

Walla Walla Valley Metropolitan and Sub-Regional Transportation Planning Organization

Metropolitan and Regional Transportation Improvement Program 2022-2027

**Final – October 6, 2021
Adopted by the Policy Board**

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Please Contact the WWVMPO/SRTPO for Questions, Concerns, or Comments:

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Placeholder for: 2022-2027 Metropolitan and Regional
Transportation Improvement Program –
Adoption & Air Quality Conformity Determination Resolution

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

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

Walla Walla Valley Metropolitan Planning Organization (WWVMPO) Member Agencies

City of College Place (WA) • City of Milton-Freewater (OR) • 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

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

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

WWVMPO/SRTPO Policy Board (PB)

Voting:

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Linda Hall, City Manager, City of Milton-Freewater
(Vacant), City of Prescott
Randy Hinchliffe, City Administrator, City of Waitsburg
Riley Clubb, Council Member, City of Walla Walla
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Todd Kimball, County Commissioner, Walla Walla County
Ron Dunning, Commissioner, Port of Walla Walla
Angie Peters, General Manager, Valley Transit
Craig Sipp, Region Manager, ODOT Region 5
Todd Trepanier, Regional Administrator, WSDOT South Central Region

Ex Officio:

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

WWVMPO/SRTPO Technical Advisory Committee (TAC)

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Laurel Sweeney, City Planner, City of Milton-Freewater
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Randy Hinchliffe, City Administrator, City of Waitsburg
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Introduction

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

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

Walla Walla Valley Metropolitan Planning Organization

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

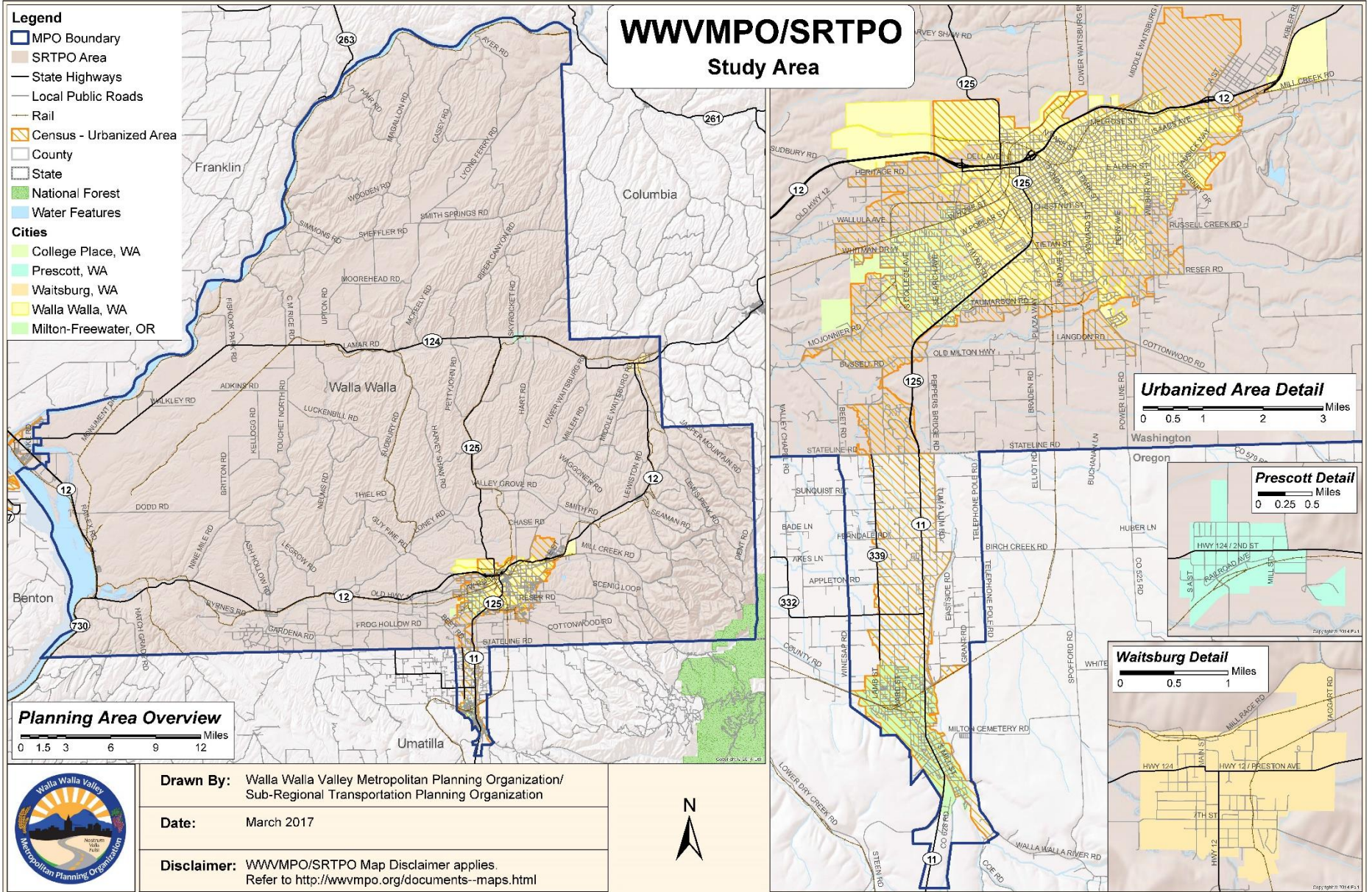
Federal regulations require the WWVMPO to develop a regionally coordinated long-range transportation plan and short-range improvement program to ensure consistency and efficient use of federal transportation funds. The MPO's bi-state planning area, shown in the map on Page 2, was expanded in early 2017 and includes the cities of College Place, Milton-Freewater, Prescott, Waitsburg, and Walla Walla, and portions of the counties of Umatilla and Walla Walla.

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

Walla Walla Sub-Regional Transportation Planning Organization

The Walla Walla Sub-Regional Transportation Planning Organization (SRTPO) was created by an agreement, effective July 1, 2013, between the Benton-Franklin-Walla Walla Regional Transportation Planning Organization (RTPO) and the WWVMPO in order to make regional planning efforts with the new MPO more efficient. The SRTPO boundary, also shown in the figure on Page 2, assigns almost all of Walla Walla County to the WWVMPO, as the area covered under the newly established SRTPO. The Burbank area, a small portion of western Walla Walla County, is by U.S. Census determination within the Kennewick-Pasco-Richland urbanized area. Therefore, this portion of Walla Walla County is part of the Benton-Franklin RTPO and MPO planning area.

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



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

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

Program Overview and Summary

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

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

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

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

All projects in the M/RTIP must be consistent with policy and project recommendations of the **Walla Walla Valley Metropolitan and Regional Transportation - 2045 Plan**, which was adopted on February 3, 2021.

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

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

WWVMPO/SRTPO 2022-2027 Metropolitan and Regional Transportation Improvement Program

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

The following tables show summaries of the first four years of funding (2022-2025) included in the 2022-2027 M/RTIP for projects within the Washington State MPO and SRTPO area as well as the Oregon MPO area, respectively.

Washington					
MPO/SRTPO Area	Projects	Federal Funds	State Funds	Local Funds	TOTAL
Roadway, Pedestrian, Bicycle	26	\$32,231,909	\$15,898,222	\$15,455,951	\$63,586,082
Public Transit	4	\$2,829,490		\$1,607,374	\$4,436,864
Total Projects				Total Funding	\$68,022,946

Oregon					
MPO Area	Projects	Federal Funds	State Funds	Local Funds	TOTAL
Roadway, Pedestrian, Bicycle*	1	\$7,474,509	\$1,099,491		\$8,574,000
Public Transit	6	\$747,379	\$93,181		\$840,559
Total Projects				Total Funding	\$9,414,559

* The ODOT-sponsored projects extend beyond the boundaries of the WWVMPO/SRTPO area and therefore only a portion of the funding will be used within the region.

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

Regulatory Background

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

Federal Requirements

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

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

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

State Requirements

According to [RCW 47.80.023 \(5\)](#), the Regional Transportation Improvement Program must –

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

Air Quality Conformity

In 1990, the Wallula area located in the western-most part of Walla Walla County was designated as “moderate” non-attainment for particulate matter with a diameter less than or equal to ten micrometers (PM₁₀). PM₁₀ is one of the major air quality pollutants for which the Environmental Protection Agency (EPA) must set standards, as required by the Clean Air Act. In 2001, the Wallula site was upgraded to “serious”. Subsequently, the re-designation to attainment was earned after a concerted effort by the Washington Department of Ecology (ECY) and the EPA to show that extra-ordinary and naturally occurring wind events were the main cause of the recorded exceedances. In general, dust stirred by agricultural activity is the region’s primary source of particulates, and the natural events analysis determined that all but one of the

PM₁₀ exceedances in the area were tied to high wind events. In 2005, the EPA declared the site in compliance with the required air quality standard. The record of previous exceedances and associated non-attainment declarations triggered a 20-year maintenance plan requirement. At this time, the Wallula site has an updated Second 10-Year Maintenance Plan for PM₁₀, which became effective June 1, 2020. The Wallula site will require continued air quality conformity determination through September 26, 2025.

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

The region's Metropolitan and Regional Transportation - 2045 Plan, adopted on February 3, 2021, demonstrated the required air quality conformity.

Public Involvement

Citizens and interested parties were provided opportunity to comment on the draft M/RTIP as required under the Fixing America's Surface Transportation (FAST) Act. The public review and comment period for the air quality conformity determination and re-adoption of the 2022-2027 M/RTIP was held from September 7, 2021 through September 20, 2021. Furthermore, a public hearing, conducted as part of the regular Policy Board meeting on October 6, 2021, provided an additional opportunity to obtain the views of the public on the proposed projects.

Public notices announcing the availability of the document were published in the newspaper of record and on the WWVMPO/SRTPO website. A copy of the revised 2022-2027 M/RTIP was available for public viewing at one location in Umatilla County and three locations in Walla Walla County: the Milton-Freewater Library, the Walla Walla Library, Waitsburg City Hall, and the WWVMPO/SRTPO office. An electronic copy was posted on the agency's website at <https://wwwmpo.org/public-participation.html>. All public comments related to the M/RTIP have been included in [Appendix J](#) of the final document.

IT IS IMPORTANT TO NOTE THAT PUBLIC INVOLVEMENT ACTIVITIES AND TIMES, ESTABLISHED FOR THE PURPOSE OF PUBLIC REVIEW AND COMMENT ON THE M/RTIP, ALSO SATISFY **PROGRAM OF PROJECTS (POP) PUBLIC INVOLVEMENT REQUIREMENTS PROMULGATED BY THE FEDERAL TRANSIT ADMINISTRATION SECTION 5307 PROGRAM,** AS THEY RELATE TO VALLEY TRANSIT AND MILTON-FREEWATER PUBLIC TRANSPORTATION PROJECTS.

Title VI Assurance

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

The agency has an approved Title VI Plan on file. Any Title VI issues discovered during the development of the 2022-2027 M/RTIP will be corrected in the first available amendment cycle in January 2022.

Program Purpose and Scope

Each year the WWVMPO/SRTPO prepares the M/RTIP in coordination with local jurisdictions, public transportation agencies, ODOT, and WSDOT. All projects in the 2022-2027 M/RTIP have been reviewed and found to be consistent with the goals and objectives in local comprehensive plans, the Metropolitan and Regional Transportation Plan, and the respective State Transportation Plans.

M/RTIP Purpose and Scope in Washington State

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

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

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

MTIP Purpose and Scope in Oregon State

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

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

- ◆ With an effective date of October 1, 2020, the new 2021-2024 STIP for WWVMPO's Oregon members was developed ahead of the WWVMPO/SRTPO 2022-2027 M/RTIP, and the Oregon-specific projects are included in this M/RTIP to inform the public.
- ◆ The development of the new 2024-2027 STIP began in July 2020. Completion of this next STIP is anticipated in summer of 2023.

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

Once local agency projects are programmed, ODOT manages the local portion of the federal highway funds on a first-come first-served basis and, in coordination with local jurisdictions, may choose to

exchange the federal funds for state funds. If local jurisdictions are recipients of federal funds, following federal approval of the STIP, local jurisdictions may begin obligating federal funds for their projects. The regional procedures allow any federal project included in the STIP to be advanced or delayed without STIP amendment, contingent upon the financial balance being maintained for each fiscal year.

Intermodal/Multimodal Provisions

The WWVMPO/SRTPO and its member entities recognize that quality of life, which is highly valued by regional stakeholders and the public, is inherently improved through the advancement of pedestrian and bicycle related transportation projects. Therefore, all projects listed in the 2022-2027 M/RTIP have considered context-sensitive provisions for pedestrian and bicycle transportation modes to the extent possible.

NHS Facility Certification

Following the adoption of the Moving Ahead for Progress in the 21st Century (MAP-21) Act in 2012, the National Highway System (NHS) was greatly expanded. Accounting for 37.99 miles in the WWVMPO/SRTPO area, local agencies with NHS routes are responsible for maintaining those roadway segments. Because of their national and strategic significance, NHS routes are deemed to be of greater importance than non-NHS routes. The emphasis on importance of the NHS routes was carried forward into the FAST Act of 2015.

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

Performance Management

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

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

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

- ◆ Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- ◆ Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair
- ◆ Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System
- ◆ System Reliability - To improve the efficiency of the surface transportation system
- ◆ Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development

- ◆ Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- ◆ Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

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

The 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:

Performance Areas	Notice of Proposed Rule Making	Final Rule Published	Final Rule Effective	MPO Action to Date
Safety	March 11, 2014	March 15, 2016	April 14, 2016	MPO supports the DOTs' targets
Highway Safety Improvement Program	March 28, 2014	March 15, 2016	April 14, 2016	Assist DOTs
Statewide & Metro Planning; Non-Metro Planning	June 2, 2014	May 27, 2016	June 27, 2016	Added performance measures, base line data, and progress report in 2045 Plan
Transit Asset Management	September 30, 2015	July 26, 2016	October 1, 2016	MPO supports Valley Transit's & Milton-Freewater's targets
Pavement and Bridge Performance Measures	January 5, 2015	January 18, 2017	May 20, 2017	MPO supports the DOTs' targets
System Performance Measures	April 22, 2016	January 18, 2017	May 20, 2017*	MPO supports the DOTs' targets
Asset Management Plan	February 20, 2015	October 24, 2016	October 2, 2017	Assist DOTs
Public Transportation Agency Safety Plan	February 5, 2016	July 19, 2018	July 19, 2019	MPO supports Valley Transit's & Milton-Freewater's targets

* The portions of the rule related to tailpipe CO2 emissions (GHG measure) were subsequently repealed on May 31, 2018, effective July 2, 2018.

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

Safety and the Highway Safety Improvement Program

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

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

On February 5, 2020, the WWVMPO/SRTPO Policy Board agreed to support ODOT's and WSDOT's 2020 targets for the five safety performance targets.

Pavement and Bridges

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

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

On October 3, 2018, the WWVMPO/SRTPO took formal action to support ODOT and WSDOT targets for applicable pavement and bridge performance measures.

System Performance

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

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

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

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

On October 3, 2018, the WWVMPO/SRTPO took formal action to support ODOT and WSDOT targets for applicable system performance measures.

Transit Asset Management

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

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

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

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

In compliance with the requirements of the final TAM rule, Valley Transit and Milton-Freewater Public Transportation completed their Transit Asset Management Plans by October 2018; on April 3, 2019, the WWVMPO/SRTPO adopted the respective transit SGR targets for the metropolitan area.

Public Transportation Agency Safety Plan

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires FTA Section 5307 recipients and certain operators of rail systems to develop safety plans in

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

accordance with [49 USC 5329](#). The PTASP rule became effective on July 19, 2019, and the compliance deadline was set for July 20, 2020. At a minimum, the final rule ([49 CFR 673](#)) requires each safety plan to include the following:

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

On June 19 and June 30, 2020, respectively, Valley Transit and Milton-Freewater Public Transportation submitted their first PTASPs and associated safety targets to the WWVMPO/SRTPO in compliance with the FTA rule. On February 3, 2021, the WWVMPO/SRTPO resolved to plan and program projects that support the respective PTSAP targets declared by Milton-Freewater Public Transportation and Valley Transit.

Progress Towards Achievement of Performance Targets

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

However, in response to federal requirements, the 2022-2027 M/RTIP now also shows the anticipated effects on transportation performance in its program of projects⁴ and includes the complete set of targets in [Appendix H](#).

Major Projects Implemented Since the Previous TIP

Since the previous M/RTIP was approved, the following projects have obligated all associated funding, although construction may still continue until the projects' full completion:

- ◆ City of Waitsburg – Mill Race Rd Grade Crossing (Waitsburg6)
- ◆ City of Waitsburg – Taggart Road Extension (WA-08036)
- ◆ City of Walla Walla – Citywide Pedestrian Safety (WA-11918)
- ◆ City of Walla Walla – Rose St. Bridge at Mill Creek (WA-10901)
- ◆ Walla Walla County – Arch Bridge on Lamar Road, MP 2.64 to MP 2.94 (WA-12649)
- ◆ Walla Walla County – Countywide Signing & Guideposts (WA-12653)
- ◆ Walla Walla County – Drumheller Bridge (WA-12651)
- ◆ Walla Walla County – Middle Waitsburg Road MP 6.10 to MP 7.92 (WA-02121)
- ◆ WSDOT – SR 125/Plaza Way Intersection Improvements (512502C36)

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

Financial Plan

Fiscal feasibility is a significant priority in determining the final list of 2022-2027 M/RTIP transportation improvements. Federal and state requirements mandate that this document be fiscally constrained and only include projects that can reasonably be expected to have adequate funding.

Funding Sources

The 2022-2027 M/RTIP is funded from a variety of federal, state, and local sources. A list of the most common funding programs is shown in [Appendix I](#). It is important to note that not all state and locally funded projects have to be programmed in the M/RTIP, unless one or more of the following conditions apply:

- ◆ State or local funds are used to match federal dollars;
- ◆ Projects that require federal approval or other formal federal action; or
- ◆ The state or locally funded projects are of regional significance.

Financial Constraint

The M/RTIP covers six years of projects from 2022 to 2027. Placement of M/RTIP projects is based on priority; projects to be obligated in 2022 are the highest priority and include carry-over projects from 2021.

The M/RTIP has to demonstrate financial constraint for federal Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA, an STBG set-aside) funding, which is tied directly to the anticipated allocations for the WVMPPO/SRTPO provided through WSDOT. Close coordination between WSDOT and the agency allowed the estimation of STBG and TA funding from 2022 through 2025. The table below summarizes the associated funding assumptions, which are based on final allocations received in federal fiscal year (FFY) 2021.

	2022	2023	2024	2025	Total 2022-2025
STBG (WA)					
Urban	\$697,455	\$697,455	\$697,455	\$697,455	\$2,789,820
Rural	\$569,711	\$569,711	\$569,711	\$569,711	\$2,278,844
Any Area	\$210,664	\$210,664	\$210,664	\$210,664	\$842,656
Yearly Total	\$1,477,830	\$1,477,830	\$1,477,830	\$1,477,830	\$5,911,320
Funds Carry-Over to 2022	\$689,534				\$689,534
2021-2024 Projects carried	-\$2,122,859	-\$652,125	-\$2,180,875		-\$4,955,859
STBG Available for Newly Programmed Projects					\$1,644,995

	2022	2023	2024	2025	Total 2022-2025
TA (WA)					
Urban	\$36,758	\$36,758	\$36,758	\$36,758	\$147,032
Rural	\$30,934	\$30,934	\$30,934	\$30,934	\$123,736
Any Area	\$7,876	\$7,876	\$7,876	\$7,876	\$31,504
Yearly Total	\$75,568	\$75,568	\$75,568	\$75,568	\$302,272
Funds Carry-Over to 2022	-\$102,277				-\$102,277
2021-2024 Projects carried	-\$				-\$
TA Available for Newly Programmed Projects					\$199,995

Source: WSDOT financial data

STBG and TA funding not tied to 2021-2026 M/RTIP carry-over projects, will be available for assignment to new projects through a regionwide STBG and TA call for projects, which will take place in April and May of 2022. Placement of the projects within the first four years of this M/RTIP is based on project priority as well as available funding for the respective urban, rural, and any area categories; carry-over projects retain their original timing whenever possible.

[Appendix A](#) provides a funding summary by source for all projects within the MPO/SRTPO area in Washington State. [Appendix B](#) expands upon this financial information and demonstrates the required fiscal constraint for each source of federal funding by year in greater detail. [Appendix C](#) then provides detailed project descriptions and financial information by project phase and source for all projects within the MPO/SRTPO area in Washington State, whereas detailed information on Oregon MPO area projects is shown in [Appendix D](#).

It is important to note that although this M/RTIP discloses project descriptions and financial details for all WWVMPO/SRTPO projects, it does not include Oregon-specific project funding in the fiscal constraint calculation, as the 2021-2024 ODOT STIP has already gone through the required review and approval process.

M/RTIP Amendment Process

The WWVMPO/SRTPO will develop the calendar year (CY) 2022 internal amendment schedule for Washington State and Oregon projects in November 2021. Each member agency's request for an M/RTIP amendment must include the project title, description, cost, funding sources, implementation schedule, and reason for the amendment. The project amendment will undergo the same review process required of the original project submission to assure compliance with federal and state laws and consistency with the 2045 Plan.

Amendment to WA MPO/SRTPO Projects

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

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

⁵ The STIP Administration table was extracted from Appendix C of WSDOT's current 2021-2024 STIP document, which can be accessed at <https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIPDoc.htm>.

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

¹ Amendments will continue monthly January through October

² Administrative modifications will be updated monthly and available via the on-line STIP. FHWA/FTA will be provided listing twice a year with the January and October amendment submittals. Additionally, financial feasibility will be shown in the original STIP and updated twice a year in the January and October amendment submittals to FHWA/FTA.

Amendment to OR MPO Projects

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

The M/RTIP is required to be amended for an Oregon project if it meets any of the conditions in the following amendment categories listed below.⁶

FULL AMENDMENTS	
1	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2	Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ by addition of non-exempt projects** • Adding capacity per FHWA Standards • Adding or deleting worktype
3	Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> - Projects under \$500K – increase/decrease over 50% - Projects \$500K to \$1M – increase/decrease over 30% - Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
4	Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1	Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2	Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3	Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4	Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5	Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6	Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7	Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

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

⁶ The Amendment Matrix was extracted from ODOT’s current 2021-2024 STIP document, which can be accessed at <https://www.oregon.gov/odot/STIP/Pages/Current-Future-STIP.aspx#CurrentSTIP>.)

M/RTIP Projects

The 2022-2027 M/RTIP list⁷ of projects contains all federally funded or regionally significant transportation improvements in the WWVMPO/SRTPO area. Details for each project are found in [Appendix C](#) and [Appendix D](#) for Washington State and Oregon projects, respectively. For air quality conformity determination purposes, it is important to note that all projects are exempt from project conformity per [40 CFR 93.126](#), with the exception of the WSDOT’s “US 12/Wallula to Nine Mile Hill – Build New Highway” project, which will need to be reviewed to determine if an air quality consultation is required.

Funded Projects

Washington MPO/SRTPO Area

Safety	Pavement	Bridge	System PM3	Transit SGR	Washington Locally Sponsored Projects
Anticipated Impact: Positive ++ / Moderately Positive + / Neutral o / Moderately Negative - / Negative --					
+	++		++		Mojonnier Road Reconstruction (WA-11693) – City of College Place – 2025-2026
++	+		++		9th Ave and Plaza Way/Dalles Military Intersection and Street Improvements (WA-02008) – City of Walla Walla – 2022
+	+		+		Alder Street – Roosevelt to Brock (WA-12445) – City of Walla Walla – 2022 (Locally Funded)
+	+		+		Alder Street and Poplar Street – Merriam to Colville (WA-11547) – City of Walla Walla – 2022
++	++		o		Park Street Improvements – Alder to Juniper (WA-12443) – City of Walla Walla – 2022 (Locally Funded)
++	+		+		Poplar Street – Colville to 5th (WA-11548) – City of Walla Walla – 2022-2024
+	++		o		Mill Creek Road MP 1.10 to MP 3.96 (WA-09572) – Walla Walla County – 2022
++	+		o		Peppers Bridge Road MP 0.36 to MP 1.61 (WA-01920) – Walla Walla County – 2022
++	+		o		Wallula Avenue MP 2.00 to MP 2.20 (WA-09564) – Walla Walla County – 2022
++			+		Abbott Road MP 0.25 to MP 0.50 (WA-12659) – Walla Walla County – 2022
		++			Dell Sharpe Bridge on Pettyjohn Road, MP 5.20 to MP 5.80 (WA-10425) – Walla Walla County – 2022-2023
++	+		+		Lower Waitsburg Road MP 4.23 to MP 6.25 (WA-02119) – Walla Walla County – 2022-2024

⁷ Projects (or phases) planned for implementation in 2026 and 2027 extend beyond the 2022-2025 fiscally constrained TIP.

Safety	Pavement	Bridge	System PM3	Transit SGR	Washington Locally Sponsored Projects
+	++		+		Fishhook Park Road MP 0.00 to MP 1.40 (WA-06922) – Walla Walla County – 2022-2024
Anticipated Impact: Positive ++ / Moderately Positive + / Neutral o / Moderately Negative - / Negative --					
+	++		o		Mill Creek Road MP 6.50 to MP 8.00 (WA-13155) – Walla Walla County – 2022-2024
+	++		o		Lyons Ferry Road MP 0.20 to MP 2.81 (WA-01926) – Walla Walla County – 2022-2025

Safety	Pavement	Bridge	System PM3	Transit SGR	WSDOT State-sponsored Projects
Anticipated Impact: Positive ++ / Moderately Positive + / Neutral o / Moderately Negative - / Negative --					
o	++		o		Asphalt/Chip Seal Preservation Walla Walla Valley Metropolitan Planning Organization (BPWWV) – WSDOT – 2022-2026
+			++		SR 125/Oregon State Line to Military Road – ADA Compliance (512501Y36) – WSDOT – 2022
++	+		++		SR 125/Plaza Way – Railroad Crossing Improvements (512502R36) – WSDOT – 2022
++	+		++		SR 125/Plaza Way Vic Stage 2 - Sidewalk Improvements (512502S-36) – WSDOT – 2022
		++			US 12/US 12 Over Abandoned Railroad - Bridge Painting (501218C36) – WSDOT – 2024-2025
		++			US 12/Walla Walla River Bridge - Bridge Painting (501218D36) – WSDOT – 2024-2025
++	+		+		US 12/Wallula to Nine Mile Hill – Build New Highway ⁸ (501203A36) – WSDOT – 2022
++	o		o		SR 730/3.0 miles North of Oregon Border – Rockfall Prevention (573001G36) – WSDOT – 2022-2023
++	o		o		SR 730/4.1 miles North of Oregon Border – Rockfall Prevention (573001H36) – WSDOT – 2022-2023
++	o		o		SR 730/4.4 miles North of Oregon Border – Rockfall Prevention (573001I36) – WSDOT – 2022-2023
++	o		o		SR 730/5.2 miles North of Oregon Border – Rockfall Prevention (573001J36) – WSDOT – 2022-2023

⁸ This project will need to be reviewed to determine if an air quality consultation is required.

Safety	Pavement	Bridge	System PM3	Transit SGR	Washington Public Transit-sponsored Projects
Anticipated Impact: Positive ++ / Moderately Positive + / Neutral o / Moderately Negative - / Negative --					
			++	++	Replace One (1) Small Heavy-Duty Transit Bus (1902) – Valley Transit – 2022
			++	++	Replace One (1) Heavy Duty Transit Bus (2110) – Valley Transit – 2022
			++	o	General Labor Operating (2001) – Valley Transit – 2022
			++	o	General Labor Operating (2206) – Valley Transit – 2023

Oregon MPO Area

Safety	Pavement	Bridge	System PM3	Transit SGR	ODOT State-sponsored Projects
Anticipated Impact: Positive ++ / Moderately Positive + / Neutral o / Moderately Negative - / Negative --					
++			++		Umatilla/Morrow county curb ramps (22398) – ODOT – 2022

Safety	Pavement	Bridge	System PM3	Transit SGR	Oregon Public Transit-sponsored Projects
Anticipated Impact: Positive ++ / Moderately Positive + / Neutral o / Moderately Negative - / Negative --					
			++	o	Enhanced Mobility Program - Umatilla Co FFY22 (21974) – ODOT Transit Section – 2022
			++	o	Enhanced Mobility Program - Umatilla Co FFY23 (21983) – ODOT Transit Section – 2023
			++	o	Enhanced Mobility Program - Umatilla Co FFY24 (21993) – ODOT Transit Section – 2024
			++	++	Oregon Transportation Network - Umatilla Co FFY22 (22027) – ODOT Transit Section – 2022
			++	++	Oregon Transportation Network - Umatilla Co FFY23 (22043) – ODOT Transit Section – 2023
			++	++	Oregon Transportation Network - Umatilla Co FFY24 (22055) – ODOT Transit Section – 2024

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

WA MPO/SRTPO Area

- ◆ 3rd Avenue South MP 1.66 to MP 1.90 (WA-02312) - Walla Walla Co. - 2026
- ◆ 3rd Avenue South Paxton Bridge MP 2.30 to MP 2.77 (WA-01944) - Walla Walla Co. - 2025
- ◆ 4th Avenue Bridge Replacement over Mill Creek (WA-13891) - Walla Walla - 2022-2023
- ◆ Adair Road (B) MP 0.00 to MP 0.27 (WA-10446) - Walla Walla Co. - 2026
- ◆ Ash Street (B) MP 0.00 to MP 0.18 (WA-10453) - Walla Walla Co. - 2026
- ◆ Beet Road MP 0.71 to MP 1.41 (WA-06146) - Walla Walla Co. - 2022-2023
- ◆ Berney Drive MP 0.00 To MP 0.75 (WA-01879) - Walla Walla Co. - 2022-2023
- ◆ Birch Street (B) MP 0.00 to MP 0.25 (WA-10451) - Walla Walla Co. - 2026
- ◆ Biscuit Ridge Road MP 2.53 (Culvert) (WA-13156) - Walla Walla Co. - 2026
- ◆ Bolles Road Overlay (WA-08037) - Waitsburg - 2024
- ◆ C Street & Myra Road Intersection (WA-11692) - College Place - 2022
- ◆ Cherry Street (B) MP 0.00 to MP 0.25 (WA-10450) - Walla Walla Co. - 2026
- ◆ Chestnut - 2nd to Howard IRRP (WA-12444) - Walla Walla - 2024-2025
- ◆ CM Rice Road MP 6.40 to MP 6.80 (WA-10421) - Walla Walla Co. - 2023-2024
- ◆ Cochran Street (D) Culvert Replacement (WA-10461) - Walla Walla Co. - 2026
- ◆ College Ave Post Office Crosswalk (WA-13171) - College Place - 2022
- ◆ College Ave/SR125 Intersection (WA-11690) - College Place - 2027
- ◆ College/Southside Development Intersection #1 (WA-11687) - College Place - 2022
- ◆ College/Southside Development Intersection #2 (WA-11688) - College Place - 2022
- ◆ Columbia Road (B) MP 0.00 To MP 0.27 (WA-08502) - Walla Walla Co. - 2026
- ◆ Columbia School Road N. (B) MP 0.00 To MP 0.17 (WA-08478) - Walla Walla Co. - 2026
- ◆ Coppei Creek Bridge Replacement (Waitsburg7) - Waitsburg - 2024-2025
- ◆ Coppei Road MP 1.20 to MP 1.70 (WA-10429) - Walla Walla Co. - 2025
- ◆ Dague Road MP 0.00 to MP 0.25 (WA-10436) - Walla Walla Co. - 2025
- ◆ Depping Road MP 0.00 To MP 0.75 (WA-08477) - Walla Walla Co. - 2026
- ◆ Depping Road MP 0.30 To MP 0.60 (Culvert) (WA-11620) - Walla Walla Co. - 2026
- ◆ Dodd Road MP 6.30 to MP 10.28 (WA-10458) - Walla Walla Co. - 2023
- ◆ Edith Street (B) Stormwater MP 0.54 (WA-10454) - Walla Walla Co. - 2026
- ◆ Electric Avenue MP 0.00 to MP 1.07 (WA-11619) - Walla Walla Co. - 2026
- ◆ Eureka North Road MP 2.80 to MP 3.60 (WA-10431) - Walla Walla Co. - 2026
- ◆ Fern Avenue MP 1.10 (Decommission Stormwater Outfall) (WA-08500) - Walla Walla Co. - 2026
- ◆ Fifth Avenue (B) MP 0.00 to MP 0.05 (WA-10447) - Walla Walla Co. - 2026
- ◆ First Avenue & Main Street Intersection Improvements (WA-13890) - Walla Walla - 2022
- ◆ First Avenue (WA-13889) - Walla Walla - 2022
- ◆ Fishhook Park Road MP 1.40 to MP 2.92 (WA-10407) - Walla Walla Co. - 2022-2023
- ◆ Fletcher Road MP 0.00 to MP 0.10 (WA-08467) - Walla Walla Co. - 2025
- ◆ Fourth Avenue (B) MP 0.00 to MP 0.21 (WA-08532) - Walla Walla Co. - 2026
- ◆ Fredrickson Road/Bridge MP 0.90 to MP 1.21 (WA-02325) - Walla Walla Co. - 2025
- ◆ Harmon Street Sidewalk (WA-13752) - Waitsburg - 2023-2024
- ◆ Harvey Shaw Road Drainage MP 3.35 to MP 3.60 (WA-02094) - Walla Walla Co. - 2023-2024

- ◆ Harvey Shaw Road MP 0.03 to MP 2.00 (WA-10414) - Walla Walla Co. - 2022-2023
- ◆ Harvey Shaw Road MP 2.00 to MP 3.35 (WA-01935) - Walla Walla Co. - 2022-2023
- ◆ Harvey Shaw Road MP 5.43 to MP 8.05 (WA-10409) - Walla Walla Co. - 2022-2023
- ◆ Howard Street - Juniper to Tietan (WA-11550) - Walla Walla - 2025-2026
- ◆ Humorist Road E. At Slough MP 2.20 To MP 2.78 (WA-10412) - Walla Walla Co. - 2025
- ◆ Humorist Road W. MP 0.19 To MP 0.89 (WA-08499) - Walla Walla Co. - 2026
- ◆ J B George Road MP 0.10 to MP 0.74 (WA-01883) - Walla Walla Co. - 2023-2024
- ◆ Lake Road MP 0.00 to MP 1.00 (WA-10440) - Walla Walla Co. - 2025
- ◆ Largent Road (B) MP 0.00 to MP 0.27 (WA-10443) - Walla Walla Co. - 2026
- ◆ Last Chance Road MP 1.00 to MP 1.50 (WA-10439) - Walla Walla Co. - 2026
- ◆ Lewis Peak Road MP 0.00 to MP 9.24 (WA-01939) - Walla Walla Co. - 2022-2023
- ◆ Lovers Lane MP 0.00 to MP 1.25 (WA-10422) - Walla Walla Co. - 2025
- ◆ Lower Dry Creek Road MP 1.10 to MP 2.50 (WA-02120) - Walla Walla Co. - 2025
- ◆ Lower Hogege Road, Substation Bridge MP 0.00 to MP 0.25 (WA-10438) - Walla Walla Co. - 2026
- ◆ Lower Monumental Road MP 6.30 to MP 7.60 (WA-10428) - Walla Walla Co. - 2025
- ◆ Lower Waitsburg Road MP 11.40 to MP 12.40 (WA-08530) - Walla Walla Co. - 2023-2024
- ◆ Lower Waitsburg Road MP 13.50 to MP 14.78 (WA-02115) - Walla Walla Co. - 2022-2023
- ◆ Lower Whetstone Road MP 0.00 to MP 2.20 (WA-10437) - Walla Walla Co. - 2026
- ◆ Lucas Road (B) MP 0.00 to MP 0.27 (WA-10456) - Walla Walla Co. - 2026
- ◆ Luckenbill Road, Marbach Corner Bridge MP 1.80 to MP 2.20 (WA-09561) - Walla Walla Co. - 2025
- ◆ Lyons Ferry Road MP 14.20 to MP 14.60 (WA-10423) - Walla Walla Co. - 2025
- ◆ Lyons Ferry Road MP 3.65 Wiseman Intersection (WA-13157) - Walla Walla Co. - 2026
- ◆ Main Street (B) MP 0.00 to MP 0.21 (WA-10448) - Walla Walla Co. - 2026
- ◆ Main Street (T) MP 0.06 to MP 0.30 (WA-10444) - Walla Walla Co. - 2026
- ◆ Main Street Overlay (WA-12972) - Waitsburg - 2022
- ◆ Main Street Pedestrian Improvements - 5th to 6th (WA-13886) - Walla Walla - 2025
- ◆ Maple Street W (B) MP 0.00 to MP 0.42 (WA-10449) - Walla Walla Co. - 2026
- ◆ McDonald Road MP 0.00 to MP 1.30 (WA-10426) - Walla Walla Co. - 2023-2024
- ◆ McKay Alto Road MP 0.00 to MP 1.28 (WA-10406) - Walla Walla Co. - 2022-2023
- ◆ Merriam Sidewalk Improvement - Alder to Hobson (WA-13884) - Walla Walla - 2023
- ◆ Middle Waitsburg Road MP 11.65 to MP 13.00 (WA-08475) - Walla Walla Co. - 2023-2024
- ◆ Middle Waitsburg Road MP 14.40 to MP 16.41 (WA-10411) - Walla Walla Co. - 2022-2023
- ◆ Mission Road MP 0.00 To MP 1.51 (WA-08479) - Walla Walla Co. - 2022-2023
- ◆ Mojonnier Road MP 0.14 to MP 1.40 (WA-01889) - Walla Walla Co. - 2022-2023
- ◆ Mojonnier Road MP 1.40 to MP 2.30 (WA-01932) - Walla Walla Co. - 2025
- ◆ Mojonnier Road Reconstruction (WA-11693) - College Place - 2025-2026
- ◆ Mud Creek Road MP 3.00 TO MP 3.50 (WA-10420) - Walla Walla Co. - 2023-2024
- ◆ Myra Road - SR125 to Taumarson Road (WA-10606) - Walla Walla - 2026-2027
- ◆ Old Milton Highway MP 3.85 to MP 3.90 (WA-13158) - Walla Walla Co. - 2026
- ◆ Peppers Bridge Road MP 1.67 to MP 2.28 (WA-10434) - Walla Walla Co. - 2025
- ◆ Pine Street TBD - 2nd Avenue to 9th Avenue - Walla Walla - 2022
- ◆ Pioneer Park Pedestrian Improvements (WA-13885) - Walla Walla - 2024

- ◆ Plaza Way - Village to Taumaron (WA-11549) - Walla Walla - 2023
- ◆ Plaza Way MP 0.00 to MP 0.34 (WA-02323) - Walla Walla Co. - 2023-2024
- ◆ Plaza Way MP 0.25 to MP 0.82 (WA-02321) - Walla Walla Co. - 2025
- ◆ Pleasant Street MP 1.46 to MP 1.56 (WA-10419) - Walla Walla Co. - 2023-2024
- ◆ Poplar Street - 14th to Myra (WA-13200) - Walla Walla - 2024-2025
- ◆ Poplar Street - 5th to 14th IRRP (WA-11551) - Walla Walla - 2022-2023
- ◆ Poplar Street (B) MP 0.00 to MP 0.25 (WA-10452) - Walla Walla Co. - 2026
- ◆ Reinken Blvd. MP 0.00 To MP 0.42 (WA-08463) - Walla Walla Co. - 2026
- ◆ Reser Road MP 0.49 to MP 0.97 (Fern to Wilbur) (WA-04766) - Walla Walla Co. - 2023-2024
- ◆ Reser Road MP 0.97 to MP 1.22 (WA-01888) - Walla Walla Co. - 2022-2023
- ◆ Reser Road MP 3.29 to MP 5.19 (WA-01922) - Walla Walla Co. - 2022-2023
- ◆ Russell Creek Road MP 0.00 to MP 0.86 (WA-02112) - Walla Walla Co. - 2026
- ◆ Russell Creek Road MP 2.90 to MP 3.50 (WA-10432) - Walla Walla Co. - 2023-2024
- ◆ Scenic Loop Road MP 1.47 to MP 2.00 (WA-04645) - Walla Walla Co. - 2023
- ◆ Scenic Loop Road MP 2.00 to MP 4.17 (WA-04644) - Walla Walla Co. - 2023-2024
- ◆ School Avenue - Pleasant Street Intersection Reconfiguration (WA-13201) - Walla Walla - 2022-2023
- ◆ School Avenue Improvement - Alder to Bryant (WA-10598) - Walla Walla - 2026-2027
- ◆ School Avenue MP 0.00 To MP 1.11 (WA-08469) - Walla Walla Co. - 2022-2023
- ◆ School Avenue MP 0.96 (Decommission Stormwater Outfall) (WA-10442) - Walla Walla Co. - 2026
- ◆ SE 12th St & SE Larch Avenue Intersection (WA-11676) - College Place - 2022-2023
- ◆ SE 12th St (Larch to Myra) (WA-11696) - College Place - 2024-2025
- ◆ SE 12th Street (College to Larch) (WA-11672) - College Place - 2022-2023
- ◆ SE 9th Street Reconstruction (College Avenue to Dead End) (WA-13604) - College Place - 2022
- ◆ SE Birch Avenue Reconstruction (4th to 6th) (WA-13603) - College Place - 2022
- ◆ Second Avenue (B) MP 0.00 To MP 0.61 (WA-08466) - Walla Walla Co. - 2026
- ◆ Shea Road MP 0.00 To MP 0.18 (WA-08494) - Walla Walla Co. - 2025
- ◆ Sheffler Road MP 11.20 to MP 11.90 (WA-10435) - Walla Walla Co. - 2025
- ◆ Sheffler Road MP 3.90 to MP 5.39 (WA-10430) - Walla Walla Co. - 2025
- ◆ Sheffler Road MP 7.30 to MP 9.40 (WA-10418) - Walla Walla Co. - 2023-2024
- ◆ Sheffler Road MP 9.40 to MP 10.60 (WA-10455) - Walla Walla Co. - 2026
- ◆ Smith Road MP 0.74 to MP 1.24 (WA-10424) - Walla Walla Co. - 2025
- ◆ Smith Spring Road Ken Noble Bridge MP 3.30 to MP 3.60 (WA-02123) - Walla Walla Co. - 2026
- ◆ South Fork Coppei MP 0.06 To MP 0.25 Ganguet Bridge (WA-08498) - Walla Walla Co. - 2026
- ◆ Southside Development East-West Corridor (WA-11671) - College Place - 2022
- ◆ Spring Creek Road MP 3.85 To MP 4.30 (WA-08480) - Walla Walla Co. - 2023-2024
- ◆ Spring Valley Road MP 6.60 to MP 6.73 (WA-10427) - Walla Walla Co. - 2025
- ◆ SR 125 Spur/N 13th Ave to Myra Road - ADA Compliance (512501Z36) - WSDOT - SC - 2027
- ◆ Stateline Road, Pine Creek No. 2 Bridge MP 2.10 To MP 2.63 (WA-01942) - Walla Walla Co. - 2026
- ◆ Stovall Road MP 0.90 to MP 2.00 (WA-10413) - Walla Walla Co. - 2022-2023
- ◆ Sudbury Road MP 11.60 to MP 17.00 (WA-10459) - Walla Walla Co. - 2026

- ◆ Sumach/Rose/Rees Area Improvements (WA-13888) - Walla Walla - 2022
- ◆ SW 10th Street Reconstruction (College to Western Dead End) (WA-13605) - College Place - 2023-2024
- ◆ Teri Road (B) MP 0.00 to MP 0.20 (WA-10457) - Walla Walla Co. - 2026
- ◆ Tietan Sidewalks - 4th Avenue to Plaza Way (WA-10607) - Walla Walla - 2026
- ◆ Touchet North Road MP 2.40 to MP 2.90 (WA-10441) - Walla Walla Co. - 2025
- ◆ Touchet North Road MP 5.03 to MP 6.00 (WA-10460) - Walla Walla Co. - 2026
- ◆ Touchet Valley Trail (WA-12973) - Waitsburg - 2022
- ◆ US 12/Walla Walla - Crawford Dr to Fraizier Dr Noise Walls (501215V36) - WSDOT - SC - 2027
- ◆ W Whitman Dr - half street (Doans to City Limits) (WA-12414) - College Place - 2025-2026
- ◆ Wallula Avenue MP 0.00 To MP 1.84 (WA-08460) - Walla Walla Co. - 2022-2023
- ◆ Walnut Street (B) MP 0.00 to MP 0.25 (WA-10445) - Walla Walla Co. - 2026
- ◆ Whitely Road MP 0.20 to MP 0.40-Stormwater (WA-08471) - Walla Walla Co. - 2026
- ◆ Whitman Drive & Larch Avenue Intersection (new signal) (WA-11694) - College Place - 2025
- ◆ Wilbur Avenue MP 0.50 to MP 0.75 (WA-10433) - Walla Walla Co. - 2023-2024

Public Transportation

- ◆ Build Mini-Transfer Center at New Shopping Center (2304) - Valley Transit - 2023
- ◆ Dial-A-Ride Storage Facility Expansion (1804) - Valley Transit - 2023
- ◆ Expand the Main Facility Parking Lot (1806) - Valley Transit - 2023
- ◆ Facility Renovation and Energy Efficiency Improvements (1304) - Valley Transit - 2023
- ◆ Maintenance Facility Improvements - CNG Mitigation and Energy Improvements (1511) - Valley Transit - 2022
- ◆ Purchase (1) Paratransit Vehicle (2205) - Valley Transit - 2025
- ◆ Purchase and Install up to Ten (10) Inductive Charging Pads (2307) - Valley Transit - 2023
- ◆ Replace Fuel and Waste Oil Underground Storage Tanks (1705) - Valley Transit - 2025
- ◆ Replace Main Facility Roof (2305) - Valley Transit - 2025
- ◆ Replace one (1) Heavy Duty Transit Buses (2202) - Valley Transit - 2025
- ◆ Replace three (3) Heavy-Duty Transit Buses (1904) - Valley Transit - 2024
- ◆ Replace up to Five (5) Vanpool Vehicles (1502) - Valley Transit - 2022
- ◆ Replace up to Four (4) Paratransit Vehicles (2701) - Valley Transit - 2027
- ◆ Replace up to Three (3) Heavy-Duty Transit Buses (2302) - Valley Transit - 2026
- ◆ Replace up to Three (3) Heavy-Duty Transit Buses (1204) - Valley Transit - 2023
- ◆ Replace up to Three (3) Paratransit Vehicles (2203) - Valley Transit - 2026
- ◆ Replace up to Three (3) Paratransit Vehicles (1901) - Valley Transit - 2024
- ◆ Valley Transit Main Facility Security Fence (1707) - Valley Transit - 2023

Appendices

Appendix A - WA MPO/SRTPO Funding Summary by Source

Financial Feasibility Summary by Fund Code of Federal Aid Projects by Year					
Fund Code	Description	Funds (To Nearest Dollar)			
		Federal	State	Local	Total
5307					
	2022 Obligation Costs	2,429,490		1,207,374	3,636,864
	2023 Obligation Costs	400,000		400,000	800,000
	5307 Obligation Totals	2,829,490		1,607,374	4,436,864
HSIP					
	2022 Obligation Costs	2,585,500		411,947	2,997,447
	HSIP Obligation Totals	2,585,500		411,947	2,997,447
NHPP					
	2022 Obligation Costs	4,266,444		85,402	4,351,846
	2023 Obligation Costs	15,377		615	15,992
	2024 Obligation Costs	1,221,437		37,386	1,258,823
	2025 Obligation Costs	4,814,076		97,685	4,911,761
	NHPP Obligation Totals	10,317,334		221,088	10,538,422
State/Local					
	2022 Obligation Costs		11,441,739	9,945,670	21,387,409
	2023 Obligation Costs		213,852	12,000	225,852
	2024 Obligation Costs		38,000	4,000	40,000
	2025 Obligation Costs		2,475,000	275,000	2,750,000
	State/Local Obligation Totals		14,166,591	10,236,670	24,403,261
STP					
	2022 Obligation Costs	220,399		4,498	224,897
	2023 Obligation Costs	5,371,817		109,629	5,481,446
	2025 Obligation Costs	211,937		8,477	220,414
	STP Obligation Totals	5,804,153		122,604	5,926,757
STP(BR)					
	2022 Obligation Costs	80,000		20,000	100,000
	2023 Obligation Costs	5,705,000		1,426,250	7,131,250
	STP(BR) Obligation Totals	5,785,000		1,446,250	7,231,250
STP(R)					
	2022 Obligation Costs	1,882,631		1,294,547	3,177,178
	2024 Obligation Costs	1,182,260	1,661,400	727,890	3,571,550
	STP(R) Obligation Totals	3,064,891	1,661,400	2,022,437	6,748,728
STP(US)					
	2022 Obligation Costs	388,228	23,098	37,493	448,819
	2023 Obligation Costs	652,125	47,133	124,875	824,133
Report Date: September 7, 2021					Page 2 of 3

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

Fund Code	Description	Funds (To Nearest Dollar)			
		Federal	State	Local	Total
STP(US)					
	2024 Obligation Costs	998,615		415,380	1,413,995
	2025 Obligation Costs	610,000		101,000	711,000
	STP(US) Obligation Totals	2,648,968	70,231	678,748	3,397,947
WFL					
	2022 Obligation Costs	262,503		40,969	303,472
	2023 Obligation Costs	60,550		9,450	70,000
	2024 Obligation Costs	1,703,010		265,788	1,968,798
	WFL Obligation Totals	2,026,063		316,207	2,342,270
	Grand Total All Fund Codes	35,061,399	15,898,222	17,063,325	68,022,946

Report Date: September 7, 2021

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Source: SAW Access – September 7, 2021 excerpt

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

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

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

Fund Type*	Year	Starting Balance (carryover)	Annual Allocation	Total Available Revenue	Total Amount Programmed	Ending Balance (carryover)
STBG Regional (US, R, Any Area)	2022	\$837,534	\$1,477,830	\$2,315,364	\$2,270,859	\$44,505
	2023	\$44,505	\$1,477,830	\$1,522,335	\$652,125	\$870,210
	2024	\$870,210	\$1,477,830	\$2,348,040	\$2,180,875	\$167,165
	2025	\$167,165	\$1,477,830	\$1,644,995	\$610,000	\$1,034,995
TA Regional (US, R, Any Area)	2022	-\$102,277	\$75,568	-\$26,709	\$0	-\$26,709
	2023	-\$26,709	\$75,568	\$48,859	\$0	\$48,859
	2024	\$48,859	\$75,568	\$124,427	\$0	\$124,427
	2025	\$124,427	\$75,568	\$199,995	\$0	\$199,995
FTA 5304	2022					
	2023					
	2024					
	2025					
FTA 5307	2022	\$0	\$2,429,490	\$2,429,490	\$2,429,490	\$0
	2023	\$0	\$400,000	\$400,000	\$400,000	\$0
	2024					
	2025					
FTA 5310	2022					
	2023					
	2024					
	2025					
FTA 5339	2022					
	2023					
	2024					
	2025					
Discretionary	2022					
	2023					
	2024					
	2025					

WWVMPO/SRTPO 2022-2027 Metropolitan and Regional Transportation Improvement Program

<i>Fund Type*</i>	<i>Year</i>	<i>Starting Balance (carryover)</i>	<i>Annual Allocation</i>	<i>Total Available Revenue</i>	<i>Total Amount Programmed</i>	<i>Ending Balance (carryover)</i>
<i>HSIP</i>	2022	\$0	\$2,585,500	\$2,585,500	\$2,585,500	\$0
	2023					
	2024					
	2025					
<i>NHPP</i>	2022	\$0	\$4,266,444	\$4,266,444	\$4,266,444	\$0
	2023	\$0	\$15,377	\$15,377	\$15,377	\$0
	2024	\$0	\$1,221,437	\$1,221,437	\$1,221,437	\$0
	2025	\$0	\$4,814,076	\$4,814,076	\$4,814,076	\$0
<i>STBG WSDOT</i>	2022	\$0	\$220,399	\$220,399	\$220,399	\$0
	2023	\$0	\$5,371,817	\$5,371,817	\$5,371,817	\$0
	2024					
	2025	\$0	\$211,937	\$211,937	\$211,937	\$0
<i>STBG (BR)</i>	2022	\$0	\$80,000	\$80,000	\$80,000	\$0
	2023	\$0	\$5,705,000	\$5,705,000	\$5,705,000	\$0
	2024					
	2025					
<i>WFL</i>	2022	\$0	\$262,503	\$262,503	\$262,503	\$0
	2023	\$0	\$60,550	\$60,550	\$60,550	\$0
	2024	\$0	\$1,703,010	\$1,703,010	\$1,703,010	\$0
	2025					
<i>TIB, CRAB</i>	2022	\$0	\$4,553,787	\$4,553,787	\$4,553,787	\$0
	2023	\$0	\$108,000	\$108,000	\$108,000	\$0
	2024	\$0	\$1,697,400	\$1,697,400	\$1,697,400	\$0
	2025	\$0	\$2,475,000	\$2,475,000	\$2,475,000	\$0
<i>CWA, State Match</i>	2022	\$0	\$6,911,050	\$6,911,050	\$6,911,050	\$0
	2023	\$0	\$152,985	\$152,985	\$152,985	\$0
	2024					
	2025					
<i>Local Match</i>	2022	\$0	\$13,047,900	\$13,047,900	\$13,047,900	\$0
	2023	\$0	\$2,082,819	\$2,082,819	\$2,082,819	\$0
	2024	\$0	\$1,450,444	\$1,450,444	\$1,450,444	\$0
	2025	\$0	\$482,162	\$482,162	\$482,162	\$0

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

The detailed project information, shown on the following pages, is an extract of WSDOT's online Statewide Transportation Improvement Program (STIP) database.

Source: SAW Access – September 7, 2021 excerpt

Appendix D - OR MPO Projects, Cost and Funding

The detailed project information below is an extract of ODOT’s online 2021-2024 STIP document.

Source: ODOT Region 5 and https://www.oregon.gov/odot/STIP/Documents/OnlineSTIP_Public.pdf - September 7, 2021 excerpt

Key Number:	22398	2021-2024 STIP											
Project Name:	Umatilla/Morrow county curb ramps	(PENDING AMENDMENT)											
Project Overview													
Total Current Estimate	\$8,574,000.00	Description		Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards. Ped/bike improvements in the cities of Heppner and Milton Freewater to increase safety and access.									
Responsible Region	5	Related Programs											
Project Status Date	7/23/2021	STIP Name		2021-2024 STIP									
Project Status	UNAPPROVED	Administrator		ODOT									
Monitor	PSEDOC	Applicant		ODOT									
Bid Let Date	7/4/2022	MPO		Non-MPO, Walla Walla Valley MPO									
Target Date		Constructor		CONTRACTOR PAYMENTS									
Award Date		Functional Class		NO FUNCTIONAL CLASSIFICATION									
Air Quality Approval Req.		Work Class		SAFETY AND TRAFFIC CONTROL									
Air Quality Approval Date.		IGA #		35254									
		Contract #											
Created On	3/2/2021	Created By		GABRIELA GARCIA									
Last Updated On	8/24/2021	Last Updated By		GABRIELA GARCIA									
Comment	NTE \$244K SWIP. Program identifies these as "2021" projects.												
Footnote	Design was completed under project key 22210.												
Locations													
Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT	Bridge	Reg	State Repr Dist	State Sen Dist	US Cngr Dist
Various	Var VARIOUS HIGHWAYS						UMATILLA	NEACT		5	57, 58	29	2
Various	Var VARIOUS HIGHWAYS						MORROW	NEACT		5	57	29	2
Phases													
Ph	Phase Total Est. Cost	Original Auth Amount	Original Auth Date	Current Auth Amount	Current Auth Date	Current STIP Amount	Curr STIP Year	Initial STIP Amount	Init STIP Year	EA	Fed Aid ID	Status	
RW	770,000.00	0.00		0.00		770,000.00	2022	770,000.00	2021			APPROVED	
UR	60,000.00	0.00		0.00		60,000.00	2022	60,000.00	2021			APPROVED	
CN	7,744,000.00	0.00		0.00		7,744,000.00	2022	4,444,000.00	2022			APPROVED	
Tot	8,574,000.00	0.00		0.00		8,574,000.00		5,274,000.00					

Name: Enhanced Mobility Program - Umatilla Co FFY22							Key: 21974
Description Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.							Region: 5
MPO: Walla Walla Valley MPO			Work Type: TRANST				
Applicant: ODOT TRANSIT SECTION			Status: NON-CONSTRUCTION PROJECT				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				NORTH EAST OREGON ACT	UMATILLA		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2022	
Total						\$22,952.50	\$22,952.50
Fund 1						F160 \$18,362.00	
Match						\$4,590.50	

Name: Enhanced Mobility Program - Umatilla Co FFY23							Key: 21983
Description Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.							Region: 5
MPO: Walla Walla Valley MPO			Work Type: TRANST				
Applicant: ODOT TRANSIT SECTION			Status: NON-CONSTRUCTION PROJECT				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				NORTH EAST OREGON ACT	UMATILLA		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2023	
Total						\$23,750.00	\$23,750.00
Fund 1						F160 \$19,000.00	
Match						\$4,750.00	

Name: Enhanced Mobility Program - Umatilla Co FFY24 **Key: 21993**

Description **Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.** Region: 5

MPO: **Walla Walla Valley MPO**

Work Type: **TRANST**

Applicant: **ODOT TRANSIT SECTION**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$23,750.00	\$23,750.00
Fund 1						F160 \$19,000.00	
Match						\$4,750.00	

Name: Oregon Transportation Network - Umatilla Co FFY22 **Key: 22027**

Description **Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.** Region: 5

MPO: **Walla Walla Valley MPO**

Work Type: **TRANST**

Applicant: **ODOT TRANSIT SECTION**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2022	
Total						\$256,702.33	\$256,702.33
Fund 1						Z240 \$230,339.00	
Match						\$26,363.33	

Name: **Oregon Transportation Network - Umatilla Co FFY23** Key: **22043**

Description **Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.** Region: **5**

MPO: **Walla Walla Valley MPO**

Work Type: **TRANST**

Applicant: **ODOT TRANSIT SECTION**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2023	
Total						\$256,702.33	\$256,702.33
Fund 1						Z240 \$230,339.00	
Match						\$26,363.33	

Name: **Oregon Transportation Network - Umatilla Co FFY24** Key: **22055**

Description **Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.** Region: **5**

MPO: **Walla Walla Valley MPO**

Work Type: **TRANST**

Applicant: **ODOT TRANSIT SECTION**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$256,702.33	\$256,702.33
Fund 1						Z240 \$230,339.00	
Match						\$26,363.33	

Appendix E - TIP Policies as Proposed for Adoption by the WWVMPO/SRTPO Policy Board on September 1, 2021

1. COMPLIANCE WITH REGIONAL AND LOCAL PLANS

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

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

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

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

2. FISCAL CONSTRAINT

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

3. PRIORITIZED, ILLUSTRATIVE PROJECTS

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

4. ADDITIONAL FUNDS

Should additional funding become available through higher-than-expected allocations, new federal grants, or deobligated funds, the additional funds may first be assigned to projects that received a partial funding award in the most recent call for projects; the assigned amount may be equal to the original shortfall, but must be less than 25% of the partial award or 20% of the current annual allocations for that category of funding (STBG or TA AND urban or rural), whichever is less.

- ◆ In regard to partial funding awards, it is important to understand that a guarantee of additional funding availability cannot be provided. Project sponsors have to certify increased local match availability to allow the project to move forward for inclusion in the Transportation Improvement Program.
- ◆ It is also understood that the overall amount for a subsequent call for projects may thus be reduced.

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

5. REDUCTION IN FUNDS

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

6. CARRY OVER OF UNOBLIGATED FUNDS

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

7. REQUIREMENT TO MEET ANNUAL OBLIGATION TARGET

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

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

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

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

8. REASONABLE PROGRESS

A. PROJECT TRACKING AND OBLIGATION BALANCING

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

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

B. PROCEDURES AND ENFORCEMENT

Documented findings from project readiness discussions will determine which projects are ready to move forward. Of these, projects that fail to obligate their programmed federal funds ahead of FHWA's September

closing date risk forfeiture of assigned funds. To avoid funding loss, the project sponsor must inform the WWVMPO/SRTPO Policy Board prior to May 1 and a one-year extension may be granted, provided that:

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

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

C. INACTIVE PROJECTS

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

D. ELIGIBILITY FOR REDISTRIBUTED OBLIGATION AUTHORITY

In the event that WSDOT has obligated its full amount of OA prior to July 31, the state may receive additional OA from those states that are unable to utilize all of their OA. Local regions that have met their OA target ahead of July 31, may be eligible to receive a portion of the redistributed OA.

9. COST OVERRUNS AND INCREASES

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

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

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

10. SCOPE CHANGES

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

11. M/RTIP AMENDMENT SCHEDULE

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

Appendix F - Criteria and Process Used for Prioritization of Projects

The Walla Walla Valley MPO/SRTPO conducted a competitive application cycle and issued a regional call on April 15, 2020 for Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA) eligible projects for jurisdictions and agencies located in Washington State. Available funding for the call for projects included \$3,479,000 in STBG and \$211,370 in TA federal grants, subject to urban and rural area caps per project funding request.

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

The projects included in this M/RTIP were selected as part of this competitive application process, which took place in April and May of 2020. The project selection criteria shown on the following pages were based on the region's 2040 Plan and were adopted by the WWVMPO/SRTPO's Policy Board on April 1, 2020.

Final - STBG Criteria for 2020 Call for Projects

Economic Vitality, which is highly valued in the Walla Walla Valley, is improved through the provision of a safe and efficient multi-modal transportation system.

Administrative Considerations		Points			Max Points
Project Eligibility	Eligible Project Type	Pass	Fail		
	Eligible Project Sponsor	Pass	Fail		
	Project Identified in an Approved Plan	Pass	Fail		
	Project Objective	Pass	Fail		
	Regional/National Performance Improved	Pass	Fail		
Project Readiness	Planning Completed to Date -- OR --	5 - Concept	10 - 30%-Design	20 - Construction Ready	20
	Planning Study - Alternatives Analysis *	20			
	Detailed Cost Estimate/Financial Plan	Pass	Fail		Subtotal 20
	Project Schedule	Pass	Fail		
	Project Management Information	Info			
	Utility Information	Info			
	Maintenance Information/Funding Source	Info			
	Financial Certification of Matching Funds	Pass	Fail		
	Right-of-Way Acquisition Compliance	Pass	Fail		
	Reasonable Progress Certification	Pass	Fail		
	Notification of Title VI Requirements	Pass	Fail		
Project Design	Review of Alternative Design Options <i>(i.e. pavement treatment, utility & ROW impact, lane configuration, multimodal connection, etc.)</i>				10
	Coordination with Neighbor Entities OR Neighboring Segments	Pass	Fail		Subtotal 10
Regional Transportation Goals	Criteria	Points			
Safety	Analysis of Crash Data, with up to 10 points for completed Safety Audits/Safety Plans				40
	Consideration of Crash Statistics to determine weighting factor for project solution				Factor
	Location-specific Crash Rate - 1.5 times of regional facility average				0.25
	Location-specific Total # of Crashes - 6 or more crashes over 5-yr period				0.25
	Location-specific Presence of Preventable Fatalities or Serious Injuries (Footnote 1)				0.50
	Project Design Specifically Addresses Identified Safety Issue - Proven Countermeasures				10 Subtotal 50
System Preservation	Current Pavement Rating 70% or lower (Footnote 2)				10
	Recurring Maintenance Issues				10
	Timing of Construction is Coordinated with Utility Work				10
	Preservation Project - No Additional Travel Lanes (except to turn, accelerate, or decelerate OR bus pull out)				10 Subtotal 40
Quality of Life	Context-sensitive multimodal features, based on AASHTO, NACTO, or DOT Design Manual Project includes additional - beyond required ADA updates				
	Sidewalk or Pedestrian Feature (Footnote 3)				8
	Bike Infrastructure				8
	Bus Turn-out or Transit preferential treatment				8 Subtotal 24
Connectivity and Efficiency	Closes Infrastructure Gap/Completes Corridor (auto mode) (Footnote 4)				8
	Closes Infrastructure Gap/Completes Corridor (non-auto mode) (Footnote 4)				8
	Improves Intersection Design/Control/Flow (auto mode)				8
	Improves Intersection Design/Control/Flow (non-auto mode)				8 Subtotal 32
Funding for Improvements	Funding Match/Overmatch	0 - Minimum	1 point for every 6% Overmatch		8
	Prior Local Investments	0 - 0% of Cost	4 - 10%	8 - 20%+	8
	Final Phase of a Multi-Phase Project	0 - No	8 - Yes		8 Subtotal 24

Total Points 200

Footnotes:

- * Using STBG funds for a planning study creates a stand-alone project; it **does not trigger** a 10-year repayment requirement or result in federalization of a subsequent project
- 1 Serious Injury Data: Provided by WSDOT - reported on collisions with at least one motor vehicle (as required by RCW 46.52.070, RCW 46.52.030 and WAC 446-85-010)
- 2 Pavement Rating: Where available, includes roughness, cracking, rutting, and faulting metrics consistent with collection practices outlined in the HPMS Field Manual
- 3 Includes lighting, bulb-outs, flashing beacons, other high visibility treatments, and/or sidewalk buffers, etc.
- 4 For improvements that works towards completion of a corridor, any phase counts as gap closure

Final - TA Criteria for 2020 Call for Projects

Quality of Life, which is highly valued in the Walla Walla Valley, is inherently improved through the advancement of pedestrian and bicycle related transportation projects.

Administrative Considerations		Points			Max Points
Project Eligibility	Eligible Project Sponsor	Pass	Fail		
	Eligible Project Type	Pass	Fail		
	Project Identified in an Approved Plan	Pass	Fail		
	Project Objective	Pass	Fail		
	Regional/National Performance Improved	Pass	Fail		
Project Readiness	Planning Completed to Date -- OR --	5 - Concept	10 - 30%-Design	20 - Construction Ready	20
	Planning Study - Alternatives Analysis *	20			
	Project Schedule	Pass	Fail		
	Project Management Information	Info			
	Utility Information	Info			
	Maintenance Information/Funding Source	Info			
	Detailed Cost Estimate/Financial Plan	Pass	Fail		
	Financial Certification of Matching Funds	Pass	Fail		
	Right-of-Way Acquisition Compliance	Pass	Fail		
	Reasonable Progress Certification	Pass	Fail		
Notification of Title VI Requirements	Pass	Fail		Subtotal 20	
Project Design	Review of Alternative Design Options				10
	Coordination with Neighbor Entities OR Neighboring Segments	Pass	Fail		
					Subtotal 10
Regional Transportation Goals	Criteria	Points			
Safety and System Preservation	Addresses known Safety Concerns				10
	Project Design Reduces Number of Conflict Points - Proven Countermeasures				10
	Located within "Heavy Use" Area				
	Pedestrian - Located in Area of High Residential Density				10
	Bicycle - Located On or Parallel to Major Thoroughfare				10
	Part of Direct Route to School or Community Medical Facility/Pharmacy				10
	Addresses known Maintenance Concerns				10
	Timing of Construction is Coordinated with Utility Work				10 Subtotal 70
Economic Vitality	Improves Accessibility to Regional Employment and Activity Centers				
	<i>Points awarded based on number, significance, and vicinity of accessed destinations:</i>				20
	Trail/park/playground				
	Downtown area/restaurant/retail/entertainment				
	Community center/civic center/arts establishment				
Grocery store/farmers market					
Encourages Visually Attractive Streetscape and Context-Sensitive Design				10	
Supports Tourism: Connects destinations, benefits regional cycling, improves travel experience				10 Subtotal 40	
Regional Connectivity and Continuity	Closes an Infrastructure or Service Gap				12
	Improves Regionally Significant Corridors and Cross-Jurisdictional Connectivity				10
	Provides Utility as Stand-Alone Project				10
	Part of Designated Pedestrian or Bicycle Network				4 Subtotal 36
Funding for Improvements	Funding Match/Overmatch	0 - Minimum	1 point for every 6% Overmatch		8
	Prior Local Investments	0 - 0% of Cost	4 - 10%	8 - 20%+	8
	Final Phase of a Multi-Phase Project	0 - No	8 - Yes		8 Subtotal 24
Total Points 200					

Footnotes:

* Using TA funds for a planning study creates a stand-alone project; it **does not trigger** a 10-year repayment requirement or result in federalization of a subsequent project

Appendix G - Air Quality Conformity

Background

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

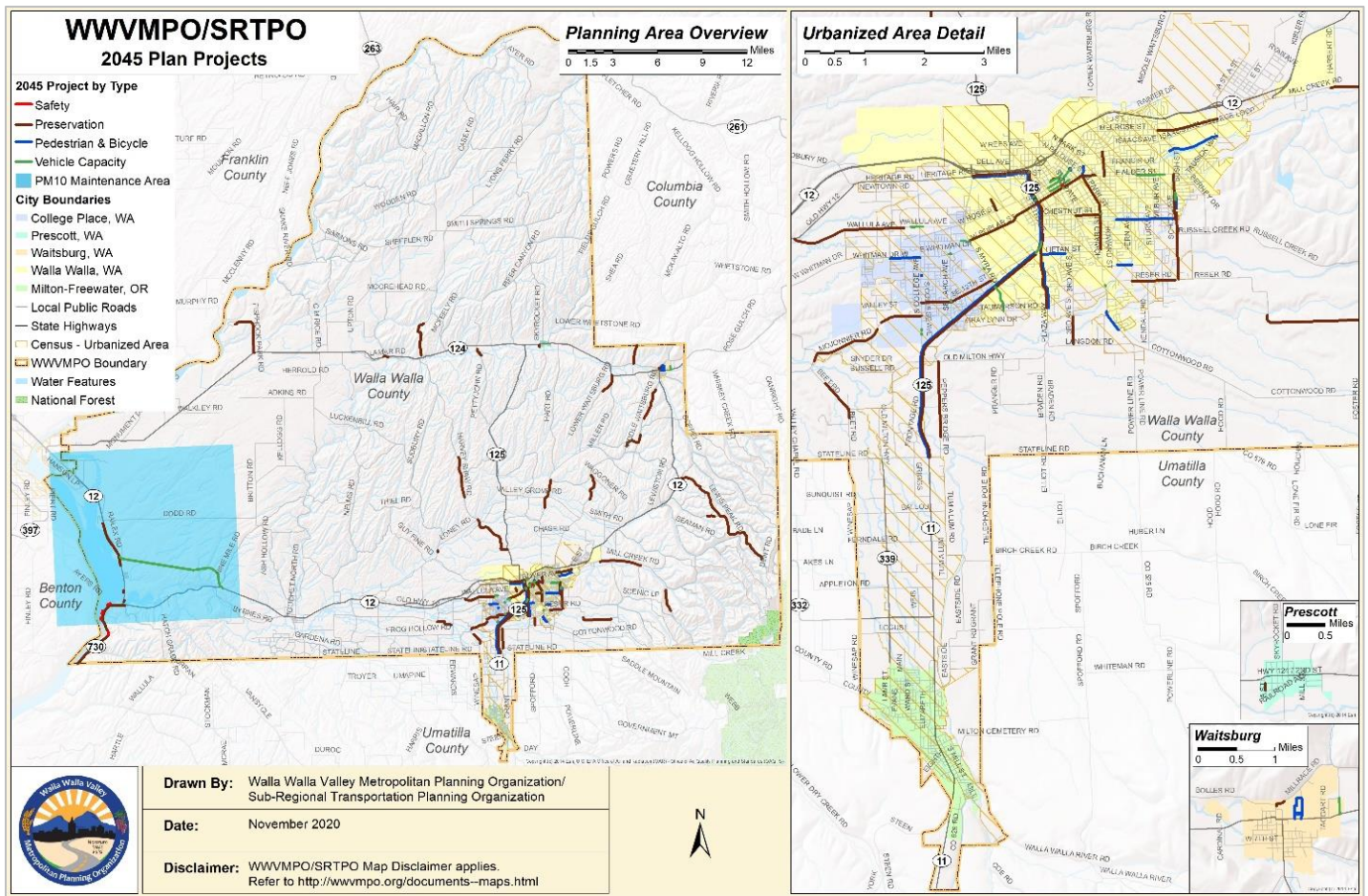
The Washington Department of Ecology (ECY) operates ambient air compliance monitors in various areas throughout the state, designed to track compliance with the NAAQS. In the late 1980's, the Wallula site violated the PM₁₀ standard and, when the 1990 Clean Air Act Amendments (CAAA) were passed, the EPA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

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

In 2005, the EPA re-designated the Wallula area to attainment — in compliance with the PM₁₀ standard — and approved the [First 10-year Maintenance Plan](#). The site is now operating under its [Second 10-year Maintenance Plan](#), which was updated in October 2019 and [approved](#) by the Environmental Protection Agency (EPA), effective as of June 1, 2020. As part of its final rule making, the EPA noted that the Walla Walla Valley MPO/SRTPO region 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 following page shows the Wallula PM₁₀ maintenance area alongside the current M/RTIP projects and the WWVMPO/SRTPO boundary.



Throughout the remainder of the Wallula site’s maintenance period, the WWVMPO/SRTPO will, in concert with FHWA and FTA, fulfill the air quality conformity determination requirements, which are laid out in 40 CFR 93:

- ◆ Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) elements –
 - ◆ Clear declaration of the latest planning assumptions related to current and future population, employment, travel, and congestion
 - ◆ Current and anticipated transit operating policies, fares, and service levels
 - ◆ Information related to effectiveness of any transportation control measures (not applicable, as the maintenance plan does not identify any transportation control measures for our region)
 - ◆ Potential Hotspot Analysis for non-exempt projects, including a) new highway projects and b) congested intersections above a certain level of service, coupled with a significant presence of diesel-fueled vehicles (all but one of the region’s projects are exempt since they do not add system capacity)
- ◆ A **regional emissions analysis is not mandatory** for the Walla Walla Valley area, as it was specifically determined that **“Motor vehicles are an insignificant source of PM₁₀ emissions and [this] justifies exclusion from regional analysis for transportation conformity.”⁹**

⁹ 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.

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

Latest Planning Assumptions and Documentation

As required by 40 CFR 93.110, the conformity determination is based on the latest planning assumptions – both for regionwide growth as well as transit service provision.¹⁰ Collaboratively developed with local entity staff, the growth assumptions were determined during the early development phase of the 2045 Plan.

THE WALLA WALLA VALLEY METROPOLITAN PLANNING AREA POPULATION AND EMPLOYMENT
– WHICH INCLUDES A PORTION OF UMATILLA COUNTY AND THE CITY OF MILTON-FREEWATER IN OREGON –
ARE EXPECTED TO GROW BETWEEN 2019 AND 2045:

THE REGION'S POPULATION IS PROJECTED TO GROW BY 0.63% PER YEAR – FROM 69,100 TO 81,380.
THE REGION'S EMPLOYMENT IS PROJECTED TO GROW BY 0.40% PER YEAR – FROM 29,300 TO 32,480.

These growth assumptions were used in the newly updated travel demand model (TDM). For the 2045 Plan, on which the 2022-2027 M/RTIP is based, three 2045 travel demand model scenarios were developed – *Present-Plus-Committed*, [*fiscally-constrained*] *Build*, and *Arterial Build-Out*. The forecasted traffic volumes for the *2045 Build* scenario indicate a modest 0.7% per year increase, which aligns with expected population and employment growth projections. Furthermore, planning assumptions related to the provision of transit services and associated operating policies have not undergone any significant changes since the 2040 Plan, the current plan's predecessor, was approved in March 2016.

Adopted on February 3, 2021, the 2045 Plan, along with the latest planning assumptions, can be accessed from the agency's website: <https://wwwmpo.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 new Transportation Improvement Program and the 2045 Plan in order for those documents to demonstrate air quality conformity and the following findings resulting from the Interagency Consultation were subsequently documented:

- ◆ The existing PM₁₀ 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 PM₁₀ 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.

¹⁰ 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 regionwide population, employment, and traffic volumes, the WWVMPO/SRTPO finds that the projects included in this M/RTIP – most of which are also exempt according to [40 CFR 93.126](#) – and will not cause or contribute to any new violation of the federal air quality standards for PM₁₀.

STATEMENT OF CONFORMITY

THE 2022-2027 WALLA WALLA VALLEY METROPOLITAN/REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM **ACHIEVES AND MAINTAINS THE NAAQS** AS REQUIRED BY THE CLEAN AIR ACT AMENDMENTS OF 1990. THE 2022-2027 M/RTIP ALSO MEETS THE REQUIREMENTS SET FORTH IN [WAC 173-420](#) AND THE WALLULA SITE'S SECOND 10-YEAR MAINTENANCE PLAN FOR PM₁₀.

Appendix H - Current Performance Targets

Safety

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

Oregon - "Vision Zero" by 2035

Also see: https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/or_fy21_hsp.pdf

OREGON STATEWIDE	2014	2015	2016	2017	2018	2019	Trend Line	State Targets 2021
Annual VMT* (1000s)	34,610,071	35,998,505	36,719,189	36,752,900	36,848,417			
Fatalities* (F)	356	445	498	439	502			Fatalities* (F)
5-year Rolling Average (F)	330.8	356.4	389.8	410.2	448.0			306.0
Fatality Rate	1.03	1.24	1.36	1.19	1.36			Fatality Rate
5-year Rolling Average (FR)	0.98	1.04	1.11	1.15	1.23			0.73
Serious Injuries (A)	1,495	1,777	1,973	1,764	1,686			Serious Injuries (A)
5-year Rolling Average (A)	1,490.4	1,569.4	1,655.8	1,685.0	1,739.0			1,274
Serious Injury Rate	4.32	4.94	5.37	4.80	4.58			Serious Injury Rate
5-year Rolling Average (AR)	4.42	4.59	4.74	4.73	4.80			3.78
Non-motorist (Ped/Bike) F&A	240	267	280	251	249			Non-motorist F&A
5-year Rolling Average (N-FA)	233.8	245.6	252.4	251.6	257.4			200

MILTON-FREEWATER Urbanized Area (MPA)	2014	2015	2016	2017	2018	2019	Trend Line
Annual VMT* (1000s)	37,783	40,318	42,436	42,397	43,524		
Fatalities* (F)	0	0	1	0	1		
5-year Rolling Average (F)	0.0	0.0	0.2	0.2	0.4		
Fatality Rate	0.00	0.00	2.36	0.00	2.30		
5-year Rolling Average (FR)	0.00	0.00	0.79	0.59	0.93		
Serious Injuries (A)	0	2	4	1	1		
5-year Rolling Average (A)	0.2	0.6	1.4	1.6	1.6		
Serious Injury Rate	0.00	4.96	9.43	2.36	2.30		
5-year Rolling Average (AR)	0.00	2.48	4.80	4.19	3.81		
Non- motorist (Ped/Bike) F&A	0	0	2	0	0		
5-year Rolling Average (N-FA)	0.0	0.0	0.4	0.4	0.4		

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

Washington State’s Target Zero Strategic Highway Safety Plan is the basis for setting targets in Washington State – with the goal of zero fatalities and serious injuries by 2030. Proposed targets were developed using a straight-line projection to a zero value at 2030. All Washington MPOs agreed to support the WSDOT targets and were provided a proportional share based on a percentage of fatal and serious crashes within their metropolitan planning area.

Washington State - Target Zero by 2030 Also see: https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/wa_fy21_hsp.pdf

WASHINGTON STATEWIDE	2014	2015	2016	2017	2018	2019	Trend Line	State Targets 2021
Annual VMT* (1000s)	58,059,800	59,652,504	60,851,096	61,419,915	62,366,820	62,537,275		
Fatalities* (F)	462	551	536	563	540	524		Fatalities* (F) 444.1
5-year Rolling Average (F)	450.0	468.2	484.6	509.6	530.4	542.8		
Fatality Rate	0.80	0.92	0.88	0.92	0.87	0.84		Fatality Rate 0.72
5-year Rolling Average (FR)	0.79	0.81	0.83	0.86	0.88	0.89		
Serious Injuries (A)	2004	2100	2,219	2,223	2,238	2,263		Serious Injuries (A) 1807.0
5-year Rolling Average (A)	2146.8	2071.2	2088.0	2092.4	2156.8	2208.6		
Serious Injury Rate	3.45	3.52	3.65	3.62	3.59	3.62		Serious Injury Rate 2.94
5-year Rolling Average (AR)	3.75	3.59	3.57	3.52	3.57	3.60		
Non-motorist (Ped/Bike) F&A	493	494	597	575	642	577		Non-motorist F&A 472.1
5-year Rolling Average (N-FA)	477.8	481.2	504.4	512.6	560.2	577.0		

WALLA WALLA COUNTY (partial) Metropolitan Planning Area (MPA)	2014	2015	2016	2017	2018	2019	Trend Line
Annual VMT* (1000s)	441,333	448,256	456,563	436,971	470,558	468,448	
Fatalities* (F)	11	8	5	2	5	4	
5-year Rolling Average (F)	5.4	6.4	6.4	6	6.2	4.8	
Fatality Rate	2.49	1.78	1.10	0.46	1.06	0.85	
5-year Rolling Average (FR)	1.24	1.46	1.44	1.35	1.38	1.05	
Serious Injuries (A)	13	14	20	13	14	17	
5-year Rolling Average (A)	16.6	15.4	16.6	15.2	14.8	15.6	
Serious Injury Rate	2.96	3.13	4.39	2.86	2.98	3.63	
5-year Rolling Average (AR)	3.86	3.53	3.76	3.41	3.26	3.40	
Non-motorist (Ped/Bike) F&A	3	6	2	6	2	3	
5-year Rolling Average (N-FA)	3.6	3.8	3.8	4.2	3.8	3.8	

* VMT: HPMS Estimates; 2019 Fatality data is preliminary ARF data (FARS is not available beyond 2018); Injury data: WSDOT Engineering Crash Database

Bridge, Pavement, and System Performance

The National Performance Management Measures (23 CFR Part 490.105) require State DOTs to set targets for pavement and bridge conditions, as well as system performance¹¹ within one year of the effective date of the final rule, and annually thereafter; in addition, the regulations also require MPOs to establish targets no later than 180 days after the State DOTs' target declaration.

On October 3, 2018, the WWVMPO/SRTPO resolved to plan and program projects that support the respective targets declared by ODOT and WSDOT. On January 27, 2020, and June 18, 2020, 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:

Oregon Pavement Condition ^a	
Performance Measure	Performance Target
Percentage of pavements of the Interstate System in Good condition	35%
Percentage of pavements of the Interstate System in Poor condition	0.5%
Percentage of pavements of the non-Interstate NHS in Good condition	2-Year: 50% 4-Year: 50%
Percentage of pavements of the non-Interstate NHS in Poor condition	2-Year: 10% 4-Year: 10%
Washington State Pavement Condition ^a	
Performance Measure	Performance Target
Percentage of pavements of the Interstate System in Good condition	30%
Percentage of pavements of the Interstate System in Poor condition	4%
Percentage of pavements of the non-Interstate NHS in Good condition	2-Year: 45% 4-Year: 18%
Percentage of pavements of the non-Interstate NHS in Poor condition	2-Year: 21% 4-Year: 5%

^a As defined in 23 CFR 490.307

Oregon Bridge Condition ^b	
Performance Measure	Performance Target
Percentage of NHS bridges classified as in Good condition	10%
Percentage of NHS bridges classified as in Poor condition	3%
Washington State Bridge Condition ^b	
Performance Measure	Performance Target
Percentage of NHS bridges classified as in Good condition	30%
Percentage of NHS bridges classified as in Poor condition	10%

^b As defined in 23 CFR 490.407

Oregon National Highway System Performance ^c	
Performance Measure	Performance Target
Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)	78%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)	78%
Washington State National Highway System Performance ^c	
Performance Measure	Performance Target
Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)	68%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)	61%

^c As defined in 23 CFR 490.507

¹¹ Of the prescribed system performance measures, only the "non-Interstate National Highway System - percent of person-miles traveled" (non-NHS Travel Time Reliability) applies to the WWVMPO/SRTPO planning area.

Transit Asset Management – State of Good Repair

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

As part of the Group Transit Asset Management Plan (TAMP) developed by the Oregon Department of Transportation¹² in coordination with Tier II transit agencies, the following targets were set for Milton-Freewater Public Transportation in 2020:¹³

Milton-Freewater Public Transportation Annual SGR Asset Performance Targets			
Asset Category	Asset Class	SGR Metric FFY 2019 (% Exceeding ULB)	SGR Target FFY 2020 (% Exceeding ULB)
(% Exceeding ULB*)			
Equipment	Automobiles		25%
	Bus		25%
	Cutaway		40%
	Van	100%	41%
	Minivan	100%	41%
	SUV		23%
	Automobile		63%
(% Below 3.0 TERM** Rating)			
Facilities	Passenger / Parking Facilities		0%
	Administrative / Maintenance Facilities		3%

Source: <https://www.oregon.gov/ODOT/RPTD/Pages/Transit-Asset-Management.aspx>, accessed August 6, 2021

* 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

¹² Please refer to: <https://www.oregon.gov/odot/RPTD/RPTD%20Document%20Library/ODOT-TAM-Plan.pdf>

¹³ In compliance with 49 CFR 625.29, the TAM must be updated at least every four years, but may be updated more frequently. As of the date of this publication, 2021 TAM targets have not yet been published.

As part of the Transit Asset Management Plan completed by Valley Transit, the targets shown on the following tables were adopted for 2020:¹⁴

Valley Transit Annual SGR Asset Performance Targets Rolling Stock Fixed Route, Rolling Stock Paratransit						
Asset Category	Asset Class	Fleet Size	Vehicle Age (Yrs.)	Default ULB* (Yrs.)	SGR Metric FFY 2019 (% Exceeding ULB)	SGR Target FFY 2020 (% Exceeding ULB)
Rolling Stock Fixed Route Bus Paratransit Van	Bus 29' Gillig Low Floor	5	14	10	100%	100%
	Bus 29' Gillig Low Floor	4	13	10	100%	100%
	Bus 29' Gillig Low Floor	3	9	10	0%	0%
	New Flyer C40LF	2	18	12	100%	100%
	Champion Challenger Ford E450 Paratransit Van	3	4	5	0%	0%
	Champion Challenger Ford E450 Paratransit Van	3	2	5	0%	0%
	Champion Challenger Ford E450 Paratransit Van	4	2	5	0%	0%

Source: Valley Transit – Transit Asset Management Plan, August 2020

* ULB – Useful Life Benchmark

¹⁴ In compliance with 49 CFR 625.29, the TAM must be updated at least every four years, but may be updated more frequently.

Valley Transit Annual SGR Asset Performance Targets Non-Revenue Rolling Stock Service Vehicles						
Asset Category	Asset Class	Fleet Size	Vehicle Age (Yrs.)	Default ULB* (Yrs.)	SGR Metric FFY 2019 (% Exceeding ULB)	SGR Target FFY 2020 (% Exceeding ULB)
Equipment: Non-Revenue Service Vehicle	Administration Support Vehicle 2003 Chevrolet Astro Van	1	16	5	100%	100%
	Road Supervisor Van 2010 Ford E350 / Braun 8-Passenger 1 Wheel Chair	1	9	5	100%	100%
	Custodian Pickup 2015 2500 4x4 Pickup with Service Box	1	4	14	0%	0%
	Mechanic Pickup 2008 Dodge 3500 4x4 With Service Box	1	11	14	0%	0%
	Forklift Clark Cushion Tire 1998 CGG25	1	21	14	100%	100%
	Tractor, John Deere 210 LE 2005 Landscape Excavator for Snow Removal	1	14	14	100%	0%

Source: Valley Transit – Transit Asset Management Plan, August 2020

* ULB – Useful Life Benchmark

Valley Transit Annual SGR Asset performance Targets Facilities				
Facility Code	Asset Class	2017 TERM* Condition Rating	SGR Metric FFY 2019 (% Below 3.0 TERM Rating)	SGR Target FFY 2020 (% Below 3.0 TERM Rating)
10	Main Facility Administration, Operations, Parts	2	100%	0%
11	Main Facility Maintenance Shop	2	100%	0%
20	Main Facility Parking Garage	3	0%	0%
22	Main Facility Storage Building	4	0%	0%
21	Main Facility Bus Wash Building	3	0%	0%
21	Main Facility CNG Dispensing Island	2	100%	0%
21	Main Facility CNG Compressor Station	2	100%	0%
6	K Mart Transfer Center	5	0%	0%
6	Market Station Transfer Center	5	0%	0%

Source: Valley Transit, 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

Public Transportation Agency Safety Plan

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

With the August 10, 2021, re-confirmation of Milton-Freewater Public Transportation’s 2020 PTASP and the July 19, 2021, submittal of Valley Transit’s updated PTASP, the current targets were set. In January 2022, the WWVMPO/SRTPO will again resolve to plan and program projects that support the respective PTSAP targets.

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	1
	Injuries per 100k VRM	0.25
	Safety Events	2
	Safety events per 100k VRM	0.25
	System Reliability in miles between failures	150,000
Demand Response	Fatalities	0
	Fatalities per 110k Vehicle Revenue Miles (VRM)	0
	Injuries	1
	Injuries per 100k VRM	0.25
	Safety Events	2
	Safety events per 100k VRM	0.25
	System Reliability in miles between failures	150,000

Source: Valley Transit, July 19, 2021

Appendix I - Project Funding Source Overview

Federal Funding

The following are descriptions of the most common federal transportation funding sources for which the WWVMPO/SRTPO area is eligible. Please note that the list is not inclusive of all funding programs authorized under the most recent surface transportation law – Fixing America’s Surface Transportation (FAST) Act, which was adopted in December 2015:

- ◆ Surface Transportation Block Grant (STBG): This program replaces the Moving Ahead for Progress in the 21st Century (MAP-21) Act’s Surface Transportation Program (STP). The STBG continues to provide flexible funding that may be used by state DOTs, counties, and cities for projects to preserve and improve the condition and performance on any Federal-aid highway, bridge, and tunnel project on any public road; pedestrian and bicycle infrastructure; and transit capital projects, including intercity bus terminals. The STBG program includes sub-allocated funds based on population and flexible funds for use anywhere. In line with previous STP categories, funds are divided as follows:
 - ◆ The Bridge STBG (BR) funds replacement, rehabilitation, preservation, and protection of “off-system” local bridges and tunnels on public roads of all functional classifications. The state prioritizes and programs bridges for funding.
 - ◆ The Regional STBG (U), (US), (R), etc. provides funding to MPOs, RTPOs, and county lead agencies through allocated STBG funds for prioritization and selection according upon their established procedures. The allocations are based on population as follows: Urbanized areas with more than 200,000 people (U = Urban); areas greater than 5,000 but no more than 200,000 (US = Urban Small); areas of 5,000 or less (R = Rural); and “any area” for use anywhere in the state.
 - ◆ A portion of State DOTs’ STBG funds that can be applied anywhere, are used for state highway system preservation and interstate reconstruction. State DOTs prioritize and program these projects.
 - ◆ The Transportation Alternatives Program (TA) is now a set-aside under the STBG program. Unchanged from MAP-21 with its separate Transportation Alternatives Program (TAP), the TA program provides funding for projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation and enhanced mobility; community improvement activities and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. As with STBG funds, TA allocations are also based on population (U = Urban, US = Urban Small, R = Rural, and “any area”).
 - ◆ A set-aside for the Recreational Trails Program (RTP) is also provided.
- ◆ Highway Improvement Program (HIP): The 2018 Omnibus bill provided an additional \$34.1 million of HIP funds. Eligible activities include construction of highways, bridges and tunnels per 23 USC 133 (b)(1)(A), including related design and right of way.
- ◆ National Highway Performance Program (NHPP): If located on the National Highway System (NHS), projects eligible for NHPP funding include construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of highways and bridges; bridge and tunnel

inspection and evaluation; safety projects; environmental restoration and mitigation; intelligent transportation systems (ITS); and bicycle and pedestrian infrastructure.

- ◆ Highway Safety Improvement Program (HSIP): HSIP provides funding to implement engineering countermeasures to reduce fatal and serious injury collisions to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. These funds are made available to all state and local agencies and tribal nations and can be applied to all public roadways. State DOTs prioritize and program state and local projects based upon the respective Strategic Highway Safety Plan – Oregon’s Transportation Safety Action Plan (TSAP) and Washington State’s Target Zero. The HSIP program has a set-aside for the railway/highway crossing program.
- ◆ The National Highway Freight Program (NHFP) is a new formula-based, surface transportation program that provides states with funding to bolster the movement of goods on roads. The program was created through the FAST Act.
- ◆ The Nationally Significant Freight and Highway Projects (NSHFP) is also a new program under the FAST Act. NSHFP is a competitive grant program that provides funding to address large-scale projects of regional and national importance.
- ◆ Transportation Infrastructure Finance and Innovation Act (TIFIA): The TIFIA program provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of regional and national significance.
- ◆ Federal Lands Access Program (FLAP): The Federal Lands Access Program was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.
- ◆ Federal Lands Transportation Program (FLTP): FLTP funds projects that improve access within Federal lands, such as national forests and national recreation areas, on infrastructure owned by the Federal government. This program combines the former Park Roads and Refuge Roads programs, and adds three new Federal Land Management Agency (FLMA) partners. Funding for projects in the WWVMPO/SRTPO area are administered by the Western Federal Lands (WFL) Highway Division, located in Vancouver, WA.
- ◆ Tribal Transportation Program (TTP): TTP funds projects that improve access to and within Tribal lands. This program has set asides for tribal bridge projects and tribal safety projects.
- ◆ Community Development Block Grant (CDBG): CDBG program funds are primarily for low and moderate-income communities, to partially pay for projects advocating for the interests of a low-income neighborhood, such as providing new street infrastructure and supporting neighborhood revitalization. These grants are either directly allocated to eligible cities or awarded through the Oregon Business Development Department and the Washington State Department of Commerce.
- ◆ FTA Section 5303 and 5304 – Transportation Planning: These formula funds are apportioned to each state for metropolitan and statewide planning that supports cooperative, continuous, and comprehensive planning and other technical assistance activities for making transportation investment decisions. States are direct recipients of Section 5303 and 5304 funds, and subsequently allocate 5303 funds to Metropolitan Planning Organizations by formula.
- ◆ FTA Section 5307 – Urbanized Area Formula Grants: These funds are apportioned by a formula to each urbanized area, and are available for planning, capital and operating assistance. Job Access and Reverse Commute (JARC) program activities, which focused on providing services to low-income individuals to access jobs, became eligible activities under the Urbanized Area

Formula program following the adoption of MAP-21. This includes operating assistance with a 50 percent local match for job access and reverse commute services. In addition, the urbanized area formula for distributing funds includes the number of low-income individuals as a factor.

- ◆ FTA Section 5309 – Fixed Guideway Capital Investment Grants (New Starts): The program provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This includes core capacity projects, which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones. This discretionary program requires project sponsors to undergo a multi-step, multi-year process to be eligible for funding. Typically, projects receive these funds through a full funding grant agreement (FFGA) that defines the project scope and specifies the total multi-year Federal commitment to the project.
- ◆ FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities: This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. It consolidates the New Freedom Program and Elderly and Disabled Program. Projects selected for funding must be included in a locally developed Coordinated Public Transit-Human Services Transportation Plan and included in the RTPO program in their respective area. State DOTs administer these funds through a competitive grant program.
- ◆ FTA Section 5311 – Rural Area Formula Grants: These formula funds are apportioned to each state, and eligible activities include planning, Rural Transit Assistance Program (RTAP), intercity bus programs, state administration, and both capital and operating assistance. State DOTs administer these funds through a competitive grant program serving the general public in rural areas of the state. Following the adoption of MAP-21, activities eligible under the former Job Access and Reverse Commute (JARC) program, which provided services to low-income individuals to access jobs, became eligible under the Rural Area Formula program. In addition, the formula includes the number of low-income individuals as a factor.
- ◆ FTA Section 5329 – Transit Safety & Oversight: This program establishes a comprehensive framework to oversee the safety of public transportation as it pertains to heavy rail, light rail, buses, ferries, and streetcars. The program also includes important safety provisions for bus-only operators.
- ◆ FTA Section 5337 – State of Good Repair: Established in MAP-21, this program is dedicated to repairing and upgrading the nation’s rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Grantees are required to establish and use an asset management system to develop capital asset inventories and condition assessments, and report on the condition of their system as a whole.
- ◆ FTA Section 5339 – Bus and Bus Facilities: The program provides formula-based and competitive grants for capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

State Funding

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

Oregon Additional Funding Sources

- ◆ *ConnectOregon*: Created by the Oregon Legislature in 2005, *ConnectOregon* is a lottery-backed bond program, which provides for investments into air, marine, rail, and public transportation infrastructure. It is important to note that funds are reserved for those projects which are not eligible for funding from fuel tax revenues. To date, six *ConnectOregon* programs have been authorized (2005, 2007, 2009, 2011, 2013, and 2015) by the Oregon Legislature.
- ◆ Keep Oregon Moving (House Bill 2017): Created in 2017 by the Oregon Legislature, HB 2017 is funded through increased gas tax, vehicle registration, and title fees. HB 2017 funds road maintenance and preservation, congestion reduction, safe walking and biking projects, improvements to rail and ports, and electric vehicle incentives. Direct funding is provided to 43 select state and local road projects. HB 2017 also establishes a new, dedicated source of funding for expanded public transportation services.
- ◆ ODOT Fix-it and Enhance Program: To distribute state (and federal) gas tax revenue, ODOT funds "Fix-it" projects, which maintain or preserve existing infrastructure and are typically identified via an infrastructure management system, and "Enhance" projects, which enhance, expand, or improve the transportation system and are selected via a competitive process.
- ◆ Transportation and Growth Management Program (TMG): Oregon's Transportation and Growth Management Program supports community planning efforts to expand transportation choices. Local governments can use TMG funds for the development of transportation system plans and other plans that integrate land use and transportation planning in support of mixed-use development and improved pedestrian, bicycle, transit, and multi-modal street facilities.
- ◆ Created in 1989, the Special Transportation Fund (STF) is administered by ODOT's Rail and Public Transit Division and provides supplementary support for selected transit-related projects to counties, transit districts, and Tribal governments. The funds are awarded using a population-based formula and are designated for any transit operator serving seniors and people with disabilities. The revenue for the program primarily comes from the State's cigarette tax.

Washington State Additional Funding Sources

- ◆ Connecting Washington (CWA): The program provides earmarked funding for select projects included in the State's transportation funding package approved by the Washington State Legislature in 2015.
- ◆ County Road Administration Board (CRAB): As an independent state agency, the CRAB provides state funding for county roadway projects and the county-owned ferry system through a share of the statewide gas tax.
 - ◆ The Rural Arterial Program (RAP) funds improvements on a county's existing rural arterial road network.
 - ◆ The County Arterial Preservation Program (CAPP) funds pavement preservation projects of a county's existing paved arterial road network.
- ◆ Transportation Improvement Board (TIB): As an independent state agency, the TIB provides state funding for street construction and maintenance to cities and counties through a share of the statewide gas tax.

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

Local Funding

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

Appendix J - Public Comments

Public Review and Comment Period September 7 through September 20, 2021

The public review and comment period for the air quality conformity determination and re-adoption of the WWVMPO/SRTPO 2022-2027 Metropolitan and Regional Transportation Improvement Program (M/RTIP) was provided from September 7, 2021 through September 20, 2021.

No comments were received on the M/RTIP from the public, committee members, or local organizations.