



Walla Walla Valley  
Metropolitan Planning Organization/  
Sub-Regional Transportation Planning Organization

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## MEMORANDUM

**DATE:** March 14, 2025  
**TO:** Technical Advisory Committee  
**FROM:** Mansee Chauhan, Transportation Update  
**SUBJECT:** 2045 Plan Update – Revenue Estimate

### INFORMATION:

Fiscal constraint has been a key component of transportation plan and program development since enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. The focus of fiscal constraint is on identifying those revenue sources that are committed, available, as well as reasonably expected to be available. ([23 CFR 405.216\(m\)](#)) In general, funds already programmed in the Transportation Improvement Program are committed; available funds are based on an extrapolation of historic authorizations, particularly if those are tied to a funding formula; and reasonably available funding may include new sources, as long as they are in line with, or similar to, historic trends 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 for 2021 through 2028 (developed by ODOT, WSDOT, and the WWVMPO/SRTPO), and House Bill (HB) 2017 funding data (compiled by ODOT) from the last 2045 Plan
- Washington MPO area - local members funds: 2021-2025 and 2018-2023 SAO data (compiled by WSDOT and WWVMPO/SRTPO staff)
- Oregon MPO area - local members funds: 2019 Umatilla County budget and 2013/2014 through 2018-2019 City of Milton-Freewater budgets and annual "federal to state" fund exchanges (Used last 2045 Plan estimates)
- Public Transportation: 2018-2023 SAO records and Valley Transit agency budget data as well as last 2045 Plan revenue estimates of 2013/2014 through 2018/2019 City of Milton-Freewater budgets

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>1</sup>, tells us a **2%** annual growth rate.
- **State Funds** – Funding from five years of WWVMPO MRTIP projects yields a **1.1%** annual growth rate.
- **Local Funds** – Funding from five years of WWVMPO MRTIP projects results in a **2.1%** annual growth rate.

*Note: The revenue under consideration is the 2026-2045 Total Revenue Estimates (highlighted in dark orange and dotted red box below) for the 2045 transportation plan update. However, revenue estimates have been forecast till 2050 Revenue Estimates which will be considered for the next update.*

<sup>1</sup> <https://www.ncsl.org/state-federal/infrastructure-investment-and-jobs-act> and <https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/stbg.cfm>

### **METHODOLOGY:**

To establish a baseline for funding, we compiled a five-year dataset from the sources mentioned above. This dataset provides an overview of historical funding trends. By applying the respective annual growth rates to these baseline figures, we projected funding levels for the next 20+ years. This approach allows us to estimate the total planned revenue for the 2045 Transportation Plan Update, ensuring a data-driven foundation for future financial planning.

### **ACTION REQUESTED:**

Review and recommend Policy Board to approve the preliminary total revenue estimates for 2045 Transportation Plan Update.

## 2045/2050 Plan Estimated Revenue for Roadway-Bicycle-Pedestrian Projects

### Washington MPO/SRTPO Area

*Awarded Projects in (TIP 5 years) + unassigned*

Federal	STBG (US/R)	\$16,422,310
	STBG	\$7,542,031
	STBG (BR)	\$27,494,450
	TA (US/R)	\$1,235,629
	NHPP	\$12,905,532
	HSIP	\$9,760,086
	Others	\$48,663,875
	<b>Total</b>	<b>\$124,023,913</b>

State	All	<b>\$162,387,169</b>
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Local	All	<b>\$79,993,398</b>
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<b>Total Awards</b>	<b>\$366,404,480</b>
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Source: WWWMPO STIP and State Auditor Office Data compiled by WWWMPO

### Oregon MPO Area (Old and New Boundary)

*6 Years of Award*

Federal	STBG (Exchange)	\$779,474
	STBG (BR)	\$3,773,985
	SRTS	\$249,599
	Other	\$266,839
	<b>Total Federal</b>	<b>\$5,069,897</b>

State	HB2017	\$3,000,000
	ODOT Fix-it (fed/state)	
	<b>Total State</b>	<b>\$3,000,000</b>

Local	City	\$0
	County	\$457,362
	<b>Total Local</b>	<b>\$457,362</b>

<b>Total Awards</b>	<b>\$8,527,259</b>
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Source: STIP, Budget, and Exchange data compiled WWWMPO

5 years 2026-2030	10 years 2026-2035	15 years 2026-2040	20 years 2026-2045	25 years 2026-2050
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*Assuming 2% Average Annual growth*

\$18,131,557	\$20,018,704	\$22,102,267	\$24,402,689	\$26,942,540
\$8,327,012	\$9,193,694	\$10,150,581	\$11,207,061	\$12,373,501
\$30,356,094	\$33,515,581	\$37,003,910	\$40,855,306	\$45,107,559
\$1,364,234	\$1,506,225	\$1,662,994	\$1,836,080	\$2,027,180
\$14,248,750	\$15,731,771	\$17,369,147	\$19,176,942	\$21,172,893
\$10,775,924	\$11,897,490	\$13,135,791	\$14,502,974	\$16,012,456
\$53,728,850	\$59,320,992	\$65,495,169	\$72,311,958	\$79,838,245
<b>\$136,932,421</b>	<b>\$151,184,458</b>	<b>\$166,919,858</b>	<b>\$184,293,011</b>	<b>\$203,474,375</b>

*Assuming 1.1% Average Annual growth*

<b>\$171,517,125</b>	<b>\$181,160,398</b>	<b>\$191,345,849</b>	<b>\$202,103,960</b>	<b>\$213,466,928</b>
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*Assuming 2.1% Average Annual growth*

<b>\$88,752,962</b>	<b>\$98,471,730</b>	<b>\$109,254,737</b>	<b>\$121,218,523</b>	<b>\$134,492,386</b>
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<b>\$397,202,509</b>	<b>\$430,816,586</b>	<b>\$467,520,444</b>	<b>\$507,615,493</b>	<b>\$551,433,689</b>
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5 years 2026-2030	10 years 2026-2035	15 years 2026-2040	20 years 2026-2045	25 years 2026-2050	MPA New Boundary Plan Total 2026-2045	MPA New Boundary Plan Total 2026-2050
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*Assuming 1.2% Average Annual Growth for Regional Federal Funds; 0% for all others*

\$3,442,412	\$6,967,412	\$10,492,412	\$14,463,912	\$15,352,827	\$1,686,858	\$1,790,528
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$125,000	\$250,000	\$375,000	\$398,047	\$43,734	\$46,422
<b>\$3,442,412</b>	<b>\$7,092,412</b>	<b>\$10,742,412</b>	<b>\$14,838,912</b>	<b>\$15,750,873</b>	<b>\$1,730,593</b>	<b>\$1,836,950</b>

*Assuming 0% Average Annual Growth Rate for State Funds (and full recovery by 2026)*

\$1,047,600	\$2,095,200	\$3,142,800	\$4,190,400	\$5,238,000	\$488,707	\$610,883
\$18,500	\$37,000	\$55,500	\$74,000	\$92,500	\$8,630	\$10,788
<b>\$1,066,100</b>	<b>\$2,132,200</b>	<b>\$3,198,300</b>	<b>\$4,264,400</b>	<b>\$5,330,500</b>	<b>\$497,337</b>	<b>\$621,671</b>

*Assuming Average Annual Growth Rate of 2% for Local Revenues*

\$214,192	\$428,192	\$856,383	\$1,117,383	\$1,233,682	\$130,315	\$143,878
\$1,795,346	\$3,590,846	\$7,181,692	\$9,370,192	\$10,345,449	\$1,092,802	\$1,206,541
<b>\$2,009,537</b>	<b>\$4,019,037</b>	<b>\$8,038,075</b>	<b>\$10,487,575</b>	<b>\$11,579,130</b>	<b>\$1,223,117</b>	<b>\$1,350,420</b>

<b>\$6,518,050</b>	<b>\$13,243,650</b>	<b>\$21,978,787</b>	<b>\$29,590,887</b>	<b>\$32,660,503</b>	<b>\$3,451,046</b>	<b>\$3,809,041</b>
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# 2045/2050 Plan Estimated Revenue for Transit Projects

## Washington MPO/SRTPO Area

*Awarded Projects in TIP 5 years + unassigned*

Federal	FTA 5304	\$50,000
	FTA 5307	\$20,421,686
	FTA 5310	\$56,362
	FTA 5339	\$508,951
	Others	\$10,370,201
State	All	\$2,763,434
Local	All	\$44,809,316
	<b>Total</b>	<b>\$21,036,999</b>

Source: State Auditor Office data compiled by WWVMPO

## Oregon MPO Old Area

*5-Year Average*

Revenue	Federal	\$5,545,711
	State	\$2,266,851
	Local	\$28,333,731
	Others	\$501,334
	<b>Total Federal</b>	<b>\$36,647,627</b>

Source: Milton-Freewater Budget data

5 years 2026-2030	10 years 2026-2035	15 years 2026-2040	20 years 2026-2045	25 years 2026-2050
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*Assuming Average Annual growth of Federal 2%, State 1.1% and Local 2.1%*

\$55,204	\$60,950	\$67,293	\$74,297	\$82,030
\$22,547,191	\$24,893,921	\$27,484,901	\$30,345,551	\$33,503,940
\$62,228	\$68,705	\$75,856	\$83,751	\$92,468
\$561,923	\$620,408	\$684,981	\$756,274	\$834,988
\$11,449,540	\$12,641,217	\$13,956,925	\$15,409,573	\$17,013,414
\$2,918,804	\$3,082,909	\$3,256,240	\$3,439,317	\$3,632,687
\$49,716,097	\$55,160,188	\$61,200,426	\$67,902,092	\$75,337,615
<b>\$87,310,987</b>	<b>\$96,528,298</b>	<b>\$106,726,622</b>	<b>\$118,010,856</b>	<b>\$130,497,143</b>

5 years 2026-2030	10 years 2026-2035	15 years 2026-2040	20 years 2026-2045	25 years 2026-2050
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*Assuming 0% Average Annual Growth Rate for State Funds (and full recovery by 2026)*

\$818,000	\$1,686,500	\$2,555,000	\$3,533,500	\$4,512,000
\$577,000	\$1,154,000	\$1,731,000	\$12,308,000	\$22,885,000
\$339,000	\$713,500	\$1,088,000	\$1,544,500	\$2,001,000
\$0	\$0	\$0	\$0	\$0
<b>\$1,734,000</b>	<b>\$3,554,000</b>	<b>\$5,374,000</b>	<b>\$17,386,000</b>	<b>\$29,398,000</b>