavement preservation, reconstruction, channelization                              | Reconstruction     | 2026         | \$16,000,000        |
| Walla Walla     | Chase Avenue Reconstruction                      | Collector                                 | Birch         | Orchard       | 0.7                    | 2              | 2              | Reconstruct and upgrade roadway  | Reconstruction     | 2036         | \$3,998,303         |
| Walla Walla     | US 12 at Wilbur Avenue Improvements              | Other Freeway Expressway/ Major Collector | US 12         | Wilbur        | 0.1                    | 5              | 5              | Modify intersection to improve safety and operations                               | Safety/Realignment | 2036         | \$2,626,456         |
| Walla Walla     | Clinton Street Reconstruction                    | Minor Arterial                            | Boyer         | Alder         | x                      | 2              | 2              | Reconstruction   | Reconstruction     | 2026-2035    | \$3,900,000         |
| Walla Walla     | Mill Creek Trail Re-Pave                         | Minor Arterial                            | Cambridge     | Tausick       | 0.9                    | 2              | 2              | Resurface Existing Path  | Modal Options +    | 2030         | \$253,466           |
| Walla Walla     | N 4th Ave Improvements                           | Minor Arterial                            | Moore         | Rees          | 0.2                    | 2              | 2              | Resurface existing minor arterial  | Reconstruction     | 2036         | \$1,599,321         |
| Walla Walla     | Orchard Street Reconstruction                    | Major Collector                           | Chase         | 3rd           | 0.3                    | 2              | 2              | Reconstruction to collector standards  | Modal Options +    | 2036         | \$1,599,321         |
| Walla Walla     | 9th and Alder Signal Replacement                 | Other Principal Arterial                  | NA            | NA            | NA                     | NA             | NA             | Replace aging traffic signal   | Reconstruction     | 2028         | \$966,360           |
| Walla Walla     | School Avenue Corridor Planning                  | Minor Arterial                            | Alder         | Reser         | NA                     | 2              | 2              | Corridor planning effort   |                    | 2027         | \$226,845           |
| Walla Walla     | 2nd Avenue and Tietan Traffic Signal Replacement | Other Principal Arterial/Minor Arterial   | NA            | NA            | 0.1                    | 3              | 3              | Replace aging traffic signal   | Safety/Realignment | 2030         | \$685,043           |
| Walla Walla     | Alder/Tausick/Airport Way Preservation           | Other Principal Arterial                  | Alder/Tausick | Airport       | 2.2                    | 2              | 2              | Airport Way Preservation effort  | Preservation       | 2027         | \$3,544,453         |
| Walla Walla     | Cottonwood Road sidewalks & Pedestrian Bridge    | Minor Arterial                            | Thunder Ridge | Russell Creek | 0.1                    | 2              | 2              | Sidewalk infill  | Modal Options +    | 2026         | \$700,000           |
| Walla Walla     | Poplar Street 14th to Myra                       | Minor Arterial                            | 14th          | Myra          | 1.0                    | 2              | 2              | Reconstruct Poplar Street between 5th Avenue to Myra.                              | Reconstruction     | 2030         | \$2,466,156         |
| Walla Walla     | Howard Street - Bryant to Tietan                 | Minor arterial                            | Park          | Tietan        | 0.8                    | 2              | 2              | Full roadway and utility improvements on Howard St. from Bryant Ave. to Tietan St. | Reconstruction     | 2030         | \$7,136,781         |
| Walla Walla     | Fern Avenue Corridor Planning                    | Minor Arterial                            | Whitman       | Reser         | NA                     | 2              | 2              | Corridor planning effort   |                    | 2028         | \$211,391           |
| Walla Walla     | Bryant Avenue Corridor Planning                  | Minor Arterial                            | Howard        | School        | NA                     | 2              | 2              | Corridor planning effort   |                    | 2030         | \$239,765           |
| Walla Walla     | Tietan Street Sidewalks - 4th to Plaza           | Minor arterial                            | 4th           | Plaza         | 0.4                    | 2              | 2              | Infill sidewalks   | Modal Options +    | 2030         | \$1,205,676         |
| Walla Walla     | Wilbur Avenue Corridor Planning                  | Major Collector                           | Pleasant      | Reser         | NA                     | 2              | 2              | Corridor planning effort   |                    | 2028         | \$241,590           |
| Walla Walla     | 3rd Avenue - Maple to Tietan IRRP                | Major Collector                           | Maple         | Tietan        | 0.6                    | 2              | 2              | Replace road and utilities   | Reconstruction     | 2030         | \$5,000,000         |

| Project Sponsor    | Project Name                                     | Fed. Functional Classification | From       | To         | Project Length (miles) | Existing Lanes | Proposed Lanes | Project Description   | Project Type           | Year Planned | Year of Expenditure |
|--------------------|--|--------------------------------|------------|------------|------------------------|----------------|----------------|---|------------------------|--------------|---------------------|
| Walla Walla        | Pine Street TBD - 2nd Avenue to 9th Avenue       | Minor Arterial                 | 2nd Avenue | 9th Avenue | 0.4                    | 2              | 2              | Replace the roadway   | Reconstruction         | 2026         | \$7,636,050         |
| Walla Walla        | Sumach/Colville Intersection Improvements        | Major Collector                | NA         | NA         | 0.1                    | NA             | NA             | Reconstruct the curb radii and ADA ramps to improve pedestrian safety                     | Reconstruction         | 2027         | \$158,792           |
| Walla Walla        | Tietan and Fern Signalization                    | Minor Arterial                 | NA         | NA         | NA                     | NA             | NA             | New Traffic Signal  | New/Vehicle Capacity + | 2036         | \$899,618           |
| Walla Walla County | Abbott Rd MP 0.16 to MP 0.50                     | Major Collector                | 0.16       | 0.5        | 0.3                    | 2              | 2              | Address high crash locations (CSAP)   | Safety/Realignment     | 2030         | \$82,205            |
| Walla Walla County | Taumarsen rd MP 1.18 to MP 1.69                  | Minor Arterial                 | 1.18       | 1.69       | 0.5                    | 2              | 2              | Address high crash locations (CSAP)   | Safety/Realignment     | 2030         | \$82,205            |
| Walla Walla County | Cottonwood Rd at Powerline Rd MP 1.10 to MP 1.20 | Minor Arterial                 | 1.1        | 1.2        | 0.1                    | 2              | 2              | Address high crash locations (CSAP)   | Safety/Realignment     | 2030         | \$1,918,121         |
| Walla Walla County | Old Milton Hwy at Stateline Rd MP 0.00 to MP 0.1 | Minor Arterial                 | 0          | 0.1        | 0.1                    | 2              | 2              | Address high crash locations (CSAP)   | Safety/Realignment     | 2030         | \$191,812           |
| Walla Walla County | Old Milton Hwy MP 0.59 to MP 0.83                | Minor Arterial                 | 0.59       | 0.83       | 0.2                    | 2              | 2              | Address high crash locations (CSAP)   | Safety/Realignment     | 2030         | \$82,205            |
| Walla Walla County | Russell Creek Rd MP 3.95 to MP 4.14              | Minor Arterial                 | 3.95       | 4.14       | 0.2                    | 2              | 2              | Address high crash locations (CSAP)   | Safety/Realignment     | 2030         | \$82,205            |
| Walla Walla County | Frog Hollow Rd at Locher Rd MP 6.70 to 6.80      | Minor Arterial                 | 6.7        | 6.8        | 0.1                    | 2              | 2              | Address high crash locations (CSAP)   | Safety/Realignment     | 2030         | \$89,056            |
| Walla Walla County | Harvey Shaw Rd MP 13.3 to 15.3                   | Major Collector                | 13.3       | 15.3       | 2.0                    | 2              | 2              | Address high crash locations (CSAP)   | Safety/Realignment     | 2030         | \$191,812           |
| Walla Walla County | Lyons ferry Rd MP 9.39 to MP 10.8                | Major Collector                | 9.39       | 10.8       | 1.4                    | 2              | 2              | Address high crash locations (CSAP)   | Safety/Realignment     | 2030         | \$191,812           |
| Walla Walla County | McDonald Rd at detour Rd MP 3.4 to MP 3.5        | Major Collector                | 3.4        | 3.5        | 0.1                    | 2              | 2              | Address high crash locations (CSAP)   | Safety/Realignment     | 2030         | \$82,205            |
| Walla Walla County | Wallula Ave MP 1.43 to MP 2.68                   | Major Collector                | 1.43       | 2.68       | 1.3                    | 2              | 2              | Address high crash locations (CSAP)   | Safety/Realignment     | 2030         | \$1,233,078         |
| Walla Walla County | Reser Rd MP 0.97 to MP 1.23                      | Minor Arterial                 | 0.97       | 1.23       | 0.3                    | 2              | 2              | Address high crash locations (CSAP)   | Safety/Realignment     | 2030         | \$3,767,738         |
| Walla Walla County | Mill Creek Road MP 6.5 to MP 8.0                 | Other Principal Arterial       | 6.5        | 8          | 1.50                   | 2              | 2              | Reconstruct and widen road  | Reconstruction         | 2026         | \$2,526,180         |
| Walla Walla County | Theil Road Cordiner Bridge MP 1.75 TO MP 2.25    | Local                          | 1.75       | 2.25       | 0.50                   | 2              | 2              | Replace existing poor condition timber structure with precast concrete or metal structure | Reconstruction         | 2029         | \$2,958,873         |
| Walla Walla County | Harvey Shaw Road MP 0.03 TO MP 2.00              | Major Collector                | 0.03       | 2          | 1.97                   | 2              | 2              | Realign and widen road  | Safety/Realignment     | 2030         | \$1,370,087         |
| Walla Walla County | Reser Road MP 3.29 TO MP 5.19                    | Minor Arterial                 | 3.29       | 5.19       | 1.90                   | 2              | 2              | Realign and widen road  | Safety/Realignment     | 2035         | \$2,027,308         |

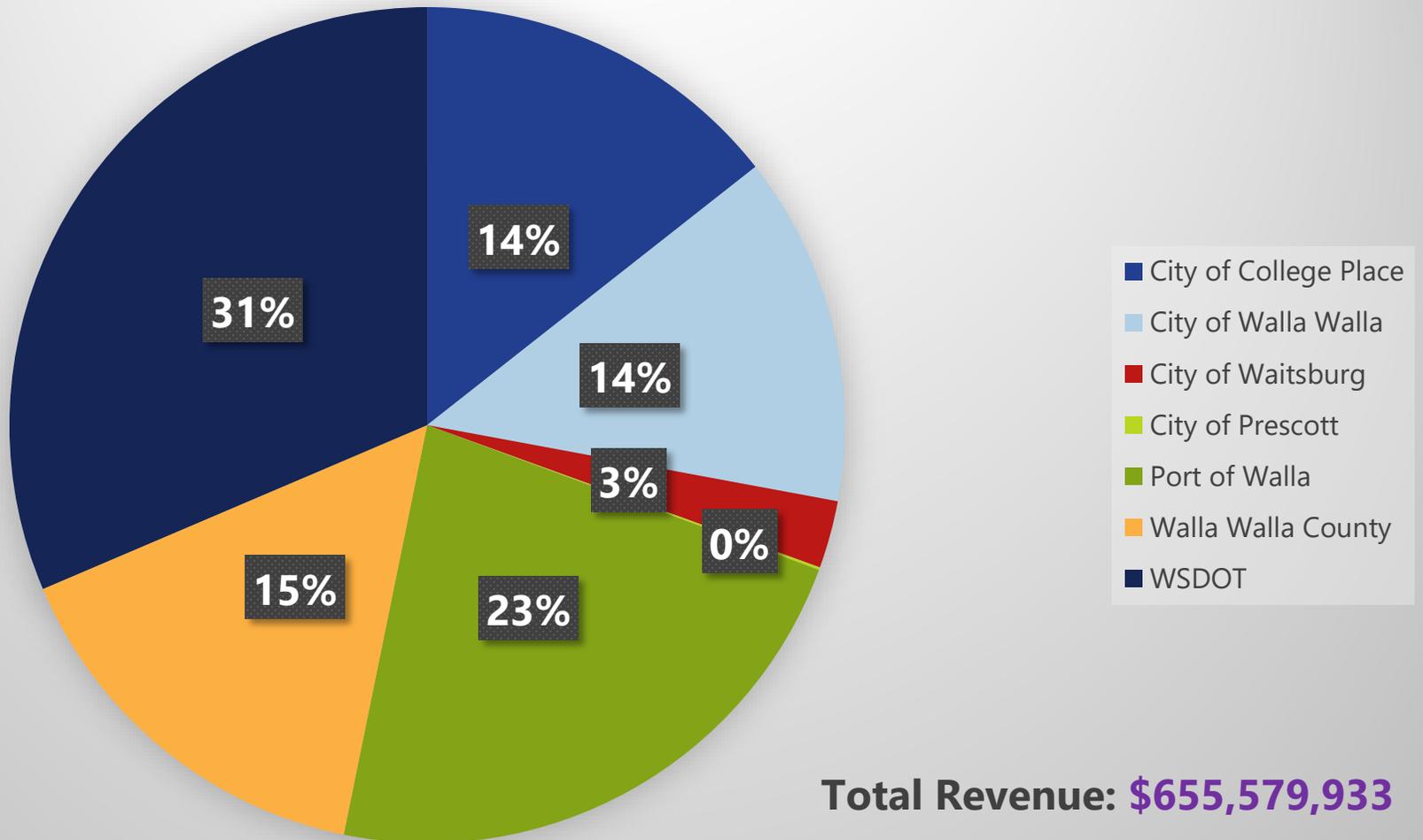
| Project Sponsor    | Project Name   | Fed. Functional Classification | From | To    | Project Length (miles) | Existing Lanes | Proposed Lanes | Project Description  | Project Type       | Year Planned | Year of Expenditure |
|--------------------|--|--------------------------------|------|-------|------------------------|----------------|----------------|--|--------------------|--------------|---------------------|
| Walla Walla County | Beet Road MP 0.71 TO MP 1.41                                 | Minor Collector                | 0.71 | 1.41  | 0.70                   | 2              | 2              | Realign and widen road   | Safety/Realignment | 2035         | \$1,764,509         |
| Walla Walla County | Reser Road MP 0.97 TO MP 1.22                                | Minor Arterial                 | 0.97 | 1.22  | 0.25                   | 2              | 2              | Reconstruct road and install sidewalk  | Reconstruction     | 2035         | \$2,196,251         |
| Walla Walla County | Stateline Road, Pine Creek NO. 2 BR. MP 2.10 TO MP 2.63      | Major Collector                | 2.1  | 2.63  | 0.53                   | 2              | 2              | Reconstruct road and replace bridge  | Reconstruction     | 2030         | \$931,659           |
| Walla Walla County | Byrnes Road MP 1.80 to 1.90                                  | Minor Collector                | 1.8  | 1.9   | 0.10                   | 2              | 2              | Repair eroded embankment along Byrnes Road   | Safety/Realignment | 2025         | \$255,000           |
| Walla Walla County | Reser Road Complete Streets Improvements, MP 0.49 to MP 0.97 | Minor Arterial                 | 0.49 | 0.97  | 0.50                   | 2              | 2              | Reconstruct road to include sidewalks and bike lanes   | Modal Options +    | 2026         | \$4,260,000         |
| Walla Walla County | Lyons Ferry Road MP 0.20 TO MP 2.81                          | Major Collector                | 0.2  | 2.81  | 2.61                   | 2              | 2              | Realign and widen road   | Safety/Realignment | 2028         | \$3,563,451         |
| Walla Walla County | Five Mile Road MP 2.48 to MP 2.82 Five Mile Bridge           | Major Collector                | 2.48 | 2.82  | 0.34                   | 2              | 2              | Replace existing bridge with a single span, prestressed girder bridge.   | Reconstruction     | 2026         | \$5,751,000         |
| Walla Walla County | Wallula Avenue MP 0.00 to MP 0.20 Wallula Bridge             | Minor Arterial                 | 0    | 0.25  | 0.25                   | 2              | 2              | Replace bridge   | Reconstruction     | 2026         | \$5,325,000         |
| Walla Walla County | Columbia School Road and Humorist Road Pathway               | Minor Arterial                 | N/A  | N/A   | 0.40                   | 2              | 2              | Construct pathway on north side of Humorist Rd from Reinken Blvd to Columbia School Dr, and on east side of Columbia School Dr | Modal Options +    | 2026         | \$1,810,500         |
| Walla Walla County | Meinburg Bridge MP 0.00 to MP 0.50                           | Local                          | 0    | 0.5   | 0.50                   | 2              | 2              | Replace existing bridge with single span prestressed concrete girder   | Reconstruction     | 2026         | \$2,769,000         |
| Walla Walla County | Mojonnier Road MP 0.14 TO MP 1.587                           | Minor Arterial                 | 0.14 | 1.4   | 1.26                   | 2              | 2              | Realign and widen road   | Safety/Realignment | 2027         | \$2,155,028         |
| Walla Walla County | Scenic Loop Bridge MP 0.13 TO MP 0.21                        | Minor Collector                | 0.13 | 0.21  | 0.08                   | 2              | 2              | Replace existing poor condition drainage structure   | Reconstruction     | 2028         | \$1,026,757         |
| Walla Walla County | Harvey Shaw Road MP 2.00 TO MP 3.35                          | Major Collector                | 2    | 3.35  | 1.35                   | 2              | 2              | Reconstruct and realign road   | Reconstruction     | 2030         | \$82,205            |
| Walla Walla County | Mojonnier Road MP 1.07 TO MP 1.58                            | Minor Arterial                 | 1.07 | 1.58  | 0.51                   | 2              | 2              | Realign and widen road   | Safety/Realignment | 2030         | \$5,480,347         |
| Walla Walla County | Dodd Road MP 6.30 TO MP 10.28                                | Other Freeway Expressway       | 6.3  | 10.28 | 3.98                   | 2              | 2              | Widen road   | Safety/Realignment | 2035         | \$7,827,663         |

| Project Sponsor    | Project Name  | Fed. Functional Classification | From     | To     | Project Length (miles) | Existing Lanes | Proposed Lanes | Project Description   | Project Type        | Year Planned | Year of Expenditure |
|--------------------|---|--------------------------------|----------|--------|------------------------|----------------|----------------|---|---------------------|--------------|---------------------|
| Walla Walla County | Fredrickson Road/Bridge MP 0.90 TO MP 1.21          | Local                          | 0.9      | 1.21   | 0.31                   | 2              | 2              | Realign and widen road, replace bridge  | Reconstruction      | 2035         | \$1,445,396         |
| Walla Walla County | L. Hogeeye Road, Substation BR. MP 0.00 TO MP 0.25  | Minor Collector                | 0        | 0.25   | 0.25                   | 2              | 2              | Realign road and replace bridge   | Reconstruction      | 2030         | \$1,370,087         |
| Walla Walla County | Sheffler Road MP 7.30 TO MP 9.40                    | Major Collector                | 7.3      | 9.4    | 2.10                   | 2              | 2              | Realign and widen road  | Safety/Realign ment | 2029         | \$1,376,519         |
| Walla Walla County | Fishhook Park Road MP 1.40 TO MP 2.92               | Major Collector                | 1.4      | 2.92   | 1.52                   | 2              | 2              | Realign and widen road  | Safety/Realign ment | 2035         | \$1,501,710         |
| Walla Walla County | S. Fork Coppei Road, Ganguet BR. MP 0.06 TO MP 0.25 | Local                          | 0.06     | 0.25   | 0.19                   | 2              | 2              | Repair bridge   | Reconstruction      | 2030         | \$1,233,078         |
| Walla Walla County | Bryant Ave at Sturm Ave MP 0.61 to MP 0.65          | Minor Arterial                 | 0.61     | 0.65   | 0.04                   | NA             | NA             | Reconstruct intersection  | Reconstruction      | 2030         | \$1,671,506         |
| Walla Walla County | Seven Mile Road MP 2.3 to MP 2.55                   | Local                          | 2.3      | 2.55   | 0.25                   | 2              | 2              | Replace bridge substantially damaged by the 2020 flood with prestressed concrete girder bridge  | Reconstruction      | 2025         | \$6,600,000         |
| WW Cty/Cnty (WW)   | School Avenue Improvements Amelia to Bryant         | Minor Arterial                 | Amelia   | Bryant | 0.5                    | 2              | 2              | Reconstruct to minor arterial standards   | Reconstruction      | 2030         | \$8,524,542         |
| Walla Walla County | Scenic Loop Bridge MP 0.13 TO MP 0.21               | Minor Collector                | 0.13     | 0.21   | 0.08                   | 2              | 2              | Replace existing poor condition drainage structure  | Reconstruction      | 2028         | \$1,026,757         |
| WW Cty/Cnty (WW)   | School Avenue Improvements Amelia to Bryant         | Minor Arterial                 | Amelia   | Bryant | 0.5                    | 2              | 2              | Reconstruct to minor arterial standards   | Reconstruction      | 2030         | \$8,524,542         |
| WW Cty/Cnty (WW)   | Bryant Avenue Sidewalks                             | Minor arterial                 | Division | Reser  | 1.1                    | 2              | 2              | Sidewalk construction   | Modal Options +     | 2026         | \$1,653,945         |
| WSDOT              | US 12/Waitsburg to Dayton - Chip Seal               | Other Principal Arterial       | 358.2    | 366.3  | 8.1                    | 2              | 2              | The existing pavement in this section of US 12 is deteriorating due to normal wear and will be rehabilitated by applying a chip seal to extend the service life of the pavement. The project will also restore signing, striping, and other safety features.                        | Reconstruction      | 2028         | \$2,723,963         |
| WSDOT              | US 12/Waitsburg Vicinity - Paving                   | Other Principal Arterial       | 356.97   | 358.2  | 1.23                   | 2              | 2              | The existing pavement through Waitsburg on US 12 is deteriorating due to normal wear and tear. Pave the road per recommendations from the materials report and restore delineation to extend the life of the roadway, prevent potholes, and continue safe operation of the highway. | Reconstruction      | 2028         | \$9,583,570         |

| Project Sponsor | Project Name   | Fed. Functional Classification                 | From   | To     | Project Length (miles) | Existing Lanes | Proposed Lanes | Project Description   | Project Type   | Year Planned | Year of Expenditure |
|-----------------|--|--|--------|--------|------------------------|----------------|----------------|---|----------------|--------------|---------------------|
| WSDOT           | US 12/Myra Rd to Harbert Rd Vic - Paving and Complete Streets            | Other Freeway/Expressway                       | 335.59 | 342.44 | 6.46                   | 4              | 4              | The existing pavement on US 12 east of Walla Walla is deteriorating due to normal wear and tear. This project will grind and resurface the existing roadway to extend the life of the pavement. This project will also restore delineation.                               | Reconstruction | 2029         | \$88,060,044        |
| WSDOT           | US 12/Harbert Rd Vicinity to Lewiston Rd - Paving                        | Other Principal Arterial                       | 342.44 | 351.15 | 8.69                   | 2              | 2              | The existing pavement E of Walla Walla on US 12 is deteriorating due to normal wear and tear. Chip seal the roadway per recommendation from the materials report and restore delineation to extend the life of the pavement.  | Reconstruction | 2029         | \$24,126,030        |
| WSDOT           | SR 125/Military Rd Vic to N 13th Ave - Paving & ADA Compliance           | Major Collector/Minor Arterial/Major Collector | 4.51   | 6.09   | 1.58                   | 2-4            | 2-4            | The existing pavement in Walla Walla on SR 125 is deteriorating due to normal wear and tear. Pave the road per recommendations from the materials report as well as restore delineation to extend the life of the pavement.   | Reconstruction | 2030+        | \$22,282,295        |
| WSDOT           | SR 124/US 12 Interchange EB - Bridge Repair                              | Other Principal Arterial                       | 0      | 0.01   | 0.01                   | 2              | 2              | On September 1, 2024, an oversize load on US 12 struck and damaged a girder on the SR 124 bridge at MP 0.00 east of Pasco. Repair the bridge by removing and replacing the damaged girder, to restore bridge to the original configuration.                               | Reconstruction | 2030+        | \$4,555,335         |
| WSDOT           | SR 124/E of Walkley Rd Vic to 1.0 Mile E of Neff Rd Vic - Pavement Rehab | Minor Arterial                                 | 11.17  | 17.61  | 6.44                   | 2              | 2              | The existing pavement at the Fishhook Park vicinity on SR 124 is deteriorating due to normal wear and tear. Perform full depth reclamation, repave the roadway, restore delineation to restore the structural integrity of the pavement.                                  | Reconstruction | 2034+        | \$14,112,249        |
| WSDOT           | SR 125/Carrie Ave to SR 124 - Chip Seal                                  | Minor Arterial                                 | 6.69   | 23.65  | 16.96                  | 2              | 2              | The existing pavement north of Walla Walla on SR 125 is deteriorating due to normal wear and tear. Apply a chip seal overlay to extend the service life of the pavement.  | Reconstruction | 2036+        | \$10,433,291        |
| WSDOT           | SR 125 Spur/N 13th Ave to Myra Road - Paving                             | Minor Arterial                                 | 6.09   | 6.7    | 0.61                   | 2              | 2              | The existing pavement in Walla Walla on SR 125 Spur is deteriorating due to normal wear and tear. This project will pave the road per recommendations from the materials report. Paving will extend the life of the pavement. This project will also restore delineation. | Reconstruction | 2030+        | \$644,828           |

| Project Sponsor | Project Name                               | Fed. Functional Classification | From   | To     | Project Length (miles) | Existing Lanes | Proposed Lanes | Project Description  | Project Type   | Year Planned | Year of Expenditure |
|-----------------|--|--------------------------------|--------|--------|------------------------|----------------|----------------|--|----------------|--------------|---------------------|
| WSDOT           | SR 124/Harshaw Rd to Waitsburg - Chip Seal | Minor Arterial                 | 28.56  | 44.2   | 15.39                  | 2              | 2              | The existing pavement north of Walla Walla on SR 124 is deteriorating due to normal wear and tear. Apply a chip seal overlay to extend the service life of the pavement.                               | Reconstruction | 2028         | \$15,036,001        |
| WSDOT           | US 12/Tank Farm Rd Vic to SR 124 - Paving  | Other Freeway/Expressway       | 294.06 | 295.24 | 1.22                   | 4              | 4              | The existing pavement east of Kennewick on US 12 is deteriorating due to normal wear and tear. Grind and resurface the existing roadway and restore delineation extending the life of the pavement.    | Reconstruction | 2032+        | \$1,671,669         |
| WSDOT           | US 12/SR 124 Interchange - Paving          | Other Freeway/Expressway       | 294.95 | 295.57 | 0.92                   | 4              | 4              | The existing pavement east of Pasco on US 12 is deteriorating due to normal wear and tear. Grind and resurface the existing roadway to extend the life of the pavement.                                | Reconstruction | 2032+        | \$4,597,873         |
| WSDOT           | US 12/Myra Rd Interchange - Paving         | Other Freeway/Expressway       | 334.71 | 335.85 | 1.14                   | 4              | 4              | The existing pavement on this US 12 interchange in the Walla Walla vicinity is deteriorating due to normal wear and tear. Grind and resurface the existing roadway to extend the life of the pavement. | Reconstruction | 2031+        | \$4,374,509         |
| WSDOT           | US 12/Myra Rd Interchange - Paving         | Other Freeway/Expressway       | 334.71 | 335.85 | 1.14                   | 4              | 4              | The existing pavement on this US 12 interchange in the Walla Walla vicinity is deteriorating due to normal wear and tear. Grind and resurface the existing roadway to extend the life of the pavement. | Reconstruction | 2031+        | \$4,374,509         |

## Revenue Allocation for Roadway-Bicycle-Pedestrian 2045 Plan Projects



## Air Quality Conformity Note

As discussed in the Sustainability and Stewardship Chapter, the WWVMP/STPO must demonstrate that transportation projects included in the 2045 Plan will not cause air quality to degrade to levels that would be in violation of the allowed standards for particulate matter with a diameter of ten microns or less (PM<sub>10</sub>).

According to [40 CFR 93.126](#), the majority of selected investments in the 2045 Plan are **exempt projects**, which do not require air quality conformity determination. In the Walla Walla Valley, these projects address:

- ◆ Safety
  - ◆ Railroad/highway crossing
  - ◆ Projects that correct, improve, or eliminate a hazardous location or feature
  - ◆ Shoulder improvements
  - ◆ Increasing sight distance
  - ◆ Highway Safety Improvement Program implementation
  - ◆ Traffic control devices and operating assistance (other than signalization projects)
  - ◆ Guardrails, median barriers, crash cushions
  - ◆ Pavement resurfacing and/or rehabilitation
  - ◆ Pavement marking
  - ◆ Lighting improvements
  - ◆ Widening narrow pavements or reconstructing bridges (no additional travel lanes)
- ◆ Transit
  - ◆ Operating assistance to transit agencies
  - ◆ Purchase of support vehicles
  - ◆ Rehabilitation of transit vehicles<sup>i</sup>
  - ◆ Purchase of office, shop, and operating equipment for existing facilities

- ◆ Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
- ◆ Construction or renovation of power, signal, and communications systems
- ◆ Construction of small passenger shelters and information kiosks
- ◆ Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
- ◆ Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet<sup>m</sup>
- ◆ Construction of new bus or rail storage/maintenance facilities categorically excluded in [23 CFR 771](#)
- ◆ Pedestrian and Bicycle Facilities
- ◆ Other
  - ◆ Planning and technical studies
  - ◆ Noise attenuation
  - ◆ Directional and informational signs
  - ◆ Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes

According to [40 CFR 93.127](#), the following types of projects may be **exempt from a hot spot analysis**, if they are NOT also identified in [40 CFR 93.123\(b\)\(1\)](#):

- ◆ Intersection channelization projects
- ◆ Intersection signalization projects at individual intersections
- ◆ Interchange reconfiguration projects
- ◆ Changes in vertical and horizontal alignment
- ◆ Truck size and weight inspection stations
- ◆ Bus terminals and transfer points

<sup>i</sup> The project is exempt if it is in compliance with control measures in the applicable implementation plan.

The US 12/Wallula to Nine Mile Hill (Phase 8) - PE-RW-CN Phases has been identified as a **non-exempt project**, which is required to complete project level conformity determination. (40 CFR 93.116)

The required analysis and interagency consultation (40 CFR 93.105(c)) is likely to show that this project does not cause or contribute to any new localized violation of the PM<sub>10</sub> standard, increase the frequency or severity of any existing PM<sub>10</sub> violations, or delay a prescribed milestone.

### Plan Amendment Process

A complete update of the 2045 Plan will occur no later than four years following the original approval. In the interim, revisions to the plan may be submitted by any of the WWVMPO/SRTPO member entities according to the established amendment process:

- ◆ Using the 2045 Plan - Project Submission Matrix, the requesting entity provides detailed project information, along with the self-evaluation of the project’s regional merit and any support materials, such as a copy of a funding authorization letter.
- ◆ WWVMPO/SRTPO staff reviews the request and seeks additional information, as needed.
- ◆ In the event that the requested project triggers the need for an air quality conformity re-determination, WWVMPO/SRTPO staff will start the required process immediately.
- ◆ A draft 2045 Plan amendment is prepared.
- ◆ The draft amendment is published to solicit review and comments.
- ◆ Thereafter, the draft amendment, including any comments received, is provided for TAC review and recommendation.
- ◆ The 2045 Plan Amendment is then presented to the Policy Board for final review and approval.
- ◆ Once approved, the revised 2045 Plan is transmitted to FHWA, FTA, ODOT and WSDOT.

There are several situations that may prompt a 2045 Plan amendment request by a WWVMPO/SRTPO member agency:

| <i>Reason for Amendment</i>                         | <i>Listed in the plan?</i>                | <i>Action Required</i>  |
|---|---|---|
| <i>New funding is received</i>                      | Yes – in the unfunded “illustrative” list | Add new funding to the forecasted revenue.<br>Move project to the fiscally constrained list.  |
| <i>An unfunded project is now a higher priority</i> | Yes – in the unfunded “illustrative” list | Rank “unfunded, high priority” project based on 2045 Plan selection process.<br>Update the fiscally constrained project list by either a) adding new funding or b) removing a project that does not rank as high in comparison. |
| <i>A new high priority project is identified</i>    | No  | Rank “new, high priority” project based on 2045 Plan selection process.<br>Update the fiscally constrained project list by either a) adding new funding or b) removing a project that does not rank as high in comparison.      |

## Unfunded Projects

The following illustrative projects cannot be implemented with available funds. If additional funding is identified, it is recommended that the first 13 projects receive preference on account of their high value and score, which were **identified** during **weighted scoring** process.

| Project Sponsor                              | Project Name                                    | Fed. Functional Classification | Project Description   | Project Type           | Year Planned |
|--|---|--------------------------------|---|------------------------|--------------|
| WSDOT/Port of Walla Walla/Walla Walla County | US 12 Phase 8 Corridor Completion Project       | Other Freeway/Expressway       | Build new highway (CN)  | New/Vehicle Capacity + | 2027         |
| Port/WW/County                               | US 12/Clinton Street Interchange or Roundabout  | Other Freeway/Expressway       | Construction phase of new interchange or roundabout   | New/Vehicle Capacity + | 2030         |
| College Place                                | SW Meadowbrook Blvd/SW Tamaurson                | Minor Arterial                 | Reconfigure this corridor to Complete Street standards. Adequately convey bicycles and pedestrians.   | Safety/Realignment     | 2036         |
| College Place                                | SE 4th Street Reconstruction                    | Major Collector                | Resurface roadway. Replace sidewalk with six foot wide panels. ADA improvements. Pedestrian Lighting.   | Reconstruction         | 2038         |
| College Place                                | McMinn Rd Extension                             | Major Collector                | Eventually provide linkage between State Route 125 and Peppers Bridge Rd.   | New/Vehicle Capacity + | 2032         |
| College Place                                | W Whitman Dr-half Street (Doans to City Limits) | Major Collector                | Reconstruct half of road alignment with curb, gutter and ADA compliant sidewalks  | Reconstruction         | 2028         |
| College Place                                | SE 12th Street (College to Sky)                 | Other Principal Arterial       | Full reconstruction including utilities for a portion of this section of 12th Street.   | Reconstruction         | 2028         |
| College Place                                | SW 10th Street Reconstruction (College to Bade) | Other Principal Arterial       | Reconstruction of roadway to include full roadway   | Reconstruction         | 2027         |
| College Place                                | SW Davis Avenue                                 | Major Collector                | Reconstruct SW Davis from 6th to 8th with sidewalk, ADA improvements, new pavement. Extend from 8th to 10th. Lighting at Key Intersections.                               | Safety/Realignment     | 2034         |
| College Place                                | NE Lambert Avenue                               | Major Collector                | Reconstruct former County Road to Urban Standards. Concrete sidewalks, sharrows, two traffic lanes, lighting at key intersections, utilities underneath, resurfaced road. | Reconstruction         | 2035         |
| College Place                                | Whitman Drive Rehabilitation                    | Major Collector                | Add curb and gutter on north half of roadway. Add storm infrastructure. ADA improvements. Fix base. Resurface roadway. Lighting.  | Reconstruction         | 2027         |
| College Place                                | SE Ash Avenue Complete Street Improvements      | Major Collector                | Add in pedestrian lighting. ADA.  | Safety/Realignment     | 2028         |
| Walla Walla                                  | Main-Palouse-Boyer Intersection Accessibility   | Major Collector                | Complete audible signal at 5-way intersection   | Modal Options +        | 2030         |
| Walla Walla                                  | Central Business Dist. Signal Interconnect      | Minor Arterial                 | Downtown signal interconnect to increase efficiency   | New/Vehicle Capacity + | 2030         |
| Walla Walla                                  | Audible Accessible signal Improvements          | NA                             | Upgrade existing signals to include APS   | Modal Options +        |              |
| Walla Walla                                  | Plaza Way-Taumaron Roundabout                   | Minor Arterial                 | Taumaron roundabout effort  | Safety/Realignment     | 2030         |
| Walla Walla                                  | Howard/Reser/Prospect/Cottonwood Roundabout     | Minor Arterial                 | Roundabout  | New/Vehicle Capacity + | 2030         |
| Walla Walla                                  | Central Business Dist. Signal Upgrade           | Minor Arterial                 | Upgrade downtown controllers, cabinets, hardware  | New/Vehicle Capacity + | 2030         |

| Project Sponsor    | Project Name  | Fed. Functional Classification | Project Description                                   | Project Type           | Year Planned |
|--------------------|---|--------------------------------|---|------------------------|--------------|
| Walla Walla        | SR 125 (9th Ave)-Orchard Street Intersection Improvements | Other Principal Arterial       | Improve intersection to upgrade safety and operations | Safety/Realignment     | 2036         |
| Walla Walla        | Cherokee Street Reconstruction                            | Major Collector                | Reconstruction to collector standards                 | Modal Options +        | 2036         |
| Walla Walla        | Howard and Abbott Roundabout                              | Minor Arterial                 | Replace all-way stop with roundabout                  | New/Vehicle Capacity + | 2036         |
| Walla Walla        | East Isaacs Avenue Improvements                           | Other Principal Arterial       | Improve to Arterial Standards                         | Modal Options +        | 2036         |
| Walla Walla        | 3rd Ave. Bridge over Garrison Creek                       | Major Collector                | Replace Structurally Deficient Bridge                 | Reconstruction         | 2036         |
| Walla Walla        | Berney Dr. Bridge #1 over Yellowhawk Creek                | Major Collector                | Replace Structurally Deficient Bridge                 | Reconstruction         | 2036         |
| Walla Walla        | Chase Ave. Bridge over Garrison Creek                     | Major Collector                | Replace Structurally Deficient Bridge                 | Reconstruction         | 2036         |
| Walla Walla        | Fern Ave. Bridge over Yellowhawk Creek                    | Minor Arterial                 | Replace Structurally Deficient Bridge                 | Reconstruction         | 2036         |
| Walla Walla        | Melrose Street Reconstruction                             | Minor Arterial                 | Reconstruct to minor arterial standards               | Safety/Realignment     | 2036         |
| Walla Walla        | Rustic Place Bridge over [Yellowhawk] Creek               | Local                          | Replace Structurally Deficient Bridge                 | Reconstruction         | 2036         |
| Walla Walla        | Alder and Division Traffic signal                         | Other Principal Arterial       | New Traffic Signal                                    | New/Vehicle Capacity + | 2036         |
| Walla Walla        | Sturm Ave. Bridge over Yellowhawk Creek                   | Local                          | Replace Structurally Deficient Bridge                 | Reconstruction         | 2036         |
| Walla Walla        | Otis St. Bridge over Mill Creek                           | Local                          | Replace Structurally Deficient Bridge                 | Reconstruction         | 2036         |
| Walla Walla        | Isaacs and Wellington Signalization                       | Other Principal Arterial       | New Traffic Signal                                    | New/Vehicle Capacity + | 2040         |
| Walla Walla        | Wilbur Ave Reconstruction                                 | Major Collector                | Reconstruct to minor arterial standards               | Reconstruction         | 2035         |
| Walla Walla        | 2nd Ave. Bridge over Mill Creek                           | Other Principal Arterial       | Replace Structurally Deficient Bridge                 | Reconstruction         | 2032         |
| Walla Walla        | Plaza Way Sidewalks                                       | Minor Arterial                 | Sidewalk infill on both sides of Plaza Way            | Modal Options +        | 2030         |
| Walla Walla        | Teitan Street - Modoc to Howard                           | Minor Arterial                 | Replace road and utilities                            | Reconstruction         | 2036         |
| Walla Walla County | JB George Road MP 0.10 to MP 0.74                         | Minor Collector                | Realign and widen road                                | Safety/Realignment     | 2040         |
| Walla Walla County | Middle Waitsburg Road MP 11.65 to MP 13.0                 | Minor Collector                | Reconstruct and realign road                          | Reconstruction         | 2035         |
| Walla Walla County | Mission Road MP 0.00 to MP 1.51                           | Minor Collector                | Realign and widen road                                | Safety/Realignment     | 2035         |
| Walla Walla County | Mud Creek Road MP 3.00 to MP 3.50                         | Local                          | Realign and widen road                                | Safety/Realignment     | 2029         |
| Walla Walla County | Harvey Shaw Road (Drainage) MP 3.35 TO MP 3.60            | Major Collector                | Bank protection                                       | Safety/Realignment     | 2040         |
| Walla Walla        | Wilbur Ave Reconstruction                                 | Major Collector                | Reconstruct to minor arterial standards               | Reconstruction         | 2035         |

| Project Sponsor    | Project Name                                  | Fed. Functional Classification | Project Description               | Project Type       | Year Planned |
|--------------------|---|--------------------------------|-----------------------------------|--------------------|--------------|
| Walla Walla County | Fifth Avenue (B) MP 0.00 to MP 0.05           | Local                          | Widen road and construct sidewalk | Safety/Realignment | 2030         |
| Walla Walla County | Columbia Road (B) MP 0.00 to MP 0.27          | Local                          | Widen road and construct sidewalk | Safety/Realignment | 2030         |
| Walla Walla County | Largent Road (B) MP 0.00 to MP 0.27           | Local                          | Widen road and construct sidewalk | Safety/Realignment | 2030         |
| Walla Walla County | Lucas Road (B) MP 0.00 to MP 0.27             | Local                          | Widen road and construct sidewalk | Safety/Realignment | 2030         |
| Walla Walla County | Teri Road (B) MP 0.00 to MP 0.20              | Local                          | Widen road and construct sidewalk | Safety/Realignment | 2030         |
| Walla Walla County | Birch Street (B) MP 0.00 to MP 0.25           | Local                          | Widen road and construct sidewalk | Safety/Realignment | 2030         |
| Walla Walla County | Cherry Street (B) MP 0.00 to MP 0.25          | Local                          | Widen road and construct sidewalk | Safety/Realignment | 2030         |
| Walla Walla County | Main Street (B) MP 0.00 to MP 0.21            | Local                          | Widen road and construct sidewalk | Safety/Realignment | 2030         |
| Walla Walla County | Maple Street W (B) MP 0.00 to MP 0.42         | Local                          | Widen road and construct sidewalk | Safety/Realignment | 2030         |
| Walla Walla County | Poplar Street (B) MP 0.00 to MP 0.25          | Local                          | Widen road and construct sidewalk | Safety/Realignment | 2030         |
| Walla Walla County | Walnut Street (B) MP 0.00 to MP 0.25          | Local                          | Widen road and construct sidewalk | Safety/Realignment | 2030         |
| Walla Walla County | Reinken Road (B) MP 0.0 to MP 0.42            | Local                          | Widen road and construct sidewalk | Safety/Realignment | 2030         |
| Walla Walla County | Electric Avenue MP 0.00 to MP 1.07            | Local                          | Widen road and construct sidewalk | Safety/Realignment | 2030         |
| Walla Walla County | Plaza Way MP 0.25 to MP 0.82                  | Minor Arterial                 | Widen road and construct sidewalk | Safety/Realignment | 2030         |
| Walla Walla County | Second Avenue (B) MP 0.00 to MP 0.61          | Minor Collector                | Widen road and construct sidewalk | Safety/Realignment | 2030         |
| Walla Walla County | Shea Road MP 0.00 to MP 0.18                  | Local                          | Realign and widen road            | Safety/Realignment | 2030         |
| Walla Walla County | Mcdonald Road MP 0.00 TO MP 1.30              | Local                          | Realign and widen road            | Safety/Realignment | 2030         |
| Walla Walla County | Spring Valley Road MP 6.60 to MP 6.73         | Local                          | Realign and widen road            | Safety/Realignment | 2030         |
| Walla Walla County | Main Street (B) MP 0.00 to MP 0.21            | Local                          | Widen road and construct sidewalk | Safety/Realignment | 2030         |
| Walla Walla County | Smith Road MP 0.74 to MP 1.24                 | Minor Collector                | Realign and widen road            | Safety/Realignment | 2030         |
| Walla Walla County | Humorist Road E. AT SLOUGH MP 2.20 to MP 2.78 | Minor Collector                | Realign and widen road            | Safety/Realignment | 2030         |
| Walla Walla County | Touchet North Road, MP 2.40 to MP 2.90        | Major Collector                | Realign and widen road            | Safety/Realignment | 2030         |
| Walla Walla County | CM Rice Road MP 6.40 to MP 6.80               | Local                          | Realign and widen road            | Safety/Realignment | 2030         |
| Walla Walla County | Coppei Road MP 1.20 TO MP 1.70                | Local                          | Realign and widen road            | Safety/Realignment | 2030         |
| Walla Walla County | 3RD Avenue S. MP 1.66 to MP 1.90              | Major Collector                | Realign and widen road            | Safety/Realignment | 2030         |

| Project Sponsor    | Project Name  | Fed. Functional Classification | Project Description                 | Project Type       | Year Planned |
|--------------------|---|--------------------------------|-------------------------------------|--------------------|--------------|
| Walla Walla County | Spring Creek Road MP 3.85 to MP 4.30                    | Minor Collector                | Realign and widen road              | Safety/Realignment | 2030         |
| Walla Walla County | Russell Creek ROAD MP 2.90 to MP 3.50                   | Major Collector                | Realign and widen road              | Safety/Realignment | 2030         |
| Walla Walla County | Eureka North Road MP 2.80 to MP 3.60                    | Major Collector                | Realign and widen road              | Safety/Realignment | 2030         |
| Walla Walla County | Russell Creek Road MP 0.00 to MP 0.86                   | Major Collector                | Realign and widen road              | Safety/Realignment | 2030         |
| Walla Walla County | Scenic Loop Road MP 1.47 to MP 2.00                     | Minor Collector                | Realign and widen road              | Safety/Realignment | 2030         |
| Walla Walla County | Peppers Bridge Road MP 1.67 to MP 2.28                  | Local                          | Realign and widen road              | Safety/Realignment | 2030         |
| Walla Walla County | Lovers Lane MP 0.0 to MP 1.25                           | Minor Collector                | Realign and widen road              | Safety/Realignment | 2030         |
| Walla Walla County | Lower Dry Creek Road MP 0.67 to MP 2.50                 | Major Collector                | Realign and widen road              | Safety/Realignment | 2030         |
| Walla Walla County | Sheffler Road MP 11.20 to MP 11.90                      | Major Collector                | Realign and widen road              | Safety/Realignment | 2030         |
| Walla Walla County | Wilbur Avenue MP 0.50 to MP.75                          | Other Principal Arterial       | Realign and widen road              | Safety/Realignment | 2030         |
| Walla Walla County | 3RD Avenue S. MP 1.66 to MP 1.90                        | Major Collector                | Realign and widen road              | Safety/Realignment | 2030         |
| Walla Walla County | Lower Monumental Road MP 6.30 to MP 7.60                | Major Collector                | Realign and widen road              | Safety/Realignment | 2030         |
| Walla Walla County | Sheffler Road MP 9.40 to MP 10.60                       | Major Collector                | Realign and widen road              | Safety/Realignment | 2030         |
| Walla Walla County | Last Chance Road MP 1.00 to MP 1.50                     | Major Collector                | Realign and widen road              | Safety/Realignment | 2030         |
| Walla Walla County | Lower Whetstone Road MP 0.00 to MP 2.20                 | Minor Collector                | Realign and widen road              | Safety/Realignment | 2030         |
| Walla Walla County | Depping Road MP 0.00 to MP 0.75                         | Local                          | Realign and widen road              | Safety/Realignment | 2030         |
| Walla Walla County | Lower Waitsburg Road MP 11.40 to MP 12.40               | Major Collector                | Realign and widen road              | Safety/Realignment | 2030         |
| Walla Walla County | Sheffler Road MP 3.90 to MP 5.39                        | Major Collector                | Realign and widen road              | Safety/Realignment | 2030         |
| Walla Walla County | Dague Road MP 0.00 to MP 0.25                           | Local                          | Widen road                          | Safety/Realignment | 2030         |
| Walla Walla County | Lyons Ferry Road MP 3.65 Wiseman Intersection           | Major Collector                | Widen road and realign intersection | Safety/Realignment | 2030         |
| Walla Walla County | Smith Springs Road, Ken Noble BR. MP 3.30 to MP 3.60    | Minor Collector                | Realign road and replace bridge     | Safety/Realignment | 2030         |
| Walla Walla County | Touchet North Road MP 5.03 to MP 6.00                   | Major Collector                | Widen road and bank protection      | Safety/Realignment | 2030         |
| Walla Walla County | Biscuit Ridge Road MP 2.53 (Culvert)                    | Minor Arterial                 | Replace culvert                     | Reconstruction     | 2030         |
| Walla Walla County | School Avenue MP 0.96 (Decommission Stormwater Outfall) | Minor Arterial                 | Stormwater decommission outfall     | Reconstruction     | 2030         |

| Project Sponsor    | Project Name   | Fed. Functional Classification | Project Description                        | Project Type       | Year Planned |
|--------------------|--|--------------------------------|--|--------------------|--------------|
| Walla Walla County | Whitely Road MP 0.20 to MP 0.40 Stormwater             | Local                          | Stormwater                                 | Reconstruction     | 2030         |
| Walla Walla County | Main Street (T) MP 0.06 to MP 0.30                     | Major Collector                | Stormwater                                 | Reconstruction     | 2030         |
| Walla Walla County | Adair Road (B) MP 0.00 to MP 0.27                      | Local                          | Widen road and construct sidewalk          | Safety/Realignment | 2030         |
| Walla Walla County | Lower Waitsburg Road MP 11.40 to MP 12.40              | Major Collector                | Realign and widen road                     | Safety/Realignment | 2030         |
| Walla Walla County | Ash Street (B) MP 0.00 to MP 0.18                      | Local                          | Widen road and construct sidewalk          | Safety/Realignment | 2030         |
| Walla Walla County | Luckenbill Road, Marnach Corner BR. MP 1.80 to MP 2.20 | Minor Collector                | Realign and widen road, replace bridge     | Reconstruction     | 2030         |
| Walla Walla County | Lake Road MP 0.00 to MP 1.00                           | Major Collector                | Reconstruct and widen road                 | Safety/Realignment | 2030         |
| Walla Walla County | 3rd Avenue S. Paxton Bridge MP 2.30 to MP 2.77         | Local                          | Reconstruct and widen road, replace bridge | Reconstruction     | 2030         |
| Walla Walla County | Harvey Shaw Road MP 5.43 to MP 8.05                    | Major Collector                | Realign and widen road                     | Safety/Realignment | 2030         |
| Walla Walla County | Mckay Alto Road MP 0.00 to MP 1.28                     | Major Collector                | Widen road                                 | Safety/Realignment | 2030         |
| Walla Walla County | Middle Waitsburg Road MP 14.40 to MP 16.41             | Minor Collector                | Widen road                                 | Safety/Realignment | 2030         |
| Walla Walla County | Wallula Avenue MP 0.25 to MP 1.84                      | Minor Collector                | Widen road                                 | Safety/Realignment | 2035         |
| Walla Walla County | Mckay Alto Road MP 0.00 to MP 1.28                     | Major Collector                | Widen road                                 | Safety/Realignment | 2030         |
| Walla Walla County | Lewis Peak Road MP 0.00 to MP 9.24                     | Minor Collector                | Reconstruct and realign road               | Reconstruction     | 2035         |
| Walla Walla County | Lower Waitsburg Road MP 13.50 to MP 14.78              | Major Collector                | Realign and widen road                     | Safety/Realignment | 2035         |
| Walla Walla County | Fletcher Road MP 0.00 to MP 0.10                       | Local                          | Realign and widen road                     | Safety/Realignment | 2030         |
| Walla Walla County | Stovall Road MP 0.90 to MP 2.00                        | Local                          | Realign and widen road                     | Safety/Realignment | 2026         |
| Walla Walla County | Plaza Way MP 0.00 to MP 0.34                           | Minor Arterial                 | Realign and widen road                     | Safety/Realignment | 2029         |

| Project Sponsor    | Project Name   | Fed. Functional Classification | Project Description  | Project Type       | Year Planned |
|--------------------|--|--------------------------------|--|--------------------|--------------|
| Walla Walla County | Dell Sharpe Bridge on Pettyjohn Road, MP 5.20 to MP 5.80     | Local                          | Replace existing bridge with a two span, prestressed girder bridge.  | Reconstruction     | 2025         |
| Walla Walla County | Depping Road MP 0.30 to 0.60 (Culvert)                       | Local                          | Reconstruct road and replace bridge  | Reconstruction     | 2030         |
| Walla Walla County | Humorist Rd & Columbia School Rd Sidewalk                    | Minor Collector                | Reconstruct road to include multi-modal improvements such as sidewalks and bike lanes (or shared use path), illumination, and bike/ped signing and pavement markings.  | Reconstruction     | 2026         |
| Walla Walla County | Old Milton HWY at Stateline Rd MP 0.00 to MP 0.10            | Minor Arterial                 | Install/upgrade safety items   | Safety/Realignment | 2030         |
| Walla Walla County | Frog Hollow Rd at Locher Rd MP 6.70 to MP 6.80               | Minor Arterial                 | Install/upgrade safety items   | Safety/Realignment | 2030         |
| Walla Walla County | Cochran Street (D) Culvert Replacement                       | Local                          | Replace culvert  | Reconstruction     | 2030         |
| WSDOT              | US 12/US 12 Over E Isaacs Ave Bridge - Bridge Painting       | Minor Arterial                 | The existing steel surfaces on the US 12 bridge over E Isaacs Rd in Walla Walla require cleaning and painting to delay deterioration. Clean and paint the structure to preserve the structural integrity and extend the service life of the bridge.  | Reconstruction     | 2035         |
| WSDOT              | US 12/Snake River Vaughn Hubbard Bridge EB - Bridge Painting | Other Freeway/Expressway       | The existing steel surfaces on the eastbound US 12 Snake River Vaughn Hubbard Bridge east of Pasco require cleaning and painting to delay deterioration. By painting this structure, the structural integrity of the bridge will be preserved and the service life of the bridge extended. | Reconstruction     | 2030+        |
| WSDOT              | US 12/Snake River Vaughn Hubbard Bridge WB - Bridge Painting | Other Freeway/Expressway       | The existing steel surfaces on the westbound US 12 Snake River at Burbank Bridge east of Pasco require cleaning and painting to delay deterioration.   | Reconstruction     | 2030+        |

| Project Sponsor | Project Name  | Fed. Functional Classification | Project Description   | Project Type   | Year Planned |
|-----------------|---|--------------------------------|---|----------------|--------------|
| WSDOT           | US 12/Walla Walla River Bridge - Bridge Painting          | Other Principal Arterial       | The existing steel surfaces on the US 12 Walla Walla River Bridge near Wallula require cleaning and painting to delay deterioration. Clean and paint the structure to preserve the structural integrity and extend the service life of the bridge.  | Reconstruction | 2032         |
| WSDOT           | US 730/3.0 Miles N of Oregon Border - Rockfall Prevention | Minor Arterial                 | 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 permanent ground anchors and slope protection netting. These measures will reduce the potential for collisions by reducing the risk of rocks reaching the roadway. | Reconstruction | 2027         |
| WSDOT           | US 730/4.1 Miles N of Oregon Border - Rockfall Prevention | Minor Arterial                 | 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.  | Reconstruction | 2027         |
| WSDOT           | US 730/5.2 Miles N of Oregon Border - Rockfall Prevention | Minor Arterial                 | 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.  | Reconstruction | 2027         |
| WSDOT           | US 730/Oregon State Line to US 12 - Paving                | Minor Arterial                 | The existing pavement North of Oregon on US 730 is deteriorating due to normal wear and tear. Grind and resurface the existing roadway to extend the life of the pavement.  | Reconstruction | 2028         |
| WSDOT           | US 12/Wallula Vicinity to N Shore Rd - Chip Seal          | Other Principal Arterial       | The existing pavement East of Pasco on US 12 is deteriorating due to normal wear and tear. Applying a chip seal overlay will extend the service life of the pavement.   | Reconstruction | 2032+        |
| WSDOT           | US 12/SR124 to McNary Pool EB Left Lane - Paving          | Other Freeway/Expressway       | The existing pavement west of Pasco on US 12 is deteriorating due to normal wear and tear. Grind and resurface the existing roadway to extend the life of the pavement.   | Reconstruction | 2030+        |
| WSDOT           | SR 124/Lake Rd to 1.4 Miles E of Walkley Rd - Chip Seal   | Minor Arterial                 | The existing pavement east of Burbank Heights on SR 124 is deteriorating due to normal wear and tear.   | Reconstruction | 2034+        |

| Project Sponsor | Project Name  | Fed. Functional Classification | Project Description  | Project Type   | Year Planned |
|-----------------|---|--------------------------------|--|----------------|--------------|
| WSDOT           | SR 125/N 13th Ave to Carrie Ave - Paving                  | Minor Arterial                 | The existing pavement in Walla Walla vicinity on SR 125 is deteriorating due to normal wear and tear. Grind and resurface the deteriorating existing pavement to extend the life of the pavement.  | Reconstruction | 2033+        |
| WSDOT           | SR 124/US 12 to Lake Rd - Paving                          | Other Principal Arterial       | The existing pavement east of Kennewick on SR 124 is deteriorating due to normal wear and tear. Grind and resurface the deteriorating pavement.  | Reconstruction | 2031+        |
| WSDOT           | US 730/4.4 Miles N of Oregon Border - Rockfall Prevention | Minor Arterial                 | 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. | Reconstruction | 2027         |
| WSDOT           | SR 124/1 Mile E of Neff Rd to Old BN RR Bridge - Paving   | Minor Arterial                 | The existing pavement east of Fishhook Park Rd on SR 124 is deteriorating due to normal wear and tear. Grind and resurface the existing pavement to extend the service life of the pavement.   | Reconstruction | 2031+        |
| WSDOT           | US 12/Frenchtown Vicinity to Myra Rd - Paving             | Other Freeway/Expressway       | The existing pavement west of Walla Walla on US 12 is deteriorating due to normal wear and tear. Inlay the existing roadway with hot mix asphalt, increasing the existing pavement condition rating to be within adopted standards.  | Reconstruction | 2036+        |

# Appendices

## Appendix A. Public Engagement Comments Tracker

### Public Comment from the Initial Engagement

The first online and in-person engagement took place from mid-January 2025 through the end of February 2025. This engagement included a survey to gather feedback on the vision, goals, existing conditions, and other key aspects to inform the start of plan development. It also featured a mapping activity to identify areas of concern for potential projects to consider.

The second online engagement was held from mid-May to the end of May 2025. It invited participants to review a select list of projects representing different municipalities, cost ranges, and goals/objectives. This activity provided insight into how respondents would prioritize projects within a fixed budget. Participants also had the opportunity to share comments or recommend additional projects from the full project list for inclusion in the plan.

All comments were acknowledged and taken into consideration during the development of the plan. Below are all the comments we received during the first two engagements:

| <i>Commenter</i> | <i>Section</i>  | <i>Observation / Comment</i>  |
|------------------|---|---|
|                  | Do you feel this vision is a good fit for the Walla Walla region? | <i>It has to take into account the impact on taxation and the cost to citizens. It's great to have all of these things, but if it prices people out of the market with taxation or other costs, then it's not achieving the goal of building a vibrant community.</i>   |
|                  |   | <i>It's too broad a vision. I recommend being more specific with the areas of enhancement by narrowing some of the qualifiers, and the description for "users" seems unnecessary.</i>   |
|                  |   | <i>It's long winded, say what you need to say (what you do and impact it has) so it's memorable and easy to recite. People also remember values in 3's as well. Easier said than done, but this is coming from a marketing professional. :). Something like this, but it could be cut down even further: 'Enhance the connectivity of our transportation system to provide sustainable, safe, and efficient mobility for all users for a better quality of life.'</i> |
|                  |   | <i>Should highlight accessibility.</i>  |
|                  |   | <i>Self pay for personal transportation</i>   |

| Commenter | Section   | Observation / Comment   |
|-----------|---|---|
|           |   | <i>Would love to see a more explicit focus on prioritizing mass transit (eg increasing bus service), walkability, and bikeability over individual cars</i>  |
|           |   | <i>Will this plan include smaller communities such as Burbank and Touchet</i>   |
|           |   | <i>It's unclear how a transportation system is sustainable. Do you mean in terms of its longevity? Fossil-fuel burning vehicles are the primary mode of transportation, and they contribute to un-sustainable emissions. Similar thought on the word resilient. Resilient to climate change? Durable in the long term?</i>                      |
|           |   | <i>Suggest accessible instead of convenient.</i>  |
|           |   | <i>I would add "equitable" to the list of desired transportation characteristics.</i>   |
|           |   | <i>Its quite wordy and I needed to read it several times to capture the vision. maybe remove who the users are. it seems like you're including your values in a way that isn't needed in the vision. maybe? but shorter. what would you tell your 8 year old?</i>   |
|           |   | <i>I would like to see a hierarchy or pyramid of what modes of transportation should be prioritized based on health benefits, safety to all, availability to all ages and abilities, and impacts to the environment. Walking and bicycles should be top of the priority with cars being last.</i>   |
|           | Please describe any goals or priorities you feel are missing. | <i>Common sense needs to prevail with accessibility. The 80/20 rule can provide insights here. Invest the most for the projects that will serve the most. Cost has to be factored in. I have over the years seen ridiculous implementation of ADA that had almost no impact, while other areas where it would have high impact languish.</i>    |
|           |   | <i>Rural access, connection, and feedback. Right now, if you live in Burbank, the only public transportation available to you is through the Grape Line Shuttle. This route, while somewhat helpful in connecting rural areas (stops include Touchet and Wallula) to Walla Walla and the Tri-Cities, is not enough to support young people,</i> |

| Commenter | Section  | Observation / Comment   |
|-----------|--|---|
|           |  | retirees, Veterans, and disabled people from accessing vital resources and government services in the city of Walla Walla.  |
|           |  | The smaller communities in Walla Walla County badly need more infrastructure upkeep and safety upgrades. Our streets are not lighted or maintained. There is no public transportation. While this plan sounds excellent I do not know if it will be implemented beyond Walla Walla and the highways.  |
|           | What areas of our community are hard to get to because of a lack of transportation? Optional | I think that generally, the bus system is doing a great job - it's just that the bus stops are far from many folks' houses. I would like to take public transit more, but the closest bus stop is more than mile from my house - it's just not convenient enough to be usable. Also, it would take me only 10 more minutes (60 minutes) to walk to work from my house vs 50 minutes on the bus - vs a 9 minute drive. It's just hard to compete with driving when it would take me more than 5x as long to get there via bus. |
|           |  | I can't think of any  |
|           |  | grocery stores on 9th street  |
|           |  | Prescott, WA  |
|           |  | Valle Lindo neighborhood, Vista Hermosa, Prescott, Touchet, Burban  |
|           |  | Due to the lack of public transportation in Burbank, a lot of people struggle to get from one side of the town to the other.  |
|           |  | Pretty much anywhere outside the cities of WW and CP  |
|           |  | outer areas, east and west sides of town  |
|           |  | It's not that they're hard to get to, it's more that they're not safe to walk or bike to or that the buses take too long.   |
|           |  | Most places by bus in rural Walla Walla county.   |
|           |  | rural parts of the county   |

| Commenter | Section      | Observation / Comment  |
|-----------|--------------|--|
|           |              | All of them. If you do not have access to a vehicle all you can do is walk.  |
|           | Map Activity | The map generated during the activity will be made available on <a href="#">WWWMPPO website</a> under plans and program tab – 2045 Plan. |
|           |              | sight distance problems, high speed, no room for walkers/bikers  |
|           |              | Bryant needs sidewalks - this is a huge barrier to active transportation. Also needs bike lanes.   |
|           |              | sidewalks or traffic calming needed on Sturm and/or S Wilbur. No N/S bike/ped infrastructure in this area                                |
|           |              | sidewalks needed, and/or parking restrictions  |
|           |              | Sidewalk and bike lanes and offset intersection improvements needed adjacent to school.  |
|           |              | Need sidewalk (greater than 30 comments)   |
|           |              | Fix SE 8th. Section between Whispering Creek and Larch is too narrow.  |
|           |              | Need better lighting and better sidewalks.   |
|           |              | Need access from Whitman Drive into Whitman Mission Site.  |
|           |              | McKinney is narrow. Needs to be fixed. A number of people walk in road.  |
|           |              | Need bike lanes.   |
|           |              | Narrow road. Need sidewalk into Sunset Villa.  |
|           |              | NW Evans needs a sidewalk due to freight traffic for light industrial development Rack and Maintenance Source.                           |
|           |              | Road is very narrow. Needs to be widened.  |
|           |              | College Place needs another north-south road on west end of town to connect Whitman and Mojonier. Maybe punch through Owens Rd.          |

| Commenter | Section | Observation / Comment  |
|-----------|---------|--|
|           |         | <i>RFB and pedestrian crossing needed across 12th Street at Newgate.</i>   |
|           |         | <i>Peppers Bridge Rd needs to be improved between Tamaurson and Old Milton Highway. Very narrow. Need sidewalk on one side.</i>  |
|           |         | <i>offset intersection causes confusion and conflict, traffic on Orchard doesn't yield to traffic on 3rd the way it should</i>   |
|           |         | <i>Tietan and Plaza intersection should be a roundabout, free flowing traffic from the Plaza/9th roundabout clogs up at this light</i>   |
|           |         | <i>a need for a RRFB is needed here. there are a lot of people who cross the street in this area when there are functions and activities going on at the sportsplex. Traffic is bad but people are constantly crossing the road here and the speed of cars is usually over the 35mph</i> |
|           |         | <i>a really dark crosswalk with trees and low lighting could use a RRFB placed here</i>  |
|           |         | <i>Fog line rumble strips needed to reduce lane departure crashes.</i>   |
|           |         | <i>9th Avenue corridor from Rose to Orchard needs a reduction in conflict points to reduce unacceptable serious injury/fatal crashes. In 2022 this corridor accounted for 40% of the SI/Fatal crashes in City of Walla Walla.</i>  |
|           |         | <i>At~grade high speed intersection is dangerous. The US12 Corridor Study recommends a roundabout. Continued new housing north of highway is aggravating situation.</i>  |
|           |         | <i>Unsafe pedestrian crossing. My grand-daughter cannot walk to the Bus stop from S Gose street to get to high school via Valley Transit due to inadequate crosswalks and lighting.</i>  |
|           |         | <i>Road and pedestrian upgrades to accommodate growth in the southern UGA that have been bottlenecking development.</i>  |

| Commenter | Section | Observation / Comment   |
|-----------|---------|---|
|           |         | <i>It would be helpful if the Poplar bike lane could continue westbound.</i>  |
|           |         | <i>This is a blind corner when turning from Fern. A four-way intersection would help students cross the street and help cars turn onto Reser from Fern.</i> |
|           |         | <i>This neighborhood walks this loop every day with kids, bikes, and dogs. It would be great to see some sidewalks for safety on E. Humorist.</i>           |
|           |         | <i>Bike lanes for town to town</i>  |
|           |         | <i>SE Larch (Whitman to Lamperti) needs to have good sidewalks, bike lanes, pedestrian lighting.</i>  |
|           |         | <i>Sidewalks on SE 4th need to be improved with lighting.</i>   |
|           |         | <i>Last Chance should get connected to US 12 instead of Spaulding.</i>  |
|           |         | <i>Need sidewalk on Lambert between Rose and Spitzenburg.</i>   |
|           |         | <i>Need another back entrance from Rose or at least a ped/bike one from Rose, across tracks, to Sunset Villa neighborhood.</i>                              |
|           |         | <i>Need sidewalks in Highland Park neighborhood.</i>  |
|           |         | <i>Tons of traffic around Sonbridge. Parking is chaos.</i>  |
|           |         | <i>Need better lighting on SE 12th. Better ADA compliant sidewalks with ramps. Bike lanes.</i>  |
|           |         | <i>Should have a right in, right out Larch to State Route 125.</i>  |
|           |         | <i>Need crossing from College Ave to McMinn Rd. Lots of traffic from enrollment at Liberty Christian School.</i>  |
|           |         | <i>Bike lanes go to nothing as Tamaurson turns into Meadowbrook. Needs to be fixed.</i>   |
|           |         | <i>Crosswalks with HAWK signals are dangerous. No one knows who goes first. Should either have overhead walkway or a tunnel to cross College Avenue.</i>    |

| Commenter | Section | Observation / Comment   |
|-----------|---------|---|
|           |         | Need to build connection of SW 4th between Doans and Academy Way.   |
|           |         | SE 12th from Grandview to Bade is narrow. Need to fix and fill in sidewalk gaps.  |
|           |         | Very dangerous to cross. Lots of pedestrian and bicycle traffic crosses Myra Road between Fort Walla Walla Park and Villages at Garrison Creek Subdivision.   |
|           |         | Crosswalk needed.   |
|           |         | This area gets a lot of people walking but it is dangerous because of the narrow road. We have two important destinations on this road - the McNary Bird Refuge and the Burbank Community Library. The narrow road creates a safety issue.  |
|           |         | Melrose/Sumach is a major E-W corridor with no bike infrastructure.   |
|           |         | Utilize abandoned rail corridor as a pedestrian/cycle route   |
|           |         | Evaluate options for optimizing transit network. I would like to use transit more often, but walking is almost always faster and more convenient than using the bus. Creative options for increasing frequency?   |
|           |         | In areas like this consider small roundabouts to discourage speeding and improve intersection safety  |
|           |         | The entire 9th Ave corridor is generally an unsafe place to be outside of a car, and even then it is a hot spot for vehicle collisions. Safety improvements for vehicles, bikes, and pedestrians here and more safe and available multi-modal travel options. There are parks, schools, and hospitals along this corridor. It should be a safe place, but instead it is threatening to be around. |
|           |         | There is no dedicated bike traffic infrastructure in the Downtown core. Poplar is the closest bike lane.  |
|           |         | Connectivity of the Mill Creek trail with a more thought out bicycle infrastructure network. See City of Portland greenway system for potential improvements.   |

| Commenter | Section | Observation / Comment   |
|-----------|---------|---|
|           |         | Grange hall is an excellent place for a bus stop, people will use it to attend the farmer's market and grange breakfast programs and will be more aware of other community programs and resources as a result   |
|           |         | Nice place for a bus stop! (greater than 13 comments)   |
|           |         | No sidewalks and a narrow margin to walk on, cars speed down the hill and could hit kids walking to the library, dangerous to traverse all the time and basically impossible in winter  |
|           |         | Intersection is kind of dangerous, people on 124 will blast past it, and you can get stuck on Lake rd waiting to go for a long time when the orchard employees go home  |
|           |         | It would be wonderful to have busses running to and from the library during the day/week even if they just went around Burbank. Ideally, there might be a bus in Burbank that goes on a route past the school, the library, and the store as well as stopping in Arlene's addition and at the grange hall to grant better freedom of movement to the people and improve participation at town events.   |
|           |         | A stop in Charbonneau would be nice.  |
|           |         | Consider adding a 4-way stop; line of sight onto Alder from Division (in both directions) is limited.   |
|           |         | West bound traffic on Main should not be allowed to turn left on 2nd; or there should be a dedicated left turn arrow. During peak tourist season, with the limited parking and 1st Ave being closed, it only takes 1 left turner to cause a backup down to Colville that takes numerous light cycles to alleviate.  |
|           |         | This intersection is a motor vehicle, bike, and pedestrian safety concern. I pass this intersection daily, and it is not uncommon to see bikes, walkers, and vehicles all have problems negotiating this intersection. There should be a dedicated right-hand turn lane onto N Clinton from eastbound Hwy 12, and I don't know how to solve the problem of bikes and people crossing here to access the |

| Commenter | Section                         | Observation / Comment   |
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|           |                                 | walking/bike path on the north side of the highway aside from a pedestrian overpass.  |
|           |                                 | "Very concerned with how the new school in CP will impact traffic on Mojonier Road. Will it even be possible for walkers to walk in that area? Will there be stoplights at intersections to allow safe pedestrian or vehicle crossing? Will it be so congested as to really impact the rural feel of the community that we moved here for?"   |
|           |                                 | Speed bumps (3 comments)  |
|           | Project Prioritization Activity | US 12 is priority   |
|           |                                 | Create a walking downtown area by closing Main St. to Spokane St. in Walla Walla from 9am - 11pm daily using moveable concrete planters. Move the Saturday market to the street on Saturdays.   |
|           |                                 | Traffic signals at Division and Alder are needed . It would also slow down traffic on Alder contributing to pedestrian safety.  |
|           |                                 | Burbank highs repaving. Lake street widening. Also would like to see sidewalks installed in the Burbank heights from gallant rd. to hood park entrance, and sidewalks installed down lake street.   |
|           |                                 | Myra Rd/Garrison Village Way Pedestrian Crossing. I have had to wait quite a long time several times for the traffic to clear enough so I can cross quickly. It would be really nice to have a crossing there so we can all feel a little safer when crossing that street without having to wait a very long time. (greater than 20 comments)   |
|           |                                 | 9th Street from Plaza Way to Rose is a nightmare and due to that neighborhood growth both residential and small neighborhood businesses is non-existent. Traffic safety is terrible for everyone - auto/pedestrian/bicycle. 9th was originally scheduled for release from WSDOT control and returned to the City of W2 (and it would have reduced commercial traffic) when Myra Rd was completed from 125-12. Then the poor design they used - due to not going with an overpass for Dalles Military - which then required an amendment - seems to have |

| Commenter | Section | Observation / Comment  |
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|           |         | <p>delayed Myra from becoming the OFFICIAL Truck Route between 125 &amp; 12. Then for curious reasons never fully explained to the public - when the Plaza Roundabout was proposed - that needed WSDOT assistance/funding etc. and by keeping 9th under WSDOT control that solved that. Then in putting together the Plaza Roundabout - they decided to "stretch" the footprint of that project down to Myra &amp; 125 to be able "better" fit within the oversight of WSDOT (and funding). Now the Pine Street Roundabout - as it's still part of WSDOT - and the 9th Street Truck Route to 12 - is aided by not being solely under the City of W2's control. This may not be the exact storyline but it's close and the public does not know about it - and it's a shame that the horrible traffic on 9th continues...all the while the City of W2 proclaims it supports growth. Yet...they ignore the 9th Street corridor which would certainly grow (even in these strained economy times) simply be having it's nightmare traffic load redirected. Thank You.</p> |
|           |         | <p>"Waitsburg vicinity paving.<br/>I didn't see it noted but the highway 12 bridge through Dixie needs replaced or paved and the highway heading to walla walla from Dixie the road needs leveling."</p>   |
|           |         | <p>The Whitman Drive Multiuse Path Gap Completion Project in College Place. This project would improve safety and greatly increase the network available to pedestrians and bicyclists in the region.</p>  |
|           |         | <p>Main Street to 2nd better flow and no left turn at 2nd</p>  |
|           |         | <p>More high visibility cross walks like the ones on Rose Street.</p>  |
|           |         | <p>Fern &amp; Bryant - compact round-a-bout</p>  |
|           |         | <p>9th St. from Orchard to Rose could use a lot improvement (pedestrian and bicycle). Especially ADA infrastructure. Sidewalks are broken in sections, crumbling, and some portions have been are in need of repair. Maybe plant some trees.</p>   |

| Commenter | Section | Observation / Comment  |
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|           |         | <p>"SR 125/College Ave/McMinn<br/>SE 8th St sidewalk<br/>Whitman Drive multiuse gap<br/>Myra Rd/Garrison Village Way<br/>NE Larch Ave/C St.<br/>SW 4th St<br/>Meadowbrook Blvd/Taumarson"</p>  |
|           |         | <p>Boyer Street Bicycle Improvements and Plaza Way Sidewalks</p>   |
|           |         | <p>Kenwood street in the city of walla walla could definitely use some love but I understand it's a smaller road and not necessarily high on anyone's priority list, the completion of phase 8 of U.S. Highway 12 needs to be the #1 priority of all agencies in this county, any necessary funding needs to be put towards completing that roadway</p>  |
|           |         | <p>I would like a bike path from downtown walla walla to Wallula.</p>  |
|           |         | <p>9th Avenue Complete Street, US12/Wilbur roundabout as recommended in the DKS Corridor Study</p>   |
|           |         | <p>This is a wonderful presentation! Basin Disposal's comments are not on project selection but a reminder that the ease and safety of garbage and recycling trucks moving through neighborhoods on a weekly basis must be kept in mind, especially in designs where streets are narrowed and bike and pedestrian lanes are put into places where trash and recycling cans may be put out. We look forward to serving Walla Walla's continued recycling needs.</p> |
|           |         | <p>The Port of Walla Walla was awarded congressional direct spending funds for preliminary engineering, right of way and environmental for the US 12/ Clinton interchange. This project is currently in the Statewide Transportation Improvement Program. The project still needs construction funding and was requested to be included in the Metropolitan Transportation Plan.</p>   |

| Commenter | Section | Observation / Comment  |
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|           |         | <p>Comparing the project list of the adopted 2045 plan to the proposed list for the required 2050 Plan update revealed several concerning changes and omissions. The 2045 Plan had appropriately prioritized intersection improvements at both US12/Clinton and US12/Wilbur, including roundabouts, as a result of the 2019 DKS US 12 Corridor Study. The planning estimate for these improvements was \$22 million. The proposed projects forwarded for the MPO 2050 Plan include an overpass at Clinton and enhancements at Wilbur, with a planning estimate of \$109 million. The proposed projects do not address the safety hazard of a high-speed at-grade intersection at Wilbur.</p> <p>The DKS US12 Corridor Study identified the Wilbur/US 12 as failing operational standards in 2040. Based on my daily driving experience, I can attest that the intersection is already failing. The influx of new housing within the UGA north of US12 is directly impacting the operational characteristics of the corridor.</p> <p>Understanding the purpose of the MPO, I believe that the omissions of known transportation issues are not the work expected of solid transportation planning. RCW 47.80.030 directs regional transportation planning organizations to identify the most cost-effective solution. The Washington legislature reiterated this guidance by incorporating the concept of "Practical Design" in the 2015 transportation package, which focuses on delivering projects that meet community needs without overbuilding.</p> |
|           |         | <p>I highly discourage the Walla Walla project, entitled: Howard and Abbott Roundabout. The project is at the corner of Prospect Point Elementary School and student/child safety is very important. Simply put, a roundabout is not the safe way of allowing students to cross at this intersection.</p>  |
|           |         | <p>Howard and Abbott Roundabout: This is a bad idea. Students will not be able to navigate this intersection to cross, it is a roundabout. Most folks around here don't even slow down for roundabouts. It would be particularly</p>   |

| Commenter | Section | Observation / Comment  |
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|           |         | <p>unsafe due to the high number of new teenage drivers who would be using it.</p>   |
|           |         | <p>The request from the MPO was to identify Federally Classified roads where likely their would be improvements over the next 25 years. This literally is a placeholder in case our urban-growth area goes in that direction over the next 25 years. Since if it does Peppers Bridge will need to be improved from a rural county to a more urban road standard. This allows the maneuverability to go after state and Federal grant funds for engineering, right-of-way, and construction if that day ever comes. That is the general information I have on it at this time. Estimated costs were amortized from similar projects on the urban rural periphery in the area as a guess (Robert Gordon figured out these costs years ago and I entered it into the Federal Bureau of Labor Statistics Inflation Calculator to arrive at a placeholder). So it's a placeholder if we are eventually permitted to go towards Peppers Bridge Rd. If you don't include the project in the list you are dead in the water for any potential future grant funding at any level.</p> |

## Public Comment for the Draft Plan

The public comment period for the Walla Walla Valley Metropolitan and Regional Transportation - 2045 Plan will take place from July 17, 2025, through August 17, 2025. A digital copy of the draft document is available on the 2045 Plan’s website (<https://wallawalla.mysocialpinpoint.com/plan>) and a hard copy is accessible at the Walla Walla Public Library. Outreach efforts included mass emails and social media campaigns to engage the public. Additionally, the first two engagement sessions, conducted both online and in person, helped broaden public outreach. Comments received on the draft 2045 Plan from the public, member entities, or local organizations – whether positive or negative – were handled in the following manner:

- ◆ All comments were requested in writing.
- ◆ As appropriate, a written response is provided to the individual or organization concerning recommendations or decisions arising from the Technical Advisory Committee and Policy Board meetings or the sponsoring entity.
- ◆ Comments concerning specific projects are forwarded to the sponsoring entity.
- ◆ A copy of the comments, or summaries of substantive contents, are provided to the Technical Advisory Committee and the Policy Board for their evaluation.

The specific comments received, and the responses provided to the commenters are included in the following table:

| <i>Commenter</i> | <i>Chapter</i> | <i>Section</i> | <i>Page</i> | <i>Observation / Comment</i>   | <i>Response Given / Action Taken</i>  |
|------------------|----------------|----------------|-------------|--|---|
|                  |                |                |             | Update the roster list for members.  | <i>Updated the list.</i>  |
|                  |                |                |             | <p>Would like to comment on an aspect of the Comprehensive plan that is under-represented in the plan: lighting, which is touched on only lightly. I think it is true that lighting is a universal aspect of any traffic infrastructure project, and it is important to address in the Vision components of Health, Efficiency, Safety, and Stewardship Sustainability (pages 13,14).</p> <p>Various aspects and characteristics of lighting apply to Objectives LOS Metrics (pg 15, 29) such as Community Health &amp; character, (pg 56-58), Safety. (pg 60). Also, it has been demonstrated that poor or inappropriate lighting has negative effects on nocturnal animals of all kinds. Inappropriate and poorly designed lighting can also have negative effects on human health. (Pg 71-73. Carefully designed lighting can mitigate these impacts.</p> | <i>Taken into consideration, and will add the data and information in the next plan update.</i> |

| Commenter                  | Chapter                            | Section  | Page | Observation / Comment  | Response Given / Action Taken   |
|----------------------------|------------------------------------|--|------|--|---|
|                            |                                    |  |      | <p>Air and water quality are given attention (pg 56-58) but not light pollution and light trespass.</p> <p>Why this lack of attention and awareness on an infrastructure component that can have lasting negative impacts of be designed to be environmentally appropriate and respectful of the communities in our traffic plan territory? (Pg 54,56)</p> <p>Overall, I would urge the adoption of existing optimal lighting approaches that have proven their worth and suitability. We can create a plan that ignores lighting and produces negative outcomes, or we can include a plan that gives us a modern, safe, energy-efficient lighting component that fits our community character and is good for the environment and our energy costs</p> <p>Please see attached several publications that can introduce you to ideal lighting programs and strategies and have been tested and implemented around the US and the world.</p> |   |
| Air<br>Conformity<br>Panel | Sustainability and Stewardship     | Built Environment and Human Health – Air Quality | 59   | Appropriate terminology for the 'maintenance site' to 'maintenance area.'  | Updated the terminology.  |
|                            |                                    | Built Environment and Human Health – Air Quality | 59   | Adding the language the Air Conformity's maintenance period will end September 2025.   | Added the language.   |
|                            | Appendix C: Air Quality Conformity |  | ~135 | Adding the language the Air Conformity's maintenance period will end September 2025.   | Added the language.   |
| WSDOT                      |                                    | Front Page                                       |      | To add the language when the document was developed.   | Added, the language mentions the history of the plan update and amendments. |
|                            | Executive Summary                  |  | i    | To add the language the plan is an update to previous plan.  | Added the language.   |

| <i>Commenter</i>                       | <i>Chapter</i>                                 | <i>Section</i>                               | <i>Page</i> | <i>Observation / Comment</i>   | <i>Response Given / Action Taken</i>             |
|--|--|--|-------------|--|--|
| FHWA                                   | Recommended Investment                         | Fiscal Constraint                            | 79          | To mention the transit agency name for the revenue estimate and add the expenditure for the planning horizon with the language explaining how the revenue estimates and expenditure correspondence.  | Made the changes and added the data/information. |
|  | Minor edits/changes throughout the document.   |  |             |  | Made edits/Changes.                              |
|  | Transportation Planning                        | Intelligent Transportation System (ITS) Plan | 9           | Added the language for Intelligent Transportation System (ITS) Plan and to consider the plan while developing the 2045 Plan.   | Added the language.                              |
|  | Recommended Investment                         | Fiscal Constraint – Project List             | 82          | Separating the projects for the High Priority Mega Projects in the fiscally constraint project list and unfunded project list, as there is a need for more funding for the projects.   | Made the changes.                                |
|  | Recommended Investment                         | Fiscal Constraint – Project List             | 95          | Adding a visual representation on where the investment has been allotted for the 2045 Plan.  | Added a pie chart as visual representation.      |
| WSDOT – Rail, Freight & Ports Division | Appendix A: Public Engagement Comments Tracker |  |             | Adding the language where the notice for public engagement was released.   | Added the language.                              |
|  | Minor edits/changes throughout the document.   |  |             |  | Added the language.                              |
|  | Freight and Interregional Passenger Transport  |  | 39          | Freight tonnage by mode table: These numbers don't match the current FAF 5 data. Recommend updating these numbers using the most current data: <a href="https://faf.ornl.gov/faf5/SummaryTable.aspx">https://faf.ornl.gov/faf5/SummaryTable.aspx</a>   | Updated the numbers.                             |
|  |  |  | 39          | Freight tonnage by mode table: When calculating the state total, I got 619.52 million tons for 2018, and 812.917 million tons for 2045. I recommend updating your base year to a more current year such as 2024. Freight volume has dropped after COVID and fluctuated to recover. FAF 5 provides data for current years through 2024. | Updated the numbers.                             |
|  |  |  |             |  |  |

| <i>Commenter</i> | <i>Chapter</i> | <i>Section</i>               | <i>Page</i> | <i>Observation / Comment</i>   | <i>Response Given / Action Taken</i>             |
|------------------|----------------|------------------------------|-------------|--|--|
|                  |                |                              | 39          | Freight tonnage by mode table: The link for the source is broken.  | <i>Provided a new link.</i>                      |
|                  |                |                              | 39          | Freight tonnage by highway route segment: 2023 FGTS data: <a href="https://wsdot.wa.gov/construction-planning/statewide-plans/freight-plans">https://wsdot.wa.gov/construction-planning/statewide-plans/freight-plans</a> . Tonnage and truck volume data are included in the appendices. I also attached an excel list of all FGTS corridors (State Highways) for Walla Walla County.   | <i>Updated the table to the latest data.</i>     |
|                  |                |                              | 39          | Truck Tonnage table by route references 2021 FGTS update. In this table it lists tonnage/year for US 730 as 105,020,000 on the Oregon State Line to US 12 (Wallula) segment, whereas the 2023 FGTS value for this same segment is 10,920,000. The 2021 value could be an error (?), suggest updating this table in the plan with FGTS 2023 dataset.  | <i>Updated the table to the latest data.</i>     |
|                  |                |                              | 40          | The local firm is Columbia Rail. Suggest identifying the company by name.  | <i>Identified local firm and added the name.</i> |
|                  |                |                              | 40          | The text does not mention the line owned by Union Pacific between Walla Walla and Wallula that Columbia Rail operates.   | <i>Updated the language.</i>                     |
|                  |                |                              | 41          | Waterway tonnage (top of middle column): Recommend updating these numbers using 2023 FGTS data: <a href="https://wsdot.wa.gov/sites/default/files/2024-01/fgts-appendices-2024.pdf">https://wsdot.wa.gov/sites/default/files/2024-01/fgts-appendices-2024.pdf</a> .  | <i>Update the data to the latest.</i>            |
|                  |                | Challenges and Opportunities | 44          | The Freight and Interregional Passenger Transport section does not have a subsection about infrastructure condition like the Roadway System section has. The line owned by the Port of Columbia has deteriorated over the years and needs capital preservation investment to bring into a state of good repair. We understand that the Port is pursuing funds for this work. Consider discussing the condition of the rail network in the plan, at least as a general investment need/challenge. | <i>Added the language.</i>                       |

| <i>Commenter</i> | <i>Chapter</i> | <i>Section</i>               | <i>Page</i> | <i>Observation / Comment</i>  | <i>Response Given / Action Taken</i> |
|------------------|----------------|------------------------------|-------------|---|--------------------------------------|
|                  |                | Challenges and Opportunities | 44          | The rail network in the Walla Walla Valley has some capacity constraints. For example, the arrangement of tracks in Wallula constrains the ability to increase freight traffic on the rail line from Walla Walla. This type of investment need/challenge is probably worth noting.  | <i>Added the language.</i>           |
|                  |                | Challenges and Opportunities | 44          | SR 125 between Myra Rd and SR 125 Spur carried 600 daily trucks based on 2023 FGTS.   | <i>Made the edits accordingly.</i>   |
|                  |                | Challenges and Opportunities | 44          | SR 125 – through attribution to the FGTS, the plan states that SR 125 carries over 4,200 trucks daily through the City of Walla Walla. Current FGTS shows 600 AADT. The same section notes that parallel Myra Road, built with fewer driveway cuts and intersections, has already absorbed a large number of trucks since the roadway was completed several years ago. FGTS currently has a FGTS class of T-2 for that segment but also shows 0 Truck AADT. | <i>Made the edits accordingly.</i>   |

## Appendix B. System Performance Report

According to [FHWA guidance](#), MPOs must include descriptions of performance measures and targets in their metropolitan transportation plan. Also required is a system performance report that must contain an account of progress made towards the declared targets. This progress description should rely on the same information that has already been reported in compliance [23 CFR 490.107](#). This is of particular importance to the WWVMPO/SRTPO, since the agency has chosen to adopt and support ODOT and WSDOT, as well as Milton-Freewater Public Transportation and Valley Transit performance targets, rather than declare separate metropolitan planning area targets.

### Statutory Background

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. In 2012, the passage of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act first instituted this requirement for performance-based transportation planning. The FAST Act, signed into law in December 2015, continues MAP-21's overall performance management approach, requiring States and MPOs to undertake performance-based planning and programming to collectively make progress toward identified national goals: ([23 USC 150](#))

- ◆ Safety
- ◆ Infrastructure Condition
- ◆ Congestion Reduction
- ◆ System Reliability
- ◆ Freight Movement and Economic Vitality
- ◆ Environmental Sustainability
- ◆ Reduced Project Delivery Delays

The promulgation of rules and associated performance measures began in 2012; the first proposed rules were published in 2014; and the first final rules were established in early 2016. The following table provides an overview of transportation system performance related rulemaking:

| <i>Performance Areas</i>                            | <i>Notice of Proposed Rule Making</i> | <i>Final Rule Published</i> | <i>Final Rule Effective</i> | <i>MPO Action to Date</i>   |
|---|---------------------------------------|-----------------------------|-----------------------------|---|
| <i>Safety</i>                                       | March 11, 2014                        | March 15, 2016              | April 14, 2016              | Support WSDOTs' targets   |
| <i>Highway Safety Improvement Program</i>           | March 28, 2014                        | March 15, 2016              | April 14, 2016              | Assist WSDOTs   |
| <i>Statewide &amp; Metro and Non-Metro Planning</i> | June 2, 2014                          | May 27, 2016                | June 27, 2016               | Performance measures and base line data were added to the 2040 Plan in 2018 |
| <i>Transit Asset Management</i>                     | September 30, 2015                    | July 26, 2016               | October 1, 2016             | Support transit providers' targets  |
| <i>Pavement and Bridge Performance</i>              | January 5, 2015                       | January 18, 2017            | May 20, 2017                | Support WSDOTs' targets   |
| <i>System Performance</i>                           | April 22, 2016                        | January 18, 2017            | May 20, 2017*               | Support WSDOTs' targets   |
| <i>Asset Management Plan</i>                        | February 20, 2015                     | October 24, 2016            | October 2, 2017             | Assist WSDOTs   |
| <i>Public Transportation Agency Safety Plan</i>     | February 5, 2016                      | July 19, 2018               | July 19, 2019               | Support transit providers' targets  |

\* The portions of the rule related to tailpipe CO2 emissions (GHG measure) were subsequently repealed on May 31, 2018 (effective July 2, 2018).

## Safety

The final rulemaking for safety has two components: Safety Performance Management Measures (23 CFR 490.209) and the Highway Safety Improvement Program (HSIP) (23 CFR 924). Five performance measures were established to assess safety performance (5-year rolling average) and carry out the HSIP.

Oregon’s Strategic Highway Safety Plan (SHSP) is the basis for setting safety targets in Oregon – with the goal of zero fatalities and serious injuries by 2035. The WWVMPO/SRTPO agreed to support ODOT’s targets, which are reviewed and set annually.

Since 2018, the fatality and serious injury counts for Oregon Statewide have shown elevated level across all measures; however, the five-year rolling averages remain at elevated levels. The most recent Oregon traffic safety data can be viewed on ODOT’s Performance web page.

Table 1: ODOT Statewide 2025 Transportation Safety Performance (PM1) Targets

| OREGON STATEWIDE              | 2018       | 2019       | 2020       | 2021       | 2022       | Trend Line | State Targets 2025   |
|-------------------------------|------------|------------|------------|------------|------------|------------|----------------------|
| Annual VMT* (1000s)           | 36,848,417 | 35,976,927 | 32,297,978 | 36,843,400 | 36,574,100 |            |                      |
| Fatalities* (K)               | 502        | 493        | 507        | 599        | 601        |            | Fatalities* (K)      |
| 5-year Rolling Average (K)    | 450.3      | 484.5      | 500.0      | 525.3      | 540.4      |            | 488.0                |
| Fatality Rate                 | 1.36       | 1.37       | 1.57       | 1.63       | 1.64       |            | Fatality Rate        |
| 5-year Rolling Average (KR)   | 1.25       | 1.33       | 1.41       | 1.48       | 1.51       |            | 1.37                 |
| Serious Injuries (A)          | 1,686      | 1,904      | 1,590      | 2,499      | 3,145      |            | Serious Injuries (A) |
| 5-year Rolling Average (A)    | 1,732.8    | 1,835.0    | 1,788.3    | 1,919.8    | 2,164.8    |            | 1,783                |
| Serious Injury Rate           | 4.58       | 5.29       | 4.92       | 6.78       | 8.60       |            | Serious Injury Rate  |
| 5-year Rolling Average (AR)   | 4.80       | 5.05       | 5.04       | 5.39       | 6.04       |            | 4.99                 |
| Nonmotorist (Ped/Bike) K&A    | 249        | 254        | 260        | 283        | 365        |            | Nonmotorist K&A      |
| 5-year Rolling Average (N-KA) | 259.0      | 262.5      | 260.8      | 261.5      | 282.2      |            | 259.0                |

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 2030. The WWVMPO/SRTPO agreed to support WSDOT’s targets, which are reviewed and set annually.

Table 2: WSDOT Statewide & WWVMPO 2025 Transportation Safety Performance (PMI) Targets

| WASHINGTON STATEWIDE          | 2019         | 2020         | 2021         | 2022         | 2023         | Trend Line | State Targets 2025         |
|-------------------------------|--------------|--------------|--------------|--------------|--------------|------------|----------------------------|
| Annual VMT (1000s)            | 62,537,275   | 53,511,634   | 57,446,985   | 58,882,756   | 59,804,128   |            |                            |
| Fatalities (K)                | 538          | 574          | 674          | 743          | 810          |            | Fatalities* (K)            |
| 5-year Rolling Average (K)    | 547.0        | 552.8        | 587.3        | 632.3        | 667.8        |            | 580.8                      |
| <b>Fatality Rate</b>          | <b>0.860</b> | <b>1.073</b> | <b>1.173</b> | <b>1.262</b> | <b>1.354</b> |            | <b>Fatality Rate</b>       |
| 5-year Rolling Average (KR)   | 0.896        | 0.933        | 1.006        | 1.092        | 1.144        |            | 0.980                      |
| Serious Injuries (A)          | 2,252        | 2,430        | 2,921        | 3,102        | 3,413        |            | Serious Injuries (A)       |
| 5-year Rolling Average (A)    | 2,198.3      | 2,280.5      | 2,456.0      | 2,676.3      | 2,823.6      |            | 2,409.2                    |
| <b>Serious Injury Rate</b>    | <b>3.601</b> | <b>4.541</b> | <b>5.085</b> | <b>5.268</b> | <b>5.707</b> |            | <b>Serious Injury Rate</b> |
| 5-year Rolling Average (AR)   | 3.596        | 3.851        | 4.211        | 4.624        | 4.840        |            | 4.050                      |
| Nonmotorist (Ped/Bike) K&A    | 579          | 525          | 677          | 701          | 803          |            | Nonmotorist K&A            |
| 5-year Rolling Average (N-KA) | 561.0        | 568.5        | 588.5        | 620.5        | 657.0        |            | 601.6                      |

| WALLA WALLA VALLEY MPO Metropolitan Planning Area (WA) | 2019         | 2020         | 2021         | 2022         | 2023         | Trend Line | MPO Portion of 2025 State Target |
|--|--------------|--------------|--------------|--------------|--------------|------------|----------------------------------|
| Annual VMT (1000s)                                     | 468,448      | 414,335      | 437,818      | 432,880      | 457,701      |            |                                  |
| Fatalities (K)   | 4            | 1            | 4            | 10           | 8            |            | Fatalities* (K)                  |
| 5-year Rolling Average (K)                             | 4.8          | 3.0          | 2.8          | 4.8          | 5.4          |            | 4.6                              |
| <b>Fatality Rate</b>                                   | <b>0.854</b> | <b>0.241</b> | <b>0.914</b> | <b>2.310</b> | <b>1.748</b> |            | <b>Fatality Rate</b>             |
| 5-year Rolling Average (KR)                            | 1.045        | 0.657        | 0.612        | 1.080        | 1.213        |            | 1.030                            |
| Serious Injuries (A)                                   | 17           | 21           | 16           | 37           | 24           |            | Serious Injuries (A)             |
| 5-year Rolling Average (A)                             | 16           | 17.75        | 16.75        | 22.75        | 23           |            | 17.9                             |
| <b>Serious Injury Rate</b>                             | <b>3.629</b> | <b>5.068</b> | <b>3.654</b> | <b>8.547</b> | <b>5.244</b> |            | <b>Serious Injury Rate</b>       |
| 5-year Rolling Average (AR)                            | 3.501        | 3.986        | 3.802        | 5.225        | 5.228        |            | 4.010                            |
| Nonmotorist (Ped/Bike) K&A                             | 4            | 3            | 1            | 4            | 6            |            | Nonmotorist K&A                  |
| 5-year Rolling Average (N-KA)                          | 4.75         | 3.75         | 3.5          | 3            | 3.6          |            | 3.5                              |

Since 2019, in terms of fatality and serious injury counts, both the Washington statewide and Walla Walla County-specific safety performance has remained low increase across all measures; the five-year rolling averages slightly higher for fatalities and serious injuries, as well as their respective rates, but remained at an elevated level for the rate of non-motorist (pedestrian- and bicyclist-involved) fatalities and serious injuries.

The most recent assessment of statewide performance was documented in an updated [Traffic Safety Folio](#) developed by WSDOT.

## Bridge, Pavement, and System Performance

National Performance Management Measures (23 CFR Part 490.105) require State DOTs to set targets for pavement and bridge conditions, as well as system performance. 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. On 2022, and 2023, ODOT and WSDOT, respectively, reviewed the 4-year targets for pavement and bridge conditions (PM2) as well as system performance (PM3) in coordination with each state's MPOs, and it was determined that no mid-point changes would be made. According to recently published performance reports, ODOT and WSDOT (Pavement, Bridge, and Reliability) are set to meet identified targets.

| 2020 Oregon Pavement Condition (As defined in 23 CFR 490.307)                            |                                       |           |                     |
|--|---------------------------------------|-----------|---------------------|
| Performance Measure  | Performance Target                    | Base Data | 2-yr Mid-Point Data |
| Percentage of pavements of the Interstate System in Good condition                       | 35%                                   |           | 64.4%               |
| Percentage of pavements of the Interstate System in Poor condition                       | 0.5%                                  |           | 0.2%                |
| Percentage of pavements of the non-Interstate NHS in Good condition                      | <u>2-Year:</u> 50% <u>4-Year:</u> 50% | 63.9%     | 65.9%               |
| Percentage of pavements of the non-Interstate NHS in Poor condition                      | <u>2-Year:</u> 10% <u>4-Year:</u> 10% | 6.6%      | 6.6%                |
| 2023 Washington State Pavement Condition (As defined in 23 CFR 490.307)                  |                                       |           |                     |
| Performance Measure  | Performance Target                    | Base Data | 2-yr Mid-Point Data |
| Percentage of pavements of the Interstate System in Good condition                       | 30%                                   | 32.5%     | 39.8%               |
| Percentage of pavements of the Interstate System in Poor condition                       | 4%                                    | 3.6%      | 1.7%                |
| Percentage of pavements of the non-Interstate NHS in Good condition                      | <u>2-Year:</u> 45% <u>4-Year:</u> 45% | 20.3%     | 45%                 |
| Percentage of pavements of the non-Interstate NHS in Poor condition                      | <u>2-Year:</u> 5% <u>4-Year:</u> 5%   | 4.2%      | 5%                  |
| 2020 Oregon Bridge Condition (As defined in 23 CFR 490.407)                              |                                       |           |                     |
| Performance Measure  | Performance Target                    | Base Data | 2-yr Mid-Point Data |
| Percentage of NHS bridges classified as in Good condition                                | 13.5%                                 | 12.4%     | 13.2%               |
| Percentage of NHS bridges classified as in Poor condition                                | 1.8%                                  | 1.9%      | 1.9%                |
| 2023 Washington State Bridge Condition (As defined in 23 CFR 490.407)                    |                                       |           |                     |
| Performance Measure  | Performance Target                    | Base Data | 2-yr Mid-Point Data |
| Percentage of NHS bridges classified as in Good condition                                | 30%                                   | 32.8%     | 30%                 |
| Percentage of NHS bridges classified as in Poor condition                                | 10%                                   | 8.8%      | 10%                 |
| 2020 Oregon National Highway System Performance (As defined in 23 CFR 490.507)           |                                       |           |                     |
| Performance Measure  | Performance Target                    | Base Data | 2-yr Mid-Point Data |
| Percent of the person-miles traveled on the Interstate that are reliable                 | 78%                                   | 80.9%     | 83.8%               |
| Percent of the person-miles traveled on the non-Interstate NHS that are reliable         | 78%                                   | 83.9%     | 87.9%               |
| 2023 Washington State National Highway System Performance (As defined in 23 CFR 490.507) |                                       |           |                     |
| Performance Measure  | Performance Target                    | Base Data | 2-yr Mid-Point Data |
| Percent of the person-miles traveled on the Interstate that are reliable                 | 88.4%                                 | 87.8%     | 88.1%               |
| Percent of the person-miles traveled on the non-Interstate NHS that are reliable         | 61%                                   | 77.0%     | 80.8%               |

## 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. On April 3, 2019, the WWVMPO/SRTPO resolved to plan and program projects that support the respective targets declared by Milton-Freewater Public Transportation and Valley Transit.

As part of the Group Transit Asset Management Plan (TAMP) developed by the Oregon Department of Transportation in coordination with Tier II transit agencies, the Federal Fiscal Year (FFY) 2020 targets were set for Milton-Freewater Public Transportation.

| Milton-Freewater Public Transportation Annual SGR Asset Performance Targets |   |            |                    |                      |                                  |                     |
|---|---|------------|--------------------|----------------------|----------------------------------|---------------------|
| Asset Category  | Asset Class                             | Fleet Size | Vehicle Age (Yrs.) | Default ULB** (Yrs.) | SGR Metric FFY 2019 % Exceed ULB | SGR Target FFY 2020 |
| % Exceeding ULB**   |   |            |                    |                      |                                  |                     |
| Equipment*  | Automobiles                             |            |                    |                      |                                  | 25%                 |
|   | Bus                                     |            |                    |                      |                                  | 25%                 |
|   | Cutaway                                 |            |                    |                      |                                  | 40%                 |
|   | Van                                     | 1          | 12                 | 5                    | 100%                             | 41%                 |
|   | Minivan                                 | 1          | 11                 | 4                    | 100%                             | 41%                 |
|   | SUV                                     |            |                    |                      |                                  | 23%                 |
|   | Rolling Stock - Automobile              |            |                    |                      |                                  | 63%                 |
| % Below 3.0 TERM*** Rating  |   |            |                    |                      |                                  |                     |
| Facilities  | Passenger / Parking Facilities          |            |                    |                      |                                  | 0%                  |
|   | Administrative / Maintenance Facilities |            |                    |                      |                                  | 3%                  |

Source: <https://www.oregon.gov/odot/RPTD/RPTD%20Document%20Library/ODOT-TAM-Plan.pdf> and <https://www.oregon.gov/ODOT/RPTD/Pages/Transit-Asset-Management.aspx>, accessed August 15, 2020

\* Only the **highlighted** rolling stock equipment applies to Milton-Freewater Public Transportation

\*\* 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

Although both Milton-Freewater Public Transportation assets have exceeded the useful life benchmark, they have been assessed to be in adequate or better “condition” at the time of their most recent assessment.

As part of the Transit Asset Management Plan completed by Valley Transit, the targets shown on the following pages were adopted for FFY 2020:

| Valley Transit Annual SGR Asset Performance Targets<br>Rolling Stock Fixed Route, Rolling Stock Paratransit |   |            |                    |                     |   |                                  |                                  |   |
|---|---|------------|--------------------|---------------------|---|----------------------------------|----------------------------------|---|
| Asset Category  | Asset Class                                   | Fleet Size | Vehicle Age (Yrs.) | Default ULB* (Yrs.) | SGR Metric (FFY 2018 Base) % Exceed ULB | SGR Metric FFY 2019 % Exceed ULB | SGR Target FFY 2020 % Exceed ULB | FTA (Default) Performance Metric                                  |
| Rolling Stock Fixed Route Bus Paratransit Van   | Bus 29' Gillig Low Floor                      | 5          | 14                 | 10                  | 100%                                    | 100%                             | 100%                             | The % of Revenue Service Vehicles that Will Meet / Exceed the ULB |
|   | Bus 29' Gillig Low Floor                      | 4          | 13                 | 10                  | 100%                                    | 100%                             | 100%                             |   |
|   | Bus 29' Gillig Low Floor                      | 3          | 9                  | 10                  | 0%                                      | 0%                               | 0%                               |   |
|   | New Flyer C40LF                               | 2          | 18                 | 12                  | 100%                                    | 100%                             | 100%                             |   |
|   | Champion Challenger Ford E450 Paratransit Van | 3          | 4                  | 5                   | 100%                                    | 0%                               | 0%                               |   |
|   | Champion Challenger Ford E450 Paratransit Van | 3          | 2                  | 5                   | In Service Date                         | 0%                               | 0%                               |   |
|   | Champion Challenger Ford E450 Paratransit Van | 4          | 2                  | 5                   | In Service Date                         | 0%                               | 0%                               |   |

Source: Valley Transit, October 2018 and August 2020

\* ULB – Useful Life Benchmark

| Valley Transit Annual SGR Asset Performance Targets<br>Non-Revenue Rolling Stock Service Vehicles |  |            |                    |                     |   |                                  |                                  |  |
|---|--|------------|--------------------|---------------------|---|----------------------------------|----------------------------------|--|
| Asset Category  | Asset Class  | Fleet Size | Vehicle Age (Yrs.) | Default ULB* (Yrs.) | SGR Metric (FFY 2018 Base) % Exceed ULB | SGR Metric FFY 2019 % Exceed ULB | SGR Target FFY 2020 % Exceed ULB | FTA (Default) Performance Metric                                     |
| Equipment: Non-Revenue Service Vehicle  | Administration Support Vehicle 2003 Chevrolet Astro Van              | 1          | 16                 | 5                   | 100%                                    | 100%                             | 100%                             | The % of Non-Revenue Service Vehicles (By Type) that meet/exceed ULB |
|   | Road Supervisor Van 2010 Ford E350 / Braun 8-Passenger 1 Wheel Chair | 1          | 9                  | 5                   | 100%                                    | 100%                             | 100%                             |  |
|   | Custodian Pickup 2015 2500 4x4 Pickup with Service Box               | 1          | 4                  | 14                  | 0%                                      | 0%                               | 0%                               |  |
|   | Mechanic Pickup 2008 Dodge 3500 4x4 With Service Box                 | 1          | 11                 | 14                  | 0%                                      | 0%                               | 0%                               |  |
|   | Forklift Clark Cushion Tire 1998 CGG25                               | 1          | 21                 | 14                  | 100%                                    | 100%                             | 100%                             |  |
|   | Tractor, John Deere 210 LE 2005 Landscape Excavator for Snow Removal | 1          | 14                 | 14                  | 100%                                    | 100%                             | 0%                               |  |

Source: Valley Transit, October 2018 and August 2020

\* ULB – Useful Life Benchmark

Valley Transit Annual SGR Asset Performance Targets  
Facilities

| Facility Code | Asset Class                                     | 2017 TERM*<br>Condition<br>Rating | SGR Metric<br>(FFY 2018 Base)<br>% Below 3.0 TERM | SGR Metric<br>FFY 2019<br>% Below 3.0 TERM | SGR Target<br>FFY 2020<br>% Below 3.0 TERM | FTA (Default)<br>Performance<br>Metric  |
|---------------|---|-----------------------------------|---|--|--|---|
| 10            | Main Facility Administration, Operations, Parts | 2                                 | 100%  | 100%                                       | 0%   | The % of facilities (by group) that are rated less than 3.0 on the FTA TERM Scale |
| 11            | Main Facility: Maintenance Shop                 | 2                                 | 100%  | 100%                                       | 0%   |   |
| 20            | Main Facility: Parking Garage                   | 3                                 | 0%  | 0%   | 0%   |   |
| 22            | Main Facility: Storage Building                 | 4                                 | 0%  | 0%   | 0%   |   |
| 21            | Main Facility: Bus Wash Building                | 3                                 | 0%  | 0%   | 0%   |   |
| 21            | Main Facility: CNG Dispensing Island            | 2                                 | 100%  | 100%                                       | 0%   |   |
| 21            | Main Facility: CNG Compressor Station           | 2                                 | 100%  | 100%                                       | 0%   |   |
| 6             | K Mart: Transfer Center                         | 5                                 | 0%  | 0%   | 0%   |   |
| 6             | Market Station: Transfer Center                 | 5                                 | 0%  | 0%   | 0%   |   |

Source: Valley Transit, October 2018 and August 2020

\* 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

According to the most recently provided performance data, Valley Transit is set to meet most identified targets.

## Public Transportation Agency Safety Plan

| Milton-Freewater Public Transportation PTASP Targets |  |                |
|--|--|----------------|
| Mode of Transit Service                              | Safety Target Areas                            | Safety Targets |
| Fixed Route  | Fatalities                                     | 0              |
|  | Injuries                                       | 0              |
|  | Safety Events                                  | 0              |
|  | System Reliability in number of adverse events | 0              |
| Demand Response                                      | Fatalities                                     | 0              |
|  | Injuries                                       | 0              |
|  | Safety Events                                  | 0              |
|  | System Reliability in number of adverse events | 0              |

Source: Milton-Freewater Public Transit, June 30, 2020

| Valley Transit PTASP Targets                 |   |                |
|--|---|----------------|
| Mode of Transit Service                      | Safety Target Areas                             | Safety Targets |
| Fixed Route                                  | Fatalities                                      | 0              |
|  | Fatalities per 110k Vehicle Revenue Miles (VRM) | 0              |
|  | Injuries  | 2              |
|  | Injuries per 100k VRM                           | 0.002          |
|  | Major Events                                    | 4              |
|  | Major events per 100k VRM                       | 0.004          |
|  | Collision Rate (All Types) (per 100k VRM)       | 4              |
|  | Pedestrian Collision Rate (per 100k VRM)        | 0              |
|  | Vehicular Collision Rate (per 100k VRM)         | 0.004          |
| System Reliability in miles between failures | 100,000   |                |
| Demand Response                              | Fatalities                                      | 0              |
|  | Fatalities per 110k Vehicle Revenue Miles (VRM) | 0              |
|  | Injuries  | 2              |
|  | Injuries per 100k VRM                           | 0.4            |
|  | Safety Events                                   | 3              |
|  | Safety events per 100k VRM                      | 0.33           |
|  | Collision Rate (All Types) (per 100k VRM)       | 2              |
|  | Pedestrian Collision Rate (per 100k VRM)        | 0              |
|  | Vehicular Collision Rate (per 100k VRM)         | 0.002          |
| System Reliability in miles between failures | 130,000   |                |

Source: Valley Transit, August 19, 2024

On September 3, 2024, (This will be updated when the document is adopted) the WWVMPO/SRTPO resolved to plan and program projects that support the respective PTSAP targets declared by Milton-Freewater Public Transportation and Valley Transit.

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 June 30, 2020, submittal of Milton-Freewater Public Transportation's PTASP and the August 19, 2024, submittal of Valley Transit's PTASP, Federal Fiscal Year 2024 targets were set for their respective operations.

# 0Appendix C. Air Quality Conformity

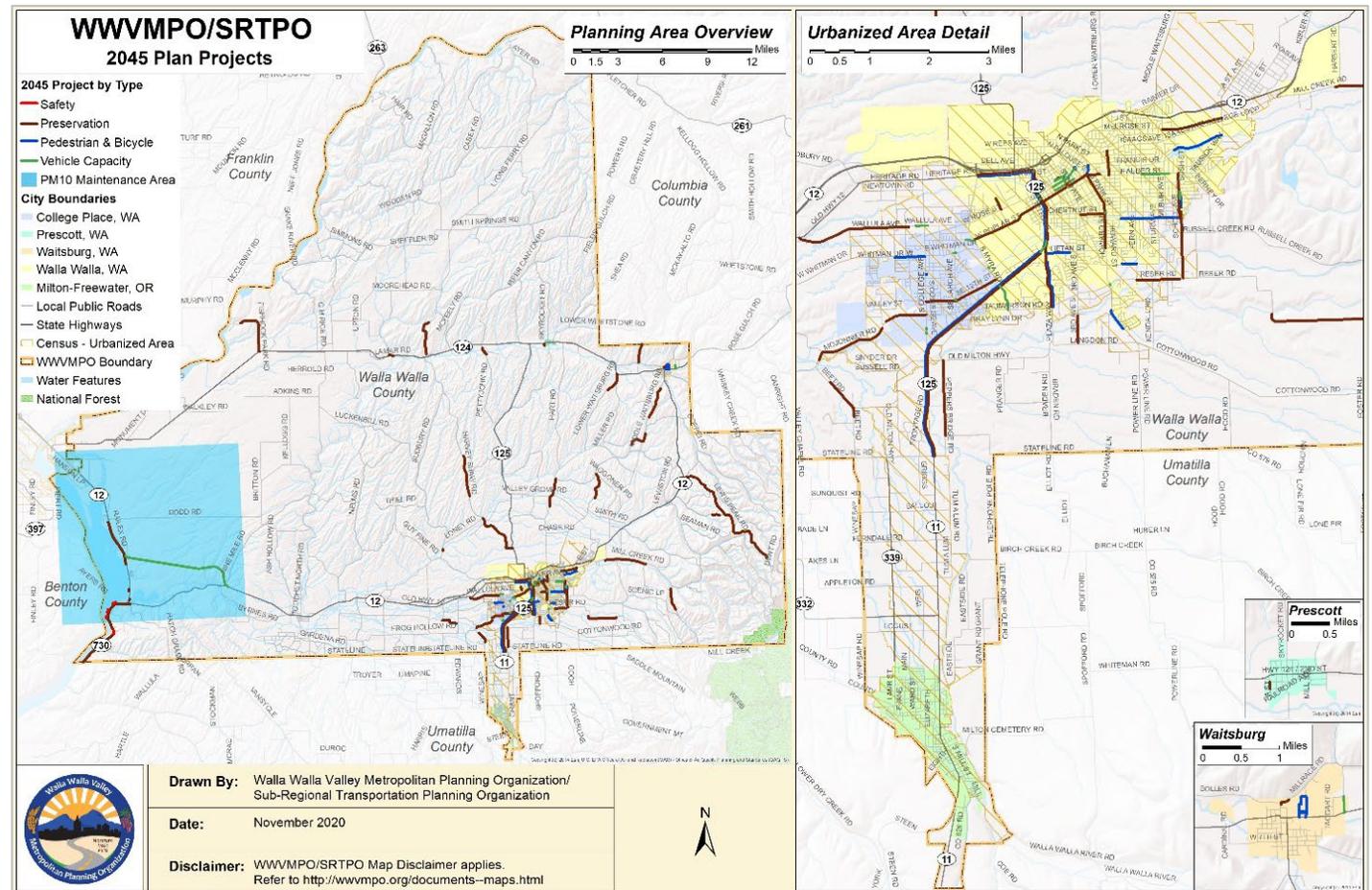
## Background

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 (PM<sub>10</sub>) is 150 micrograms per cubic meter (µg/m<sup>3</sup>). 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 PM<sub>10</sub> 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 PM<sub>10</sub> 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 PM<sub>10</sub>, 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 PM<sub>10</sub> 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 has 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. The map on the preceding page shows the Wallula PM<sub>10</sub> maintenance area alongside the current 2045 Plan projects and the WWVMPO/SRTPO boundary. Through the remainder of the Wallula maintenance area, 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 PM<sub>10</sub> emissions, and [this] justifies exclusion from regional analysis for transportation conformity.”<sup>j</sup>

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 PM<sub>10</sub> NAAQS.

The 20-year transportation conformity requirement will conclude in September 2025. This conclusion applies solely to the conformity determination requirement, and it will also mark the end of the need to revise the approved Maintenance SIP. All other air quality obligations—such as monitoring, control, and mitigation measures—will remain in effect. The area will continue to be designated as a “maintenance area” for purposes including CMAQ program eligibility and ongoing air quality oversight.

Upon successful completion of the 20-year maintenance period in September 26, 2025, transportation conformity determinations will no longer be required for the Wallula PM<sub>10</sub> Maintenance Area. However, the air quality control measures and contingency provisions included in the approved Wallula PM<sub>10</sub> 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

<sup>j</sup> ECY made a demonstration in the 2004 Serious Area Plan for Attainment (Section 4.7) that motor vehicles do not now, or in the future, contribute significantly to nonattainment and requested an exemption from regional analysis for transportation conformity. Although, EPA granted this exemption, project-level transportation conformity requirements still apply.

area will be subject to general air quality analysis under applicable SEPA and NEPA requirements.



### 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.<sup>k</sup> Collaboratively developed with local entity staff, the growth assumptions were determined during the early development phase of the 2045 Plan.

#### WALLA WALLA VALLEY METROPOLITAN PLANNING AREA POPULATION AND EMPLOYMENT

– WHICH INCLUDES A PORTION OF UMATILLA COUNTY –  
ARE EXPECTED TO GROW BETWEEN 2023 AND 2045:

THE REGION’S POPULATION IS PROJECTED TO GROW  
BY 0.7% PER YEAR – FROM 68,784 TO 79,069.

THE REGION’S EMPLOYMENT IS PROJECTED TO GROW  
BY 0.40% PER YEAR – FROM 32,991 TO 36,554.

These growth assumptions were used in the newly updated travel demand model (TDM). For the 2045 Plan, three TDM 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 2040 Plan - this plan’s predecessor - was adopted in March 2016.

The new 2045 Plan, along with the latest planning assumptions, can be accessed from the agency’s website: <https://www.mpo.org/plans--programs.html>.

### 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 first interagency consultation meeting was held on July 9, 2020. At that time, the nature of the language was determined that must be included in both the 2045 Plan and the new Transportation Improvement Program in order for those documents to demonstrate air quality conformity. The following conclusions, resulting from this early Interagency Consultation, were subsequently documented:

- ◆ The existing PM<sub>10</sub> Maintenance State Implementation Plan (SIP) is sufficient and does not need to be replaced with a Limited Maintenance Plan (LMP).
  - ◆ Due to ECY’s 2004 demonstration that motor vehicles do not significantly contribute to PM<sub>10</sub> at the Wallula site, no regional emissions analysis or VMT demonstration is required.
- ◆ Demonstrating conformity for WWVMPO/SRTPO MTPs and TIPs starts in 2021 with the new 2045 Plan and TIP.

<sup>k</sup> 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.

## Findings

Based on the projected, slow annual growth rate for the regionwide population, employment, and traffic volumes, the WWVMPO/SRTPO finds that the projects included in this 2045 Plan – most of which are exempt according to [40 CFR 93.126](#) – will not cause or contribute to any new violation of the federal air quality standard for PM<sub>10</sub>.

### STATEMENT OF CONFORMITY

THE 2045 PLAN ACHIEVES AND MAINTAINS THE NATIONAL AMBIENT AIR QUALITY STANDARDS AS REQUIRED BY THE CLEAN AIR ACT AMENDMENTS OF 1990.

IT ALSO MEETS THE REQUIREMENTS SET FORTH IN [WAC 173-420](#) AND THE WALLULA SITE'S SECOND 10-YEAR MAINTENANCE PLAN FOR PM<sub>10</sub>.

## Appendix D. Endangered Species

The following list was identified in the most recent plan update in 2020. The information provided relates to Endangered or Threatened Species.

### Endangered or Threatened Species, Candidate Species, or Species of Concern in the Walla Walla Valley Region

|  | Common Name                 | Scientific Name                  | Status Designation |                 |         |
|--|-----------------------------|----------------------------------|--------------------|-----------------|---------|
|  |                             |                                  | Umatilla Co.       | Walla Walla Co. | Federal |
| <b>Mammals</b>                         | Black-tailed Jackrabbit     | <i>Lepus californicus</i>        | -                  | C               | -       |
|  | Canada Lynx                 | <i>Lynx canadensis</i>           | T                  | E               | T       |
|  | Gray Wolf                   | <i>Canis Lupus</i>               | E*                 | E*              | - *     |
|  | Washington Ground Squirrel  | <i>Uroditellus washingtoni</i>   | E                  | C               | -       |
|  | White-tailed Jackrabbit     | <i>Lepus townsendii</i>          | -                  | C               | -       |
| <b>Birds</b>                           | American White Pelican      | <i>Pelecanus erythrorhynchos</i> | -                  | T               | -       |
|  | Black-backed Woodpecker     | <i>Picoides arcticus</i>         | -                  | C               | -       |
|  | Burrowing Owl               | <i>Athene cunicularia</i>        | SC                 | C               | -       |
|  | Ferruginous Hawk            | <i>Buteo regalis</i>             | SC                 | T               | -       |
|  | Flammulated Owl             | <i>Otus flammeolus</i>           | -                  | C               | -       |
|  | Golden Eagle                | <i>Aquila chrysaetos</i>         | -                  | C               | -       |
|  | Loggerhead Shrike           | <i>Lanius ludovicianus</i>       | -                  | C               | -       |
|  | Northern goshawk            | <i>Accipiter gentilis</i>        | -                  | C               | -       |
|  | Pileated Woodpecker         | <i>Dryocopus pileatus</i>        | -                  | C               | -       |
|  | Sage Thrasher               | <i>Oreoscoptes montanus</i>      | -                  | C               | -       |
|  | Sagebrush Sparrow           | <i>Artemisiospiza nevadensis</i> | -                  | C               | -       |
|  | Tricolored Blackbird        | <i>Agelaius tricolor</i>         | SC                 | -               | -       |
|  | Vaux's Swift                | <i>Chaetura vauxi</i>            | -                  | C               | -       |
|  | Yellow-billed Cuckoo        | <i>Coccyzus americanus</i>       | -                  | E               | T       |
| <b>Insects</b>                         | Columbia River Tiger Beetle | <i>Cicindela columbica</i>       | -                  | C               | -       |
| <b>Amphibians<br/>and<br/>Reptiles</b> | Columbia Spotted Frog       | <i>Rana luteiventris</i>         | -                  | C               | -       |
|  | Rocky Mountain Tailed Frog  | <i>Ascaphus montanus</i>         | -                  | C               | -       |
|  | Sagebrush Lizard            | <i>Sceloporus graciosus</i>      | SC                 | C               | -       |
|  | Striped Whipsnake           | <i>Masticophis taeniatus</i>     | -                  | C               | -       |
|  | Western Toad                | <i>Anaxyrus boreas</i>           | -                  | C               | -       |



|                 | Common Name                 | Scientific Name                                      | Status Designation |                 |         |
|-----------------|-----------------------------|--|--------------------|-----------------|---------|
|                 |                             |  | Umatilla Co.       | Walla Walla Co. | Federal |
| <b>Fish</b>     | Bull Trout                  | <i>Salvelinus confluentus</i>                        | T, CH              | C               | T       |
|                 | Chinook Salmon              | <i>Oncorhynchus tshawytscha</i> pop. 2 & 8           | T                  | C               | T       |
|                 | Coho Salmon                 | <i>Oncorhynchus kisutch</i> pop. 1                   | -                  | -               | T       |
|                 | Margined Sculpin            | <i>Cottus marginatus</i>                             | -                  | S               | SC      |
|                 | Mountain Sucker             | <i>Catostomus platyrhynchus</i>                      | -                  | C               | -       |
|                 | Pacific lamprey             | <i>Lampetra tridentata</i>                           | SC                 | -               | -       |
|                 | Sockeye Salmon              | <i>Oncorhynchus nerka</i>                            | -                  | C               | E       |
|                 | Steelhead                   | <i>Oncorhynchus mykiss</i> pop. 13 & 17              | -                  | C               | T       |
|                 | White Sturgeon              | <i>Acipenser transmontanus</i>                       | SC                 | -               | E       |
| <b>Mollusks</b> | Ashy (Columbia) Pebblesnail | <i>Fluminicola columbiana</i>                        | SC                 | C               | -       |
|                 | California Floater          | <i>Anodonta californiensis</i>                       | SC                 | C               | -       |
|                 | Columbia Oregonian (snail)  | <i>Cryptomastix hendersoni</i>                       | -                  | C               | -       |
|                 | Shortface Lanx              | <i>Fisherola nuttalli</i>                            | -                  | C               | -       |
|                 | Western Pearlshell          | <i>Margaritifera falcata</i>                         | SC                 | -               | -       |
| <b>Plants</b>   | Annual sandwort             | <i>Sabulina pusilla</i>                              | -                  | T               | -       |
|                 | Beaked cryptantha           | <i>Cryptantha rostellata</i>                         | -                  | T               | -       |
|                 | Blue Mountain penstemon     | <i>Penstemon pennellianus</i>                        | -                  | T               | -       |
|                 | Coyote tobacco              | <i>Nicotiana attenuata</i>                           | -                  | S               | -       |
|                 | Douglas' Clover             | <i>Trifolium douglasii</i>                           | SC                 | -               | SC      |
|                 | False monkeyflower          | <i>Mimetanthe pilosa</i>                             | -                  | S               | -       |
|                 | Gray cryptantha             | <i>Cryptantha leucophaea</i>                         | -                  | T               | -       |
|                 | Great Basin gilia           | <i>Aliciella leptomeria</i>                          | -                  | T               | -       |
|                 | Lawrence's milkvetch        | <i>Astragalus collinus</i> var. <i>laurentii</i>     | T                  | -               | SC      |
|                 | Northern Wormwood           | <i>Artemisia campestris</i> var. <i>wormskioldii</i> | E                  | -               | -       |
|                 | Pauper milkvetch            | <i>Astragalus misellus</i> var. <i>pauper</i>        | -                  | S               | -       |
|                 | Plumed clover               | <i>Trifolium plumosum</i> var. <i>plumosum</i>       | -                  | T               | -       |
|                 | Pulsifer's monkeyflower     | <i>Erythranthe pulsiferae</i>                        | -                  | S               | -       |
|                 | Sabin's Lupine              | <i>Lupinus sabinianus</i>                            | -                  | E               | -       |
|                 | Snake Canyon desert-parsley | <i>Lomatium serpentinum</i>                          | -                  | S               | -       |



| Common Name                               | Scientific Name                              | Status Designation |                 |         |
|---|--|--------------------|-----------------|---------|
|   |  | Umatilla Co.       | Walla Walla Co. | Federal |
| <b>Plants (cont.)</b> Spalding's catchfly | <i>Silene spaldingii</i>                     | E                  | -               | T       |
| Stalked moonwort                          | <i>Botrychium pedunculosum</i>               | SC                 | -               | -       |
| Thistle milkvetch                         | <i>Astragalus kentrophyta var. douglasii</i> | -                  | X               | -       |
| Twin-spike moonwort                       | <i>Botrychium paradoxum</i>                  | SC                 | -               | -       |
| Yellow wildrye                            | <i>Leymus flavescens</i>                     | -                  | S               | -       |
| Yeti phlox                                | <i>Phlox solivaga</i>                        | -                  | E               | -       |



\* : Oregon has proposed delisting the Gray Wolf; the Gray Wolf has been delisted east of Highway 395 federally, though the Washington State status still applies in that area

Note: The absence of a species in a county does not denote the lack of an official state ranking - only that the species is not present in the area. Likewise, the status designation is not applied by the county administration but the state in which the respective county resides.

**Key:**

- X - Possibly extinct or extirpated. Documented to have previously occurred in the area, but no longer thought to be present.
- E - Endangered. In danger of becoming extinct or extirpated.
- T - Threatened. At risk of becoming endangered in the near future if population decline or habitat loss continues.
- S - Sensitive. A vulnerable or declining species that could become endangered or threatened without help.
- C - Candidate. A species with well-documented threats which has not yet been proposed for official conservation.
- SC - A species known to have threats or status concerns that requires further study in order to establish official conservation status.
- CH - Critical Habitat. A specific geographic area with natural features that are essential to the conservation of an endangered or threatened species.

**Information for this table was compiled using data from:**

Aliso: A Journal of Systematic and Evolutionary Botany, Allaboutbirds.org, Amphibiaweb.org, Audubon Society, Birdweb.org, Ebird.org, Encyclopedia of Life, Fishmap.org, Freshwater Mollusk Conservation Society, National Oceanic and Atmospheric Administration, Nature Mapping Foundation, Oregon Department of Agriculture, Oregon Department of Fish and Wildlife, Oregon Flora Project, Oregon State University, PacifiCorp, Pnwflowers.com, Pnwherbaria.org, Portland State University, Roughfish.com, United State Bureau of Land Management, United States Department of Agriculture, United States Fish and Wildlife Service, United States Forest Service, University of Utah, University of Washington, Washington Department of Fish and Wildlife, Washington Department of Natural Resources, Xerxes Society for Invertebrate Conservation

## Appendix E. Acronyms and Glossary

**ACS** - American Community Survey

**ADA** - Americans with Disabilities Act (1990)

**ADT** - Average Daily Traffic

**AV** - Autonomous Vehicle

**BFCG** - Benton-Franklin Council of Governments

**BMRT** - Blue Mountain Region Trails Plan

**BNSF** - Burlington Northern Santa Fe Railroad

**CAA** - Clean Air Act (1970)

**CEMP** - Washington State Comprehensive Emergency Management Plan

**CFR** - Code of Federal Regulations

**CNG** - Compressed Natural Gas

**COVID-19** - Coronavirus Disease of 2019

**CPT-HSTP** - Coordinated Public Transit-Human Services Transportation Plan

**CRAB** - County Road Administration Board

**CTUIR** - Confederated Tribes of the Umatilla Indian Reservation

**CWA** - Connecting Washington

**ECY** - Washington State Department of Ecology

**EMD** - Washington State Military Department Emergency Management Division

**EOC** - Washington State Emergency Operations Center

**EOP** - Emergency Operations Plan

**EPA** - United States Environmental Protection Agency

**ESA** - Endangered Species Act

**EV** - Electric Vehicle

**FAA** - Federal Aviation Administration

**FAF4** - Freight Analysis Framework Version 4

**FAST** - Fixing America's Surface Transportation Act (2015)

**FAUB** - Federal Aid Urban Boundary

**FFY** - Federal Fiscal Year

**FGTS** - Freight and Goods Transportation System

**FHWA** - Federal Highway Administration

**FTA** - Federal Transportation Administration

**GIS** - Geographic Information System

**GMA** - Washington State Growth Management Act

**HSD** - Washington State Patrol Homeland Security Division

**HSIP** - Highway Safety Improvement Program

**ITS** - Intelligent Transportation Systems

**LEP** - Limited English Proficiency

**LOS** - Level of Service

**MAP-21** - Moving Ahead for Progress in the 21st Century Act (2012)

**MPA** - Metropolitan Planning Area

**MPO** - Metropolitan Planning Organization

**M/RTIP** - Metropolitan and Regional Transportation Improvement Program

**MTP** - Metropolitan Transportation Plan

**MUTCD** - Manual on Uniform Traffic Control Devices

**NAAQS** - National Ambient Air Quality Standards

**NHS** - National Highway System

**NRHP** - National Register of Historic Places

**OAR** - Oregon Administrative Rule

**ODOT** - Oregon Department of Transportation

**OFM** - Washington State Office of Financial Management

**PB** - Policy Board

**PM** - Particulate Matter

**PTASP** - Public Transportation Agency Safety Plan

**RCW** - Revised Code of Washington

**RTPO** - Regional Transportation Planning Organization

**RTSP** - Regional Thoroughfare System Plan

**SAO** - Washington State Auditor's Office

**SGR** - State of Good Repair

**SHSP** - Strategic Highway Safety Plan (WA)

**SIP** - State Implementation Plan

**SOV** - Single-Occupancy Vehicle

**SRTPO** - Sub-Regional Transportation Planning Organization

**STBG** - Surface Transportation Block Grant Program

**STIP** - State Transportation Improvement Program

**TA** - Transportation Alternatives

**TAC** - Technical Advisory Committee

**TAMP** - Transit Asset Management Plan

**TAZ** - Traffic Analysis Zone

**TBD** - Transportation Benefit District

**TDM** - Travel Demand Model

**TDM** - Transportation Demand Management

**TERM** - Transit Economic Requirements Model

**TIM** - Traffic Incident Management

**TIP** - Transportation Improvement Program

**Title VI** - Title VI of the Civil Rights Act of 1964

**TSAP** - Transportation Safety Action Plan (OR)

**TSMO** - Transportation System Management & Operations

**UGA** - Urban Growth Area

**UGB** - Urban Growth Boundary

**UPRR** - Union Pacific Railroad

**USACE** - United States Army Corps of Engineers

**USC** - United States Code

**USDA** - United States Department of Agriculture

**USDOT** - United States Department of Transportation

**UZA** - Urbanized Area

**V/C** - Volume to Capacity Ratio

**VMT** - Vehicle Miles Traveled

**WAC** - Washington Administrative Code

**WISAARD** - Washington Information System for Architectural and Archaeological Records Data

**WSDOT** - Washington State Department of Transportation

**WWVMPO** - Walla Walla Valley Metropolitan Planning Organization

**WWVMPO/SRTPO** - Walla Walla Valley Metropolitan Planning Organization/ Sub-Regional Transportation Planning Organization

**YOE** - Year of Expenditure



**Access Management** - Altering the available access points along a roadway corridor to improve safety and throughput.

**Accessibility** - In the context of transportation planning, this refers to the provision and design of services and facilities that are usable by all persons, regardless of disability.

**Alternative Fuels** - Non-standard fuels used to power motor vehicles, such as compressed natural gas (CNG) or hydrogen fuel cells, which aim to replace the standard petroleum-based fuels that are currently used.

**Americans with Disabilities Act of 1990** - Federal legislation that prohibits discrimination against any person with a disability.

**Arterial** - The designation for largest-volume, highest-speed, and lowest-access roadways, which can include highways. Arterials meet the demands of moderate to long trips. (See: *Collector, Local Roadway*)

**At-Grade Crossing** - A crossing where different directions or modes of travel are at the same height, as in most standard intersections. (See: *Grade-Separated Crossing*)

**Attainment Area** - An area that meets or beats the National Ambient Air Quality Standards and is the opposite of a nonattainment area. (See: *National Ambient*

*Air Quality Standards (NAAQS), Nonattainment Area*)

**Autonomous Vehicle** - A vehicle that is able, with the help of sensors and on-board computers, to perform driving maneuvers with limited or no human input.

**Average Daily Traffic (ADT)** - An estimation of the daily vehicle traffic along a roadway segment or at an intersection.

**Carbon Monoxide** - This gas is created by burning fossil fuels for heat or motor vehicles and is harmful to humans in high concentrations.

**Channelization** - A low-cost safety and access management technique that encourages or restricts certain traffic behaviors. A classic example of channelization would be a right-turn-only lane. (See: *Access Management*)

**Clean Air Act of 1970** - Federal legislation which authorizes the EPA to establish National Ambient Air Quality Standards (NAAQS). STIP/TIPs and MTPs must conform to NAAQS to receive approval. (See: *Metropolitan Transportation Plan, National Ambient Air Quality Standards, State Transportation Improvement Program, Transportation Improvement Program*)

**Climate Change** - The large-scale shifts in climates driven by human emissions and the greenhouse effect. (See: *Greenhouse Gas*)

**Collector** - A medium-access, moderate-speed roadway that links local roadways to arterials. (See: *Arterial, Local Roadway*)

**Complete Streets** - An approach to planning, design, and operation of streets that includes support for all modes of transportation and focuses on safety, mobility, and livability.

**Comprehensive Plan** - A planning document that incorporates a community's public policies for land use, recreation, housing, transportation, and utilities.

**Connected Vehicle** - A vehicle that can connect to the internet and communicate with other cars or roadway infrastructure elements to inform the driver of potentially dangerous situations or conditions. Connected vehicles are not inherently autonomous.

**Endangered or Threatened Species** - Species that are in danger of becoming extinct due to habitat destruction, poaching, or invasive species. Endangered or threatened species are federally protected under the Endangered Species Act of 1973.

**Environmental Justice** - The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

**Equality** - Giving everyone in a society the same treatment and access to opportunities.

**Equity** - Distribution of resources based on people's needs.

**First Mile/Last Mile** - Terms that are used to describe the problem of connecting transit stops or hubs to the destinations where people live, work, or play.

**Fixed Route** - Transit service that is provided along a set route with scheduled times. (See: *Paratransit*)

**Greenhouse Gas (GHG)** - Any gas that contributes to the Greenhouse Effect, which traps heat and warms the planet. (See: *Climate Change*)

**Growth Management Act (GMA)** - Washington State legislation requiring the state and local governments to coordinate and plan areas for future growth to limit urban sprawl and protect natural resources.

**Grade-Separated Crossing** - A crossing where the travel lanes of one direction or mode are elevated or submerged under another direction's travel lanes. (See: *At-Grade Crossing*)

**Ground-Level Ozone (O<sub>3</sub>)** - A gas that is harmful to plant and animal life, created when sunlight interacts with emissions from motor vehicles, industrial processes, and solvents.

**Infrastructure** - A basic facility, service, or installation necessary for a community or society.

**Intelligent Transportation Systems (ITS)** - Any system which uses digital technology to improve safety and efficiency on a roadway. (See: *autonomous vehicle, connected vehicle*)

**Lead (Pb)** - This dangerous metal is present in emissions from leaded aviation fuel and ore processing and is extremely dangerous to human health.

**Level of Service (LOS)** - A determination of the throughput and quality of a transportation facility using letter grades ranging from A (best operation) to F (worst operation).

**Local Roadway** - A high access, low speed roadway that supports short trips connecting to collectors and arterials. (See: *Arterial, Collector*)

**Maintenance Area** - A former nonattainment area that has been redesignated as an attainment area and has a maintenance plan in place to keep air quality within acceptable levels. (See: *Attainment Area, Nonattainment Area*)

**Metropolitan Planning Organization (MPO)** - An organization that coordinates the transportation planning efforts within an urbanized area.

**Metropolitan Planning Area (MPA)** - A designated region of urbanized and planned urban growth areas for which an MPO conducts transportation planning work. (See: *Metropolitan Planning Organization (MPO)*)

**Metropolitan Transportation Improvement Program (MTIP)** - A fiscally constrained list of transportation projects and strategies requesting federal funding over a four-year period, adopted by an MPO. (See: *Metropolitan Planning Organization (MPO), Transportation Improvement Program (TIP)*)

**Metropolitan Transportation Plan (MTP)** - A fiscally constrained long-range plan which fosters mobility and access for people and goods, efficient system performance and preservation, and a good quality of life, adopted by an MPO. (See: *Metropolitan Planning Organization (MPO)*).

**Micromobility** - Small-sized transportation modes, such as bikes, e-bikes, e-scooters, and other similar mobility options. When used as part of a shared system, these modes can have significant transportation system benefits.

**Multi-modal** - A term that describes an approach or condition which incorporates several different modes of transportation.

**National Ambient Air Quality Standards (NAAQS)** - Standards set for various air pollutants to protect public health, sensitive

populations, public welfare, and the environment from harmful conditions. (See: *Clean Air Act of 1970*)

**National Highway System (NHS)** - The series of highways and principal arterials that are important to the economy, defense, and mobility of the United States.

**Nitrogen Dioxide (NO<sub>2</sub>)** - A gas created when fuels are burned to power vehicles, industry, and machinery that is very harmful to respiratory health.

**Nonattainment Area** - An area that fails to meet, or contributes to an area nearby that fails to meet, the national primary or secondary ambient air quality standard for a NAAQS. (See: *Attainment Area, National Ambient Air Quality Standards (NAAQS)*)

**Paratransit** - Transportation service that is provided for transit riders whose disabilities prevent them from using regular bus service. (See: *Fixed Route*)

**Particulate Matter (PM)** - Solid or liquid particulates suspended in the air, classified into particulates of 10 micrometers (PM<sub>10</sub>) or smaller and particulates of 2.5 micrometers (PM<sub>2.5</sub>) or smaller.

**Performance Measure** - A data-driven criterion that can be used to gauge the success or failure of a plan, policy, project, or program.

**Policy** - A set guideline or principle that helps direct future plans and decisions.

**Policy Board** - A group representing the local civic leadership of an MPO's member organizations that makes decisions for the MPO. (See: *Metropolitan Planning Organization (MPO), Technical Advisory Committee (TAC)*)

**Regional Transportation Improvement Program (RTIP)** - A fiscally constrained list of transportation projects and strategies requesting federal funding over a six-year period, adopted by an MPO or RTPO. (See: *Regional Transportation Planning Organization (RTPO), Transportation Improvement Program (TIP)*)

**Regional Transportation Plan (RTP)** - A fiscally constrained long-range plan which fosters mobility and access for people and goods, efficient system performance and preservation, and a good quality of life within a region, adopted by an MPO or RTPO. (See: *Metropolitan Planning Organization (MPO), Regional Transportation Planning Organization (RTPO)*)

**Regional Transportation Planning Organization (RTPO)** - An organization that performs transportation planning activities for a nonmetropolitan area, linking local governments to the statewide transportation planning process. (See: *Metropolitan Planning Organization*)

**Resilience** - The capability of an asset or idea to resist outside influences or changes.

**Revised Code of Washington (RCW)** - A collection of all the permanent laws currently enforced in Washington State.

**Right-of-Way (ROW, RW, R/W)** - The legally designated space that a route is permitted to use through an area for the transportation of people and goods.

**Roundabout** - An alternative intersection design consisting of a raised center circle that provides for a constant, circuitous traffic flow while preventing the most dangerous intersection maneuvers.

**Single Occupancy Vehicle (SOV)** - A privately owned vehicle that is used to transport only one person from one location to another.

**Statewide Transportation Improvement Program (STIP)** - A fiscally constrained list of all the transportation projects from the MPOs and non-MPO rural areas in the state. (See: *Metropolitan Planning Organization (MPO), Transportation Improvement Project (TIP)*)

**Stormwater** - Rain or melting snow and ice that has not yet percolated into the groundwater supply (water table, rivers, streams, lakes, and oceans). Stormwater that does not have proper drainage facilities can

pond or flow over roadways, potentially making them hazardous.

**Surface Transportation Block Grant**

**(STBG)** - Federal grant funding for a range of transportation projects.

**Sulfur Dioxide (SO<sub>2</sub>)** - A harmful gas that is created when sulfur or materials containing sulfur are burned, including fuels for vehicles and industry.

**Sustainability** - A term that can mean two things: one, to preserve an ecological balance and two, to ensure that something can be maintained at the current level or rate in perpetuity.

**Target Zero** - The name of Washington State's policy to reduce all traffic fatalities to zero by the year 2030.

**Technical Advisory Committee (TAC)** - A group of technical professionals from the MPO member entities who lend their expertise and advice to improve decisions made by an MPO's Policy Board. (See: *Metropolitan Planning Organization (MPO), Policy Board (PB)*)

**Telework** - Using telecommunications (phone or internet) to perform work-related tasks from a remote location.

**Title VI of the Civil Rights Act of 1964** - Federal legislation that forbids the exclusion of anyone based on race, color, or national

origin for any program or activity that receives federal funding.

**Traffic Analysis Zone (TAZ)** - A geographic region created solely for the purpose of predicting future travel patterns within a travel demand model. (See: *Travel Demand Model (TDM)*)

**Transportation Alternative Program**

**(TAP, or TA)** - Federal grant funding that is available for projects that seek to improve active transportation modes, such as projects for pedestrians and cyclists.

**Transportation Demand Management**

**(TDM)** - Strategies and policies that attempt to improve transportation system efficiency by reducing or altering the nature of transportation demand.

**Travel Demand Model (TDM)** - A software program that uses current traffic counts and land use data to create a location-specific algorithm that is used to predict future transportation system conditions based on assumed growth.

**Transportation Improvement Program**

**(TIP)** - A fiscally constrained list of transportation projects and strategies requesting federal funding over a certain timeframe, adopted by an MPO or RTPO. (See: *Metropolitan Planning Organization (MPO), Regional Transportation Improvement Program (RTIP)*)

**Urban Growth Area (UGA) / Urban**

**Growth Boundary (UGB)** - An area immediately adjacent to an existing city or community, identified to accommodate future development and designed to limit urban sprawl.

**Urbanized Area (UZA)** - A Census-designated, contiguous urban area with at least 50,000 residents.

**Vehicle Miles Traveled (VMT)** - A measurement of the total miles driven within a certain area and timeframe.

**Vision Zero** - The name of Oregon's policy to reduce all traffic fatalities to zero by the year 2035.

**Volume-to-Capacity Ratio (V/C Ratio)** - Common measure for vehicle volumes relative to the estimated roadway capacity.

**Washington Administrative Code (WAC)** - A codified set of all the regulations that support government administration across the state.

**Year of Expenditure (YOE)** - A term to describe the estimated future cost of a project or program using historic and anticipated figures for inflation, market prices, and costs.

**Zoning** - The designation of an allowed land use and/or structure(s) for a specific property or area by the administering government entity.

## Appendix F. Credits and Sources

### Transportation Planning Where/Who/What/Why/How

#### Statutes and Policies

##### Federal Level

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##### State Level

Washington State and Oregon shapes from Census - [American Community Survey](http://AmericanCommunitySurvey.com) data

### Transportation Planning Where/Who/What/Why/How

#### Region, Members, and Agency

<sup>1</sup> Benton-Franklin Council of Governments website: <https://www.bfcog.us/>

<sup>2</sup> Palouse Regional Transportation Planning Organization website: <https://palousetpo.org/>

#### Plan Development

##### Washington's Transportation Plan - 2040 and Beyond

<sup>3</sup> Washington Transportation Plan: <https://www.wtp2040andbeyond.com/>

##### Oregon's Transportation Plan

<sup>4</sup><https://www.oregon.gov/odot/planning/pages/plans.aspx>

#### Local Agency

##### Comprehensive/Transportation Plans

<sup>5</sup> City of College Place 2026 Comprehensive Plan: [https://www.cpwa.us/departments/planning/comprehensive\\_plan.php](https://www.cpwa.us/departments/planning/comprehensive_plan.php)

City of Prescott 1999-2019 Comprehensive Plan: [https://wwwmpo.org/uploads/3/5/3/8/35381422/prescott\\_1999\\_comp\\_plan.pdf](https://wwwmpo.org/uploads/3/5/3/8/35381422/prescott_1999_comp_plan.pdf)

City of Waitsburg 2008 Comprehensive Plan: <https://static1.squarespace.com/static/5b4d59c4697a987b96356e9d/t/5b5f945603ce64a12d>

#### Goals

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### Goal-Oriented and Performance Driven

#### Performance Targets

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### Who and What is Moving

#### Now and in the Future

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### People, Employment, Growth, and Travel Patterns

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[e983bd/1532990554503/2008CompPlanFinal.pdf](http://e983bd/1532990554503/2008CompPlanFinal.pdf)

City of Walla Walla 2026 Comprehensive Plan: <https://www.wallawallawa.gov/government/development-services/long-range-planning/comprehensive-plan-project-2026-update>

Walla Walla County 2026 Comprehensive Plan: [http://co.walla-walla.wa.us/government/community\\_development/2046\\_comprehensive\\_plan\\_update.php](http://co.walla-walla.wa.us/government/community_development/2046_comprehensive_plan_update.php)

#### What the Future May Bring

##### Demographics

<sup>6</sup> National Academies of Sciences, Engineering, and Medicine, 2018. Critical Issues in Transportation 2019. Washington, DC: The National Academies Press. <https://doi.org/10.17226/25314>

<sup>7</sup> Federal Transit Administration, 2020. Mobility Performance Metrics (MPM) For Integrated Mobility and Beyond. Washington, DC: Federal Transit Administration. <https://www.transit.dot.gov/research-innovation/mobility-performance-metrics-integrated-mobility-and-beyond-report-0152>

### Sustainability and Stewardship

#### Access and Equity

##### Access

Icons made by Freepik from [www.flaticon.com](http://www.flaticon.com)

#### Maintenance and Preservation

Pothole icon by Iconathon, US from [thenounproject.com/search/?q=pothole&i=753](http://thenounproject.com/search/?q=pothole&i=753)

### Recommended Investments

#### Selection of Projects

Icons made by Freepik from [www.flaticon.com](http://www.flaticon.com)

<sup>8</sup> National Academies of Sciences, Engineering, and Medicine, 2016. Between Public and Private Mobility: Examining the Rise of Technology-Enabled Transportation Services. Washington, D.C.: The National Academies Press: <https://doi.org/10.17226/21875>

<sup>9</sup> Federal Transit Administration, 2020.

<sup>10</sup> National Academies of Sciences, Engineering, and Medicine, 2018.

#### Autonomous Vehicles

<sup>11</sup> Federal Highway Administration, 2019. Integrating Shared Mobility into Multimodal Transportation Planning: Metropolitan Area Case Studies. Washington, DC: Federal Highway Administration

<sup>12</sup> Federal Transit Administration, 2020.

<sup>13</sup> J.D. Power, 2019. Mobility Pipe Dreams? J.D. Power and SurveyMonkey Uncover Shaky Consumer Confidence About the Future. Retrieved on August 21, 2019, from [https://www.jdpower.com/system/files/legacy/assets/2019182\\_mobility\\_confidence\\_index.pdf](https://www.jdpower.com/system/files/legacy/assets/2019182_mobility_confidence_index.pdf)

<sup>14</sup> Litman, Todd, 202. Autonomous Vehicle Implementation Predictions: Implications for Transport Planning. Victoria B.C., Canada:

Victoria Transport Policy Institute. <https://www.vtpi.org/avip.pdf>

<sup>15</sup> National Academies of Sciences, Engineering, and Medicine 2019. *Foreseeing the Impact of Transformational Technologies on Land Use and Transportation*. Washington, DC: The National Academies Press. <https://doi.org/10.17226/25580>

<sup>16</sup> National Academies of Sciences, Engineering, and Medicine, 2018.

<sup>17</sup> Litman, Todd, 2025.

<sup>18</sup> Lewis, R. & Steckler, R., 2020. *Emerging Technologies and Cities: Assessing the Impacts of New Mobility on Cities*. Portland, OR: National Institute for Transportation and Communities (NITC). <https://nitc.trec.pdx.edu/>

<sup>19</sup> Litman, Todd, 2025.

<sup>20</sup> Corwin, S., Willigmann, P. & Jameson, N., 2016. *The Future of Mobility: What's Next? Tomorrow's Mobility Ecosystem—And How to Succeed In It*. London, UK: Deloitte University Press.

<sup>21</sup> Lewis, R. & Steckler, R., 2020.

<sup>22</sup> Litman, Todd, 2025.

<sup>23</sup> Fagnant, D. & Kockelman, K., 2013. *The Travel and Environmental Implications of Shared Autonomous Vehicles, Using Agent-Based Model Scenarios*. Austin, TX: Elsevier Ltd. <http://dx.doi.org/10.1016/j.trc.2013.12.001>

<sup>24</sup> NACTO, 2019a. *Blueprint for Autonomous Urbanism (Second Edition)*. New York, NY: National Association of City Transportation Officials (NACTO).

<sup>25</sup> Patel, V.J., 2017. *Think Your Cellphone Uses a lot of Data? Report Claims Autonomous Cars Will Use 4,000 GB in one Day*. Retrieved June 10, 2020, from [Futurcar.com](http://Futurcar.com) website (Old Link)

<sup>26</sup> Galinina, O., et al, 2015. *5G Multi-RAT LTE-WiFi Ultra-Dense Small Cells: Performance Dynamics, Architecture, and Trends*. Tampere, Finland: IEEE Journal on Selected Areas in Communications. [https://www.researchgate.net/publication/276366082\\_5G\\_multi-RAT\\_LTE-WiFi\\_ultra-dense\\_small\\_cells\\_Performance\\_dynamics\\_architecture\\_and\\_trends](https://www.researchgate.net/publication/276366082_5G_multi-RAT_LTE-WiFi_ultra-dense_small_cells_Performance_dynamics_architecture_and_trends)

<sup>27</sup> North Central Texas Council of Governments, 2020. *Mobility 2045 (Chapter 7)*. Arlington, TX: North Central Texas Council of Governments. <https://www.nctcog.org/trans/plan/mtp/mobility-2045-2022-update>

<sup>28</sup> National Academies of Sciences, Engineering, and Medicine, 2019.

<sup>29</sup> Litman, Todd, 2020.

**Electric Vehicles**

<sup>30</sup> Insurify Insights, 2022. *Electric Driving: States with the Most Hybrid or Electric Vehicles*. Retrieved on March 29, 2022 from <https://insurify.com/insights/states-with-the-most-hybrid-or-electric-vehicles/>

<sup>31</sup> BloombergNEF, 2020. *Battery Pack Prices Cited Below \$100/kWh*. Retrieved on January 12, 2021. (Old Link)

<sup>32</sup> Fehrenbacher, K., 2020. *Why the Electric Vehicle Wave is Still Coming*. Retrieved on June 10, 2020 from <https://www.greenbiz.com/article/whyelectric-vehicle-wave-still-coming>

<sup>33</sup> Weissman, G., & Folger, M., 2020. *Destination: Zero Carbon - Three strategies to transform transportation in America*. Denver, CO: Environment America Research & Policy Center.

<sup>34</sup> United Parcel Service and GreenBiz, 2018.

<sup>35</sup> Yale School of Forestry & Environmental Studies, 2019. *Diesel Vehicles Face a Grim Future in Europe's Cities*. Retrieved on June 10,

2020 from <https://e360.yale.edu/digest/diesel-vehicles-face-a-grim-future-in-europes-cities#:~:text=Over%20the%20next%20decade%2C%2024,2030%2C%20according%20to%20Bloomberg%20News.&text=And%20this%20month%2C%20Paris%20banned,the%20city%20center%20on%20weekdays>.

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<sup>37</sup> Weissman, G., & Folger, M., 2020.

<sup>38</sup> Banse, T., 2019. *Road Ahead May Charge Washingtonians By The Mile, But Change Rolls Slowly*. Retrieved on June 10, 2020 from <https://www.opb.org/news/article/washington-state-gas-tax-mileage-rate/>

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<sup>46</sup> Federal Highway Administration, 2019.

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<sup>49</sup> National Academies of Sciences, Engineering, and Medicine, 2016.

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<sup>52</sup> Banks, E., et al, 2018.

<sup>53</sup> Banks, E., et al, 2018.

<sup>54</sup> National Academies of Sciences, Engineering, and Medicine, 2019.

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#### The Future of Public Transit

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#### Transportation Network Companies

<sup>60</sup> Wilson, K., 2020. The Broken Promises of the Rideshare Revolution. Retrieved on June 10, 2020 from <https://usa.streetsblog.org/2020/03/02/the-broken-promises-of-the-ride-share-revolution/>

<sup>61</sup> NACTO, 2023.

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<sup>63</sup> NACTO, 2023.

<sup>64</sup> Litman, Todd, 2025.

<sup>65</sup> Reeder, V., Schmidt, S., & Kortum, K., 2019. Forum on Preparing for Automated Vehicles and Shared Mobility. Washington, D.C.: Transportation Research Board.

### E-Commerce

<sup>66</sup> Lewis, R. & Steckler, R., 2020.

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<sup>68</sup> Lewis, R. & Steckler, R., 2020.

<sup>69</sup> National Academies of Sciences, Engineering, and Medicine, 2019.

### Alternative Fuel Vehicles

<sup>70</sup> U.S. Department of Energy, 2020. Clean Cities Coalition Network. Retrieved on November 19, 2020 from <https://cleancities.energy.gov/about/>

<sup>71</sup> National Academies of Sciences, Engineering, and Medicine, 2019.

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### Cannabis Legalization and Traffic Safety

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## Who and What is Moving

### Now and in the Future

#### People, Employment, Growth, and Travel Patterns

<sup>77</sup> Census Transportation Planning Package (CTPP) 2012-2016 [https://ctppdata.transportation.org/?utm\\_source=dlvr.it#/index](https://ctppdata.transportation.org/?utm_source=dlvr.it#/index)

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<sup>79</sup> WSDOT, 2017. 2017-2027 Grain Train Strategic Plan: <https://wsdot.wa.gov/sites/default/files/2021-10/Nov-2017-Grain-Train-2017-2027-Strategic-Plan.pdf>

<sup>80</sup> Tarragon NW, 2019. Martin Field Airport Layout Plan - <https://martinfieldairportlayoutplan.wordpress.com/>

<sup>81</sup> Washington Utilities and Transportation Commission - <https://www.utc.wa.gov/public-safety/pipeline-safety>

## Sustainability and Stewardship

### Maintenance and Preservation

<sup>82</sup> FHWA, 2016. Guidance on Highway Preservation - <https://www.fhwa.dot.gov/preservation/memos/160225.cfm>

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## Recommended Investment

### Revenue and Cost Estimation

<sup>84</sup> Infrastructure Investment and Jobs Act (IIJA) has Surface Transportation funds and FHWA Surface Transportation Block Grants:  
<https://www.ncsl.org/state-federal/infrastructure-investment-and-jobs-act>  
and <https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/stbg.cfm>