



Walla Walla Valley Metropolitan and Sub-Regional Transportation Planning Organization

Public Participation Plan

Final – February 7, 2024
Adopted by the Policy Board

Acknowledgements

This report is the product of a study financed in part by the U.S. Department of Transportation (Federal Highway Administration and Federal Transit Administration), the Oregon and Washington State Departments of Transportation, and local government contributions.

The contents of this report reflect the views of the Walla Walla Valley Metropolitan Planning Organization/Sub Regional Transportation Planning Organization (WWVMPO/SRTPO), which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect official views or policy of the U.S. Department of Transportation.

Approval of the report by federal or state agencies constitutes acceptance of the report as evidence of work performed, but does not imply endorsement of the report's findings or recommendations. This report does not constitute a standard, specification, or regulation.

Title VI Assurance

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

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

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

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

ADA Notice

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

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

It is the policy of the WWVMPO/SRTPO that, when viewed in their entirety, services, programs, facilities, and communications provided directly by the agency, or by a contracted service provider, are readily accessible to and

usable by individuals with disabilities. This is achieved through maintaining an ADA-compliant Website; holding events in accessible spaces; and providing program materials in alternative formats on request.

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

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

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

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

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

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

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

Translation Services

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

Servicios de Traducción en Español

Para servicios de traducción en español favor de contactar a Andres Gomez al 509 876-8002.

Walla Walla Valley Metropolitan Planning Organization
and Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO)
A Resolution Adopting the Public Participation Plan

RESOLUTION NO. 04-2024

WHEREAS, the Walla Walla Valley Metropolitan Planning Organization and Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO) is the federal-designated Metropolitan Planning Organization and state of Washington designated Regional Transportation Planning Organization for the Walla Walla, WA – OR Urban Area and Walla Walla County; and

WHEREAS, the WWVMPO/SRTPO has the responsibility under the Infrastructure Investment and Jobs Act (IIJA) to develop and carry out a continuing, cooperative, and comprehensive transportation planning process; and

WHEREAS, the IIJA directs metropolitan planning organizations to develop a proactive public participation process that provides for the timely input by and consideration of concerns from interested parties, groups, and individuals with a stake in transportation decisions; and

WHEREAS, at its monthly meeting held on February 7th, 2024, the WWVMPO/SRTPO Policy Board reviewed the update of the Public Participation Plan and determined that the update of the Public Participation Plan addresses the federal metropolitan planning requirements stated in 23 CFR 450.316, which calls for the development and use of a documented participation plan; and

WHEREAS, the initial Public Participation Plan for the WWVMPO/SRTPO was adopted on June 4th, 2014 and the latest update was adopted on November 1st, 2023; and

WHEREAS, the Public Participation Plan has completed the required 45-day public review and comment period which began December 5th and

WHEREAS, the WWVMPO/SRTPO Policy Board intends to govern all future public participation activities based on the plan adopted through this resolution, until such time that it may be amended.

NOW, THEREFORE, BE IT RESOLVED that the WWVMPO/SRTPO Policy Board adopts the Update of the Public Participation Plan as the current WWVMPO/SRTPO Public Participation Plan.

PASSED AND APPROVED this 7th of February 2024.

Signed:



Angie Peters, Chair
WWVMPO/SRTPO Policy Board

Attested:



Andres Gomez, Executive Director
WWVMPO/SRTPO

Approved as to Form:



Jared Hawkins, WWVMPO/SRTPO Legal Counsel

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

Walla Walla Valley Metropolitan Planning Organization (WWVMPO) Member Agencies

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

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

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

WWVMPO/SRTPO Policy Board (PB)

Voting:

Mike Rizzitiello, City Administrator, City of College Place
Douglas Venn, Council Member, City of Prescott
Randy Hinchliffe, City Administrator, City of Waitsburg
Brian Casey, Council Member, City of Walla Walla
Dan Dorran, County Commissioner, Umatilla County
Gunner Fulmer, County Commissioner, Walla Walla County
Dani Schulte, Transportation Planner, Confederated Tribes of the Umatilla Indian Reservation
Ron Dunning, Commissioner, Port of Walla Walla
Angie Peters, General Manager, Valley Transit
Kenneth Patterson, Region Manager, ODOT Region 5
Brian White, 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)

Robert McAndrews, Public Works Director, City of College Place
Douglas Venn, Council Member, City of Prescott
Randy Hinchliffe, City Administrator, City of Waitsburg
Neal Chavre, City Engineer, City of Walla Walla
Megan Davchevski, Planner/Transit Coordinator, Umatilla County
Tony Garcia, Public Works Director, Walla Walla County
J.D. Tovey, Planning Director, Confederated Tribes of the Umatilla Indian Reservation
Meagan Blair, Governmental Affairs/Community Outreach Specialist, Port of Walla Walla
Jesse Kinney, Deputy General Manager, Valley Transit
Teresa Penninger, Planning and Program Manager, ODOT
Paul Gonseth, Planning Engineer, WSDOT

Bi-State Coordination Workgroup

| | |
|--|----------------------------|
| Matthew Pahs, Federal Highway Administration | Paul Gonseth, WSDOT |
| Jasmine Harris, Federal Highway Administration | Angie Jones, ODOT Region 5 |
| Ned Conroy, Federal Transit Administration | Olivia Meza, WSDOT |
| Teresa Penninger, ODOT Region 5 | Kate Tollefson, WSDOT |

WWVMPO/SRTPO Staff

Andres Gomez, Executive Director
Mansee Chauhan, Transportation Planner

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Introduction

Transportation services and facilities cross jurisdictional boundaries, although the traveling public views the system as continuous facilities that connect them to a destination. Creating this seamless transportation system for all users requires public involvement and close collaboration of efforts from all entities involved in implementing and improving individual network segments. Metropolitan and regional transportation planning organizations are tasked to facilitate the coordinated planning and implementation of transportation investments.

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 a short-range improvement program to ensure consistency and efficient use of federal transportation funds. The MPO planning area encompasses the cities of College Place, and Walla Walla, and portions of the counties of Umatilla and Walla Walla. MPO membership also extends to Valley Transit, the Port of Walla Walla, and the Oregon and Washington State departments of transportation (ODOT and WSDOT).

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 ODOT and WSDOT.

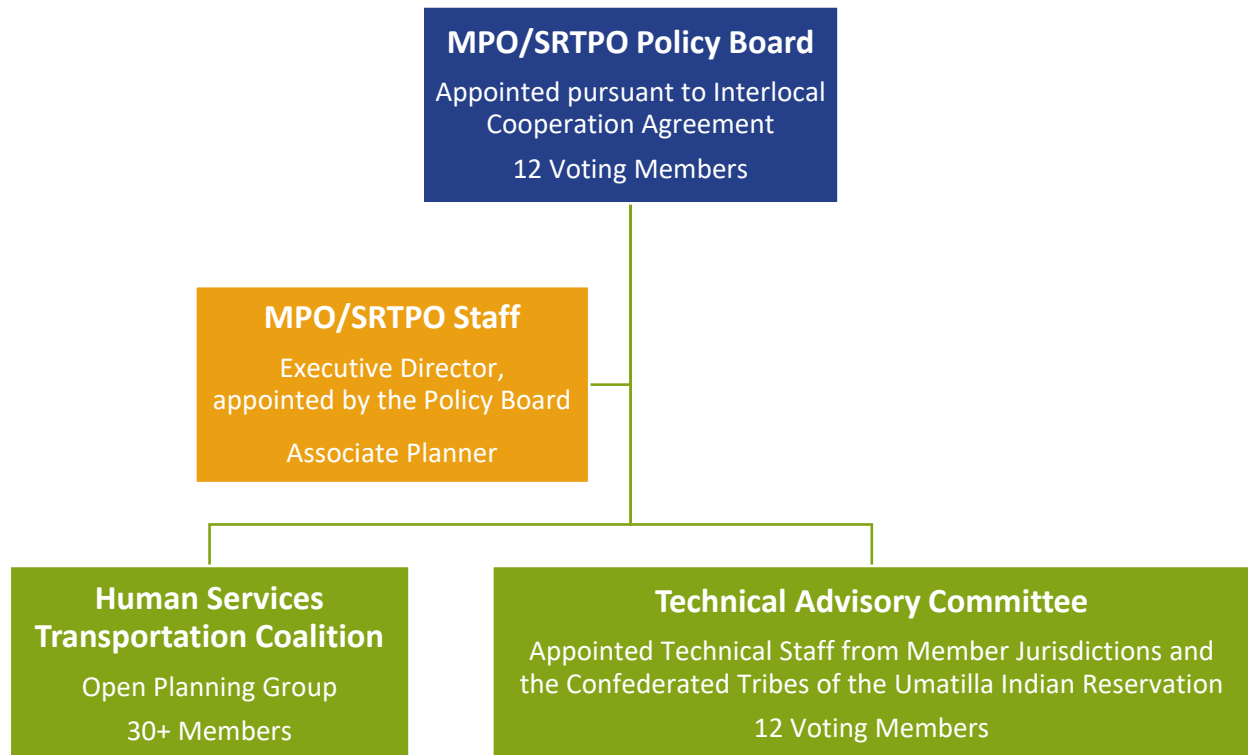
Walla Walla Sub-Regional Transportation Planning Organization

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 as a means to make regional planning efforts with the new MPO more efficient. The SRTPO boundary, also shown in figure on Page 2, assigns almost all of Walla Walla County to the WWVMPO, as the area covered under the newly developed 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.
WWVMPO/SRTPO Governance Structure

The WWVMPO/SRTPO is comprised of local governments and transportation agencies, whose purpose is to foster collaboration and coordination of regional transportation planning activities. As previously mentioned, the WWVMPO/SRTPO is the federally-designated metropolitan planning organization and the state-designated regional transportation planning organization for the Walla Walla Valley. The agency is governed by a Policy Board, has a standing advisory committee, and engages a coalition of human services transportation providers.



Policy Board

The WWVMPO/SRTPO Policy Board oversees the continuous, comprehensive, and cooperative transportation planning process conducted for the Walla Walla Valley region. It provides policy direction and a forum for transportation decisions. The Policy Board must approve all transportation projects in the region receiving FHWA or FTA funding. It is supported by the MPO Staff and receives technical advice and recommendations on projects and programs from the Technical Advisory Committee and Human Services Transportation Coalition. The Policy Board is made up of 12 voting members. Additional details about the Policy Board can be reviewed in the [bylaws](#).

Technical Advisory Committee

The WWVMPO/SRTPO Technical Advisory Committee provides technical insight and expertise to the Policy Board and MPO staff regarding transportation planning and projects in the region. The TAC is made up of 12 voting members. Additional information about the responsibilities of the TAC can be reviewed in the [charter](#) and in the [voting criteria](#).

Human Services Transportation Coalition

The Human Services Transportation Coalition (HSTC) is an open planning group of the WWVMPO/SRTPO; no membership is required. Participants assist in identifying gaps in transportation services, analyzing unmet transportation needs, and prioritizing strategies to address them. The Coalition contributes to the Human Services Transportation Plan (HSTP) for the region, which was initially created in 2014, is updated every four years, and undergoes an interim project update in two-year intervals. Participants in the HSTC include representatives from regional human services providers who offer transportation to their clients or coordinate transportation services on behalf of the community.

Regional Transportation Vision and Goals

The WWVMPO/SRTPO's purpose is to provide a platform for collective definition of regional goals and cooperative decision-making on transportation investments. Local, state, and federal agencies and governing bodies, public and private transportation providers, the business community, tribal governments and tribal transportation providers, and the public therefore worked together to define the community's visions and goals that guide transportation policy and investment decisions in the Walla Walla Valley.

Regional Transportation Vision
ENHANCE THE SAFETY, CONNECTIVITY, AND CONDITION OF OUR TRANSPORTATION SYSTEM, AND PROVIDE MOBILITY FOR ALL USERS – TO ENRICH QUALITY OF LIFE AND TO BE CONSISTENT WITH COMMUNITY CHARACTER.

Vision, Goals, and Objectives

As part of the development of the region's 2045 Plan and based on the input received from the public, local stakeholders, and member entities, the WWVMPO/SRTPO crafted the overarching transportation vision, which was endorsed by the TAC and subsequently adopted by the Policy Board.

Approved alongside the vision for the 2045 Plan, the following goals further verbalize the

feedback received during the outreach.

- **Safety** – Protect all transportation users from unintentional harm.
- **Preservation and Infrastructure Condition** – Preserve and improve transportation infrastructure conditions.
- **Accessibility and Mobility** – Add walking and rolling options, improve equitable access, and foster a livable community.
- **Integration and Connectivity** – Support and connect all transportation modes.
- **Resiliency and Reliability** – Improve travel reliability and reduce natural disaster impacts.
- **Economic Vitality** – Support freight and economic growth.
- **Stewardship** – Conserve energy, protect environment, and improve the quality of life.
- **Security** – Protect all transportation users from intentional harm.

- **Efficient System Management and Operations** – Promote and increase transportation system efficiency.
- **Travel and Tourism** – Focus on regional benefits and integrate transportation across jurisdictions.

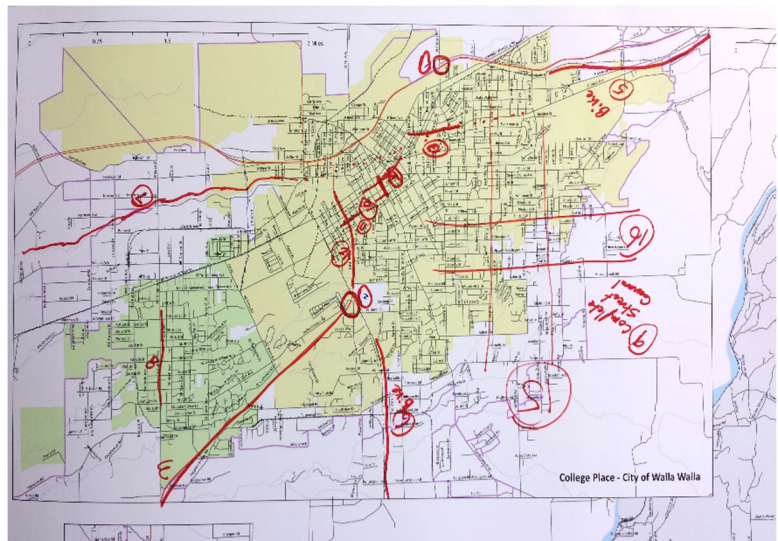
Planning Partners

The WWVMPO/SRTPO actively coordinates its planning efforts and public participation activities with its member agencies as well as other organizations responsible for planning and resource development activities within or adjacent to the region. Coordination efforts include transportation issues and needs, comprehensive planning for local growth, economic development activities and trends, environmental impacts and potential mitigation, port and airport operations, and freight movements.

Coordination of efforts is primarily achieved through regular meetings of the Policy Board, the Technical Advisory Committee, and the Human Services Transportation Coalition, all of which are open to the public. WWVMPO/SRTPO staff and representatives also regularly participate in meetings and events of other planning and resource agencies and entities. Further outreach occurs as part of ad hoc committee meetings, as well as local government, ODOT, WSDOT, and other local or state agency planning forums and workshops.

Purpose and Scope of the Public Participation Plan

People’s health and well-being is profoundly shaped by the natural and built environment that surrounds them. Urban design, and particularly the transportation system the region has built over time, allows people to **access life-sustaining community resources**, such as food, shelter, medical services, work, or school, and even recreation and entertainment opportunities. Providing a well-functioning roadways system, adequate public transportation services, and a continuous network of pedestrian and bicycle infrastructure that offer safe and efficient connections is therefore paramount.



Public participation is integral to good transportation planning. It is about more than just fulfilling federal and state requirements and statutory obligations; in the absence of robust public participation, there is a risk of making far-reaching decisions that do not match the needs or vision of the Walla Walla Valley residents and communities. In order to facilitate **relevant public participation**, activities should coincide with major decision points and must be designed to gather the information needed to make a lasting contribution to the quality of life in the Walla Walla Valley. The primary strategies and tools for encouraging this type of public participation include 1) **providing access** to plans, programs, and supporting materials and data at various stages during their development, and 2) **offering opportunities to comment** as plans and programs proceed towards completion.

The WWVMPO/SRTPO is responsible for actively engaging all affected parties in an **open, cooperative, and collaborative process** that provides stakeholders significant opportunities to influence transportation decisions. The gathered feedback allows decision makers to fully consider the social, economic, and environmental consequences of their actions, and assures the public that transportation programs support adopted local plans as well as community values.

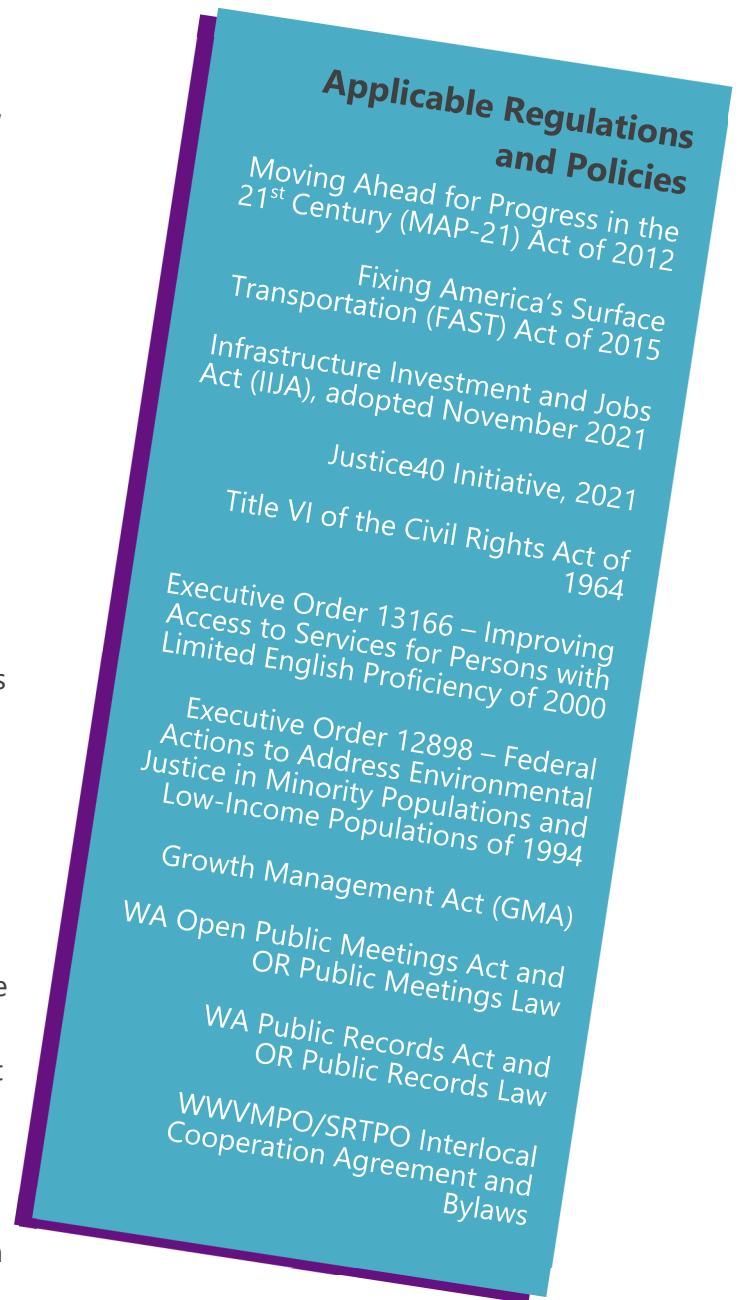


The WWVMPO/SRTPO is committed to providing a forum for such cooperative decision-making and emphasizes transparent and inclusionary outreach activities. The purpose of the Public Participation Plan (PPP) is to establish a **consistently applied approach to public participation** and to outline strategies and tools, as well as confirm review time frames for various plans and programs.

Regulatory Framework and Guiding Principles

The WWVMPO/SRTPO complies with federal and state requirements for public participation as well as its own policies, all of which assisted in the formulation of the guiding principles underlying the development and implementation of this Public Participation Plan.

- **Adequate notice and comment periods**
 - Conduct public participation opportunities at key decision points
 - Provide timely and adequate notice of public participation activities
 - Allow for sufficient time for public review and comment
- **Open and inclusionary access**
 - Offer full public access to information about transportation issues and processes
 - Employ visualization techniques, such as maps, pictures, and graphics to convey information
 - Make public information available in electronically accessible formats, including provision of virtual meetings
 - Provide bilingual electronic and printed materials and provide translation services at public meetings
 - Hold public meetings at convenient and accessible locations and times
- **Explicit consideration**
 - Demonstrate explicit consideration and response to public input received
 - Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households
- **Proactive public participation process**
 - Coordinate with statewide transportation planning public involvement and consultation processes
 - Periodically review the effectiveness of public participation procedures and strategies



Environmental Justice and Limited English Proficiency Considerations

The U.S. Department of Transportation (USDOT) mandates that non-discrimination principles be incorporated into the transportation planning and decision-making process. The WWVMPO/SRTPO is responsible for ensuring that a transportation project which receives federal funding does not have a disproportionately high and adverse effect on minority or low-income populations.

As a recipient of federal transportation funds, the WWVMPO/SRTPO also takes reasonable steps to provide **meaningful access to transportation planning information** for individuals with limited English proficiency (LEP), for whom English is not the primary language and who have a limited ability to read, speak, write, or understand English.

The WWVMPO/SRTPO incorporates the LEP plan into the Title VI document, and in accordance with that plan we **translate summary documents** into Spanish, as well as provide further translation and interpretation services, upon request.

The WWVMPO/SRTPO also strives to conduct public outreach in an inclusive manner and provides **public meeting information** notices and materials in English as well as Spanish.

Walla Walla Valley Metropolitan and Sub-Regional Transportation Planning Organization
2040 Plan

Preservar y mejorar la equidad, la conectividad, y la eficiencia de nuestro sistema de transporte, y proveer opciones de movilidad para todos los usuarios para mejorar la calidad de vida y ser coherente con la acción de sostenibilidad.

¿Qué es el Plan 2040?
 El Plan 2040 guía las inversiones multimillonarias regionales en todos los modos de transporte: calles, peatonales, bicicletas, público, y transporte de carga. El objetivo del plan es el de asegurar que las inversiones de transporte en nuestra área logren el mejoramiento de personas y cargas con equidad y seguridad.

¿Qué hace la MPO/SRTPO?
 La Organización Metropolitana de Planificación del Valle de Walla Walla y la Organización Sub-Regional de Planificación y Transporte (MPO/SRTPO) es una agencia designada por el gobierno federal y reconocida por el estado. Nos es responsable de coordinar los esfuerzos de planificación regional de los cinco urbanizadores de Walla Walla, College Place, Milton-Freewater, y parte de los Condados de Lincoln y Walla Walla. La área de estudio incluye 1,100 millas cuadradas y se extiende a ambos lados de la frontera de Oregon y Washington.

Prioridades para la comunidad

Recomendaciones de la Póliza!
 (convertir el 2040 para uno más completo en recomendaciones)
 Prioridad 1 (Póliza)
 • Conducir un estudio regional de peatonales y bicicletas.
 • Mejorar las calles e intersecciones más seguras.
 • Mejorar el mantenimiento de las vías locales y las banquetas.
 • Mejorar la conectividad a los destinos oportunos.
 • Promover la actualización de las calles existentes.
 (1) Transporte Público:
 • Mejorar el estacionamiento de servicios y la coordinación de proveedores.
 • Conducir un estudio del tránsito regional.
 • Aumentar la accesibilidad y conectividad del tránsito para peatonales y bicicletas.
 • Mejorar el conocimiento del público a los servicios disponibles.
 • Prolongar las horas de servicio.
 • Aumentar las opciones de transporte de ida y vuelta al aeropuerto.
 (2) Transporte de Carga:
 • Ampliar el transporte de Carga sobre Highway.
 • Instalar Myra Road como la ruta principal de camiones.
 • Desalentar el tráfico de camiones de carga en rutas que no son para camiones de carga.
 • Incluir en el programa Grant Train.
 • Recibir fondos para terminar la expansión del camión U.S. 12, Colton y Armaplan.
 • Aumentar el mantenimiento de calles y puentes existentes.
 • Aumentar la seguridad y prevenir la pérdida de vida.
 • Actualizar el Plan Actual a largo plazo.
 • Aplicar una estrategia de Soluciones de Conflictos Seriales.
 (3) Mantenimiento y Operaciones:
 • Considerar estrategias resultadas de la Administración de la Demanda de Tráfico y el Sistema de Transporte y Operaciones.
 • Dar preferencia de fondos a los proyectos que incorporan estrategias de administración y operación.
 (4) Seguridad:
 • Identificar e implementar las estrategias del Plan de Seguridad de Camiones Estacionados.
 • Dar preferencia de fondos a los proyectos que incorporan mejoras a la seguridad.
 • Realizar las acciones más significativas, los más altos niveles de potencialidad, y los elementos de la infraestructura menos fortalecidos.
 • Participar en las revisiones y actualizaciones de los planes de la administración de emergencias.

Nuestros Objetivos de Transporte Regional

Seguridad
 • Aumentar la seguridad y prevenir la pérdida de vida.

Preservación de Sistemas
 • Ampliar el transporte de Carga sobre Highway.

Calidad de vida
 • Aumentar la accesibilidad y conectividad del tránsito para peatonales y bicicletas.

Viabilidad Económica
 • Aumentar la seguridad y prevenir la pérdida de vida.

Conectividad Regional
 • Aumentar la seguridad y prevenir la pérdida de vida.

Equidad - Conocimiento, Accesibilidad, y Operaciones
 • Aumentar la seguridad y prevenir la pérdida de vida.

Carácter Único de la Comunidad
 • Aumentar la seguridad y prevenir la pérdida de vida.

Fondos para el mantenimiento y las mejoras
 • Aumentar la seguridad y prevenir la pérdida de vida.

La Opinión del Público sobre las Prioridades de Financiación

Seguridad: 35%, Accesibilidad: 25%, Conectividad: 15%, Equidad: 10%, Viabilidad Económica: 15%

Invólvese y Dé su Opinión

Alguna vez ha usted manejado un carro, caminado en una banqueta, esperado por una entrega, tomado un autobús, montado en bicicleta...y ha pensado cómo funciona todo este sistema de transporte o dónde se queda corto...entonces por favor acompáñenos a guiar las inversiones de transporte en nuestra red Comunitaria.

El Público está invitado al Taller de Transporte

Nosotros, la Organización Metropolitana de Planificación del Valle de Walla Walla/la Organización Sub-Regional de Planificación de Transporte (WWVMPO/SRTPO), lo invitamos a participar en un taller que está diseñado para recolectar sus sugerencias para desarrollar el Plan 2040. El personal de planificación estará presente para escuchar su **visión, necesidades, problemas y prioridades del transporte**.

Lo invitamos a asistir a uno de los siguientes talleres, que son idénticos –

- el jueves, 30 de julio, de 5:30 a 7:00 PM – Milton-Freewater Community Building (Edificio Comunitario de Milton-Freewater), 109 NE 5th St
- el martes, 4 de agosto, de 5:30 a 7:00 PM – College Place City Hall Council Chambers (Sala del Concejo Municipal del Ayuntamiento de College Place), 625 S College Ave
- el miércoles, 12 de agosto, de 12:00 a 1:30 PM – City of Walla Walla Police Department Community Room (Salón Comunitario del Departamento de Policía de la Ciudad de Walla Walla), 54 E Moore St

El objetivo del Plan 2040 es el de guiar las inversiones multimillonarias regionales a todos los modos de transporte durante los próximos 25 años. Podemos producir un mejor plan si todos los usuarios de la red de transporte participan.

Usted es parte del área de planificación, que incluye el Condado de Walla Walla, WA y la región noreste del Condado de Umatilla, OR, además de las ciudades que se encuentran dentro – College Place, Milton-Freewater, Prescott, Watsburg, y Walla Walla.

Nos gustaría conocerlo en persona, pero entendemos que pueda haber conflictos y que no pueda asistir. Por favor utilice los recursos del Plan 2040 en la red para proveer sus sugerencias y poder dar su opinión.

Un aviso de las actividades futuras del plan...Esperamos reuniones adicionales en octubre 2015 y enero 2016 mientras el desarrollo del plan avanza. La adopción final del Plan 2040 está programada para marzo 2016.

Para más información, póngase en contacto con nosotros al 509-876-8001 o visite el sitio web wwvmopo.org.

Bienvenidos al Taller de Visión para el Plan 2040

ACTIVIDAD 1 – ¿Quién es usted?

Por favor marque con una X al lado de todos los grupos de interés a los que se siente que es miembro de...

Usuario de...

- el auto privado
- la bicicleta
- las instalaciones de peatonales
- el transporte público local (Valley Transit, Milton-Freewater Transit)
- el servicio paratransito o servicio para ancianos y discapacitados
- el estacionamiento público (a Pagado – o Gratis)
- el aeropuerto

Agencia que proporciona...

- el control de tráfico
- la seguridad de transporte
- el orden público/ el equipo de respuesta a emergencias
- el uso compartido de vehículos (Carpool, Vanpool, Ride-Share)
- los recursos naturales
- la protección del medio ambiente
- la conservación de energía

Agencia que se encarga de...

- la administración del uso del terreno
- la preservación histórica
- los recursos naturales
- la protección del medio ambiente
- la conservación de energía

Miembro de...

- un grupo de la comunidad, una asociación del vecindario, un club cívico, etc.
- una organización para la protección del medio ambiente
- una organización para la preservación histórica o cultural
- un propietario de una empresa, un grupo o una asociación
- un operador de tránsito (beneficiario de 5307, 5311 o 5310)
- un proveedor de servicios de transporte médicos de no emergencia
- un operador del aeropuerto
- una autoridad portuaria
- un encargado del manejo de cargas de mercancía o propietario de una compañía de car
- un proveedor de transporte privado (por ejemplo: taxis, autobuses privados, etc.)
- un oficial elegida de la ciudad o del condado
- un oficial de una tribu
- una organización de planificación

La Visión de Transporte del Valle de Walla Walla

Preservar y mejorar la seguridad, la conectividad, y la eficiencia de nuestro sistema de transporte, y proveer opciones de movilidad para todos los usuarios para mejorar la calidad de vida y ser coherente con el carácter de la comunidad.

Invólvese y Dé su Opinión

Alguna vez ha usted manejado un carro, caminado en una banqueta, esperado por una entrega, tomado un autobús, montado en bicicleta...y ha pensado cómo funciona todo este sistema de transporte o dónde se queda corto...entonces por favor acompáñenos a guiar las inversiones de transporte en nuestra red Comunitaria.

Nosotros, la Organización Metropolitana de Planificación del Valle de Walla Walla/la Organización Sub-Regional de Planificación de Transporte (WWVMPO/SRTPO), lo invitamos a proporcionar sus sugerencias y sus **prioridades del transporte** para desarrollar el Plan 2040.

Para ver más información sobre el desarrollo regional, deficiencias pronosticadas, y cada modo de transporte, siga el **Código QR** mostrado abajo o vaya aquí - wwvmopo.org/2040-plan.html - y luego denos sus sugerencias en una **encuesta rápida de 2 minutos!**

¿Prefiere usted hablar con nosotros? También tendremos dos **Jornadas de Puertas Abiertas**, que son idénticas, en la oficina del MPO/SRTPO del Valle de Walla Walla, 107 S 3rd Ave, Walla Walla:

- jueves, 12 de noviembre, 10:00 AM-6:30 PM
- lunes, 16 de noviembre, 10:00 AM-6:30 PM

El objetivo del Plan 2040 es el de guiar las inversiones multimillonarias regionales a todos los modos de transporte durante los próximos 25 años. Podemos producir un mejor plan si todos los usuarios de la red de transporte participan. Usted es parte del área de planificación, que incluye el Condado de Walla Walla, WA y la región noreste del Condado de Umatilla, OR, además de las ciudades que se encuentran dentro – College Place, Milton-Freewater, Prescott, Watsburg, y Walla Walla.

Un aviso de las actividades futuras...Esperamos tener las últimas reuniones en enero 2016 cuando estará disponible el borrador del plan para revisión pública. La adopción final del Plan 2040 está programada para marzo 2016.

Para más información, póngase en contacto con nosotros al 509-876-8001 o visite el sitio web wwvmopo.org.

Justice40 Initiative

The federal government has made it a goal that 40 percent of the overall benefits of certain federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened

by pollution. Covered federal investments include any grant or procurement spending, financing, staffing costs, or direct spending or benefits to individuals for a program in a Justice40 category:

Climate change

Clean energy and energy efficiency

Clean transportation

Affordable and sustainable housing

Training and workforce development (related to climate, natural disasters, environment, clean energy, clean transportation, housing, water and wastewater infrastructure, and legacy pollution reduction, including in energy communities)

Remediation and reduction of legacy pollution

Critical clean water and waste infrastructure.

All Justice40 covered programs are required to engage in stakeholder consultation and ensure that community stakeholders are meaningfully involved in determining program benefits. The Environmental Justice Screening and Mapping Tool¹ (EJScreen) maintained by the Environmental Protection Agency can be used to identify various demographic variables, including people of color, low income, unemployment rate, linguistically isolated, less than high school education, under age 5, over age 64.

Public Participation Objectives, Strategies and Tools

Objectives

The fundamental objective of the Public Participation Plan is to engage with everyone who has a stake in transportation decisions so that their concerns and issues are identified and addressed in the regional planning and decision-making process. The strategies underlying all public participation activities are as follows:

- **Capture a wide audience** through the use of various public participation strategies and tools.
- **Provide information** to the public about transportation planning and improvement projects.
- **Increase awareness** and become the go-to source for regional transportation information.
- **Build community support** through early and ongoing public participation.

Strategies and Tools

To accomplish the PPP objective and best reach out to the transportation stakeholders, tribes, and transportation disadvantaged people and communities in the Walla Walla Valley, the WWVMPO/SRTPO uses a variety of engagement strategies and tools, which are described the following table. All electronic and printed material will be reviewed for ADA accessibility before publication and translated into Spanish, as appropriate. Interpreters will also be made available at virtual live meetings and in-person meetings as necessary.

¹ [EJScreen \(epa.gov\)](https://www.epa.gov/ej-screening)

| Revised Outreach Tools | Description Public materials will be translated, and interpreters made available based on target audience and area demographics. |
|--|--|
| Maintain and update website wwwmpo.org . | Informational source for public participation opportunities, current plans and programs, and projects from across the region. |
| Mailing Lists and ListSers | Mailing lists, consisting of individuals interested in receiving information and being involved in one or more programs related to the regional transportation planning process, will be maintained and updated. |
| Public Notices | <p>Public notices announcing the time, place, and agenda for MPO/SRTPO Policy Board, TAC, and HSTC meetings, public meetings, and public comment periods will be developed to fully comply with Oregon’s Public Meetings Law and Washington State’s Open Public Meetings Act will be provided.</p> <ul style="list-style-type: none"> • Post on WWVMPO/SRTPO website and social media accounts <ul style="list-style-type: none"> ○ Regular meetings at least 7 days’ notice ○ Special meetings at least 24-hours’ notice ○ Emergency meetings at least 24-hours’ notice ○ Day of public comment period opening • Calls for Public Comments (public comment period announcements) are translated in Spanish online. |
| Fact Sheets | Develop informational fact sheets to announce engagement opportunities and provide contact information. Fact sheets should be formatted for both electronic and print delivery. |
| Advertise public events | Use press releases, social media, media interviews, and listserv announcements for on-going communication about public events, posting of new information including comment summaries, documents, and general project updates. Public meeting flyers and other promotional materials are translated in Spanish. |
| Documents/Publications | In its documents and publications as well as presentations, the maps, charts, illustrations, graphics, and photographs are used to provide visual aids to illustrate key topics. Interactive web content, animations, and videos are also deployed. Documents are posted on the website. |

| Revised Outreach Tools | Description Public materials will be translated, and interpreters made available based on target audience and area demographics. |
|--|---|
| Comment Summaries | <p>After each public comment period, comment summaries are prepared within two weeks and posted to the website. All comments received from the public, committee members, or any local organization, whether positive or negative, are handled in the following manner:</p> <p>All comments are requested to be put in writing and provided to the WWVMPO/SRTPO.</p> <p>Comments concerning specific projects or proposals are forwarded to the sponsoring agency or jurisdiction.</p> <p>A copy of the comments, or summaries of substantive contents, are provided to the TAC and Policy Board for their evaluation prior to consideration of committee action.</p> <p>A written response is provided to the individual or organization concerning recommendations or decisions arising from the Policy Board meeting or the sponsoring entity, as appropriate; and</p> <p>Copies of all comments received will be included in the final document.</p> |
| MPO/SRTPO Policy Board, TAC, and HSTC meetings | <p>All meetings are open to the public. Committee meeting proceedings are recorded; and meeting summaries are made available online upon their approval by the convening body.</p> |
| In-Person Public Meetings/Open House | <p>To share information and seek feedback, a variety of virtual and in-person events are held to address differing needs such as workhours, childcare concerns, or mobility constraints. All in-person meetings are held in accessible locations. The proximity to transit facilities, day of the week, and time of day are considered as meetings are scheduled to accommodate those who need or want to access the public meetings by public transportation. WWVMPO/SRTPO staff and elected leadership also regularly attend meetings of other policy and advisory groups, as well as seek consultation and interview opportunities with select interest and stakeholder groups.</p> <p>Several methods for gathering public input are provided during each public meeting, including but not limited to audio or video recorders; various visualization techniques, such as infographics, PowerPoint presentations, or maps; comment boxes; or interpreters for those with limited English proficiency.</p> <p>WWVMPO staff attends the MPO/ RTPO/ WSDOT quarterly Coordinating Committee meetings to coordinate statewide transportation planning public involvement and consultation process under CFR 23 450.316(a)(1)(ix).</p> |
| Virtual Public Meetings/Open Houses | |
| Webinars | |
| Regional Meetings, Community Events – go to existing venues such as the local farmer’s market or the county fair to provide information or give presentations | |

| Revised Outreach Tools | Description Public materials will be translated, and interpreters made available based on target audience and area demographics. |
|--|---|
| Target Outreach | <p>The WWVMPO/SRTPO encourages and welcomes full involvement of the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) in all of its activities, including the development of the Metropolitan and Regional Transportation Plan and the Transportation Improvement Program. Tribal ceded land is present throughout the study area, and CTUIR plays an integral role in the provision of regional public transportation services.</p> <p>Furthermore, the WWVMPO/SRTPO strives to identify traditionally underrepresented populations within the respective study areas, including minority, low-income, and limited English proficiency populations. Appropriate key stakeholders and community groups, which regularly engage these populations, are contacted to retain their help in getting information out and receiving feedback on the transportation planning process.</p> |
| Surveys Interactive Mapping | <p>Online and on-site surveys are used to obtain feedback and they are both in English and Spanish. Online platforms make it particularly easy to analyze results and aid in the visualization of collected responses and overall trends. On-site surveys are primarily conducted through paper copies but may also use mobile electronic devices. On-site surveys can be accomplished as part of WWVMPO/SRTPO public meetings, workshops, or open houses, as well as in coordination with agency representation at community events or venues.</p> |

Ongoing Evaluation and Improvement of Public Participation Efforts

Regular monitoring and qualitative as well as quantitative assessment of public involvement strategies and tools helps identify effective public participation activities and aids in their refinement, leading to improved engagement efforts.

Assessment of Activities

As shown in the previous chapter, the WWVMPO/SRTPO uses a variety of public participation strategies and tools. A priority is placed on adapting these activities to new technologies and the region's changing organizational and demographic landscapes. Therefore, the WWVMPO/SRTPO continuously seeks out improvements to its public participation and transportation planning process.

WWVMO will track the following metrics to continually assess if the outreach program is achieving the desired objectives.

Diverse participation. After each event, participation will be evaluated to verify target audiences are being reached and what, if any, changes in public notification or engagement tools might be necessary. Example metrics that are expected to be collected include:

- Number of participants at an event
- Number of survey/comment responses
- Number of organizations represented at an event
- Title VI audience participation rate in events
- Geographic distribution of participants/comments
- Unique visitors to the website
- How did people hear about event or meeting

Timely Feedback. Meeting summaries and documentation regarding how feedback has been incorporated into the decision-making process will be completed in a timely manner.

Comment/response summaries posted on the WWVMPO website within two weeks of each meeting

Equity. Identified benefits and burdens (economic, affordability, geographic, accessibility, environmental) are being solicited and incorporated into transportation planning.

of responses related to disadvantaged community project benefits and burdens

Equity language/expected outcomes incorporated into requests for proposals

Review of the Public Participation Plan

The WWVMPO/SRTPO's commitment to effective and impactful public participation is the basis for staff's dedication to involving the public in the metropolitan and regional transportation planning process. As an integral part of this effort, the WWVMPO/SRTPO seeks to continually improve its public participation process to maintain and increase effectiveness, as well as comply with all applicable federal and state regulations. To that end, the PPP will be evaluated annually and amendments to this plan will be made as necessary.

Appendix A - Public Comments

Public Comment Period - December 5, 2023 through January 19, 2024

The public comment period for the Public Participation Plan will be held from December 5, 2023 through January 19, 2024.

We did not receive public comments.

Comments received on this Public Participation Plan from the public, committee members, or any local organization, whether positive or negative, are handled in the following manner:

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

Appendix B - Regulatory Framework

Infrastructure Investment and Jobs Act of 2021

IIJA, the [Infrastructure Investment and Jobs Act](#), was signed into law on November 15, 2021. It is a five-year surface transportation authorization bill that replaces FAST. IIJA provides funding for surface transportation improvements and guides the growth and development of vital transportation infrastructure.

IIJA largely maintains the program structure and funding continued by FAST, which provided for the creation of a streamlined, performance-based, and multimodal program for the U.S. transportation system. Pending additional federal guidance on the implementation of IIJA, the PPP used FAST guidance in its development process.

Fixing America's Surface Transportation (FAST) Act of 2015

FAST, the [Fixing America's Surface Transportation Act](#), was signed into law on December 4, 2015. It is a five-year surface transportation authorization bill that replaces MAP-21. FAST provides funding for surface transportation improvements and guides the growth and development of vital transportation infrastructure.

FAST largely maintains the program structure and funding shares established by MAP-21, which provided for the creation of a streamlined, performance-based, and multimodal program for the U.S. transportation system. Pending additional federal guidance on the implementation of FAST, the PPP used MAP-21 guidance in its development process.

Moving Ahead for Progress in the 21st Century (MAP-21) Act of 2012

MAP-21, the [Moving Ahead for Progress in the 21st Century Act](#), was signed into law on July 6, 2012. The law defined the incorporation of performance measures and targets into the process of identifying needed transportation improvements and project selection. MAP-21 prescribes that the metropolitan transportation planning process shall provide for consideration and implementation of projects, strategies, and services that will address economic vitality; safety; security; accessibility and mobility; environment, energy conservation, and quality of life; consistency between State and local planning; integration and connectivity; efficient system management and operation; and preservation of the existing transportation system.

In addition to these planning factors, MAP-21 established broad national goals in seven performance areas, including safety; infrastructure condition; congestion reduction; system reliability; freight movement and economic vitality; environmental sustainability; and reduced project delivery delays.

23 USC 134 Metropolitan Transportation Planning

[Section 134 of Chapter 1 of Title 23](#) of the United States Code (USC) requires metropolitan transportation planning that encourages and promotes the safe and efficient management, operation, and development of surface transportation systems to serve the mobility needs of people and freight and to foster economic growth and development within and between States and urbanized areas.

The sections that directly apply to public participation are contained in paragraphs on consultation [23 USC 134 (g)], the development of the transportation plan [(i)], and the transportation improvement program [(j)].

23 CFR 450.316

Section 450.316 of Volume 1 of Title 23 of the Code of Federal Regulations (CFR), provides specific guidance on the development and content of the federally required public participation plan.

23 CFR 450.322 and 324

In paragraphs (g), (i), and (j) of Section 450.322 of Volume 1 of Title 23 of the Code of Federal Regulations (CFR), as well as in paragraph (b) of Section 405.324 of Volume 1 of Title 23, specific guidance on consultation and public participation is provided as it relates to the development and content of the metropolitan transportation plan and the transportation improvement program, respectively.

Title VI of the Civil Rights Act of 1964, 23 USC 140, 23 CFR 200, and 49 CFR 21

The Walla Walla Valley Metropolitan and Sub-Regional Transportation Planning Organization assures that no person shall on the grounds of race, color or national origin, as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any agency sponsored program or activity. The WWVMPO/SRTPO further assures every effort will be made to ensure non-discrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

Executive Order 13166 - Improving Access to Services for Persons with Limited English Proficiency of 2000

Executive Order 13166 improves the access to services for those with limited English proficiency (LEP). The basis for this nondiscrimination order was in the prohibition of discrimination based on national origin, from Title VI of the Civil Rights Act of 1964. If federal funds are received, providing meaningful access to information, programs, services and activities for certain LEP individuals is required of recipients.

Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations of 1994

In accordance with Executive Order 12898, which was issued in 1994, a recipient of federal funds through U.S. Department of Transportation must incorporate Environmental Justice into its programs, policies, and activities. Environmental Justice principles protect minority and low-income populations from disproportionately adverse effects of programs, policies and activities funded by the USDOT. These principles help assure that impacts to minority and low-income populations are identified and addressed before decisions are made that use federal transportation funds.

Growth Management Act, RCW 36.70A and 47.80

The Growth Management Act (GMA) provides state goals, deadlines for compliance, and direction on how to prepare local comprehensive plans and development regulations, as well as requirements for early and continuous public participation.

The Regional Transportation Planning Organization Chapter authorizes the creation of regional transportation planning organizations, whose duty it is to prepare regional transportation plans that are consistent with countywide planning policies and county, city, and town comprehensive plans.

Open Public Meetings Act, RCW 42.30

Passed in 1971, the Washington State Open Public Meetings Act (OPMA) ensures that meetings of governing boards are open and accessible to the public, which allows the public to view the decision-making process.

As of July 1, 2014, all members of governing bodies must complete training on the OPMA within 90 days of taking office and take a refresher course at least every four years after that while in office.

Public Meetings Law, ORS 192.610 to 192.690

Enacted in 1973, Oregon's [Public Meetings Law](#) ensures that all meetings of governing bodies covered by the law are open to the public. The law requires that the public be given notice of the time and place of meetings and that meetings be accessible to everyone, including persons with disabilities. The law guarantees the public the right to view government meetings, but not necessarily to speak at them. Governing bodies set their own rules for resident participation and public comment.

It is important to note that this also includes meetings designed to only gather information for subsequent decisions or recommendations.

Public Records Act, RCW 42.56

The Washington State [Public Records Act](#) (PRA) requires that all records maintained by state and local agencies are made available to all members of the public, allowing for only very narrow statutory exemptions.

Public Records Law, ORS 192.410 to 192.505

The Oregon [Public Records Law](#) stipulates that every person has the right to inspect any public record of a public body within the State of Oregon with the exception of select exempt public records.

Appendix C - Agencies and Groups to be Consulted Regularly

In accordance with CFR 450.316, the Walla Walla Valley MPO will provide reasonable opportunities for the following to be involved in the planning process: individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties.

- WWVMPO/SRTPO Local Governments.
- Port of Walla Walla
- Valley Transit
- Oregon Department of Transportation
- Washington State Department of Transportation
- Confederated Tribes of the Umatilla Indian Reservation
- Kayak Public Transit
- Columbia County Public Transportation
- Travel Washington - Grape Line
- Federal Highway Administration
- Federal Transit Administration
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- Washington State Department of Ecology
- Emergency Management (Walla Walla and Umatilla Counties)
- Oregon and Washington State Preservation Offices
- Local - Chambers of Commerce, Downtown Development Foundations or Agencies, Community Organizations, such as Community Council, Blue Mountain Action Council, and Commitment to Community, Tourism Development Agencies, School Districts, and Higher Education Facilities.

Appendix D - Media Contacts

- Newspapers
 - Union-Bulletin
 - The Times
 - MF Valley Herald
 - La Voz

- Radio
 - K201DX (KHRI), Twin Falls
 - KLRJ, College Place
 - KWWS, Pullman
 - KWCW, Walla Walla
 - KGTS, College Place
 - KZHR, Prescott
 - K233CJ (KZIU), Pasco
 - KUJ, Walla Walla
 - KHSS, Walla Walla
 - K283BU (KZIU), Pasco
 - K295AV (KZIU), Pasco
 - KWVN, Baker City
 - KUJ, Walla Walla
 - KVAN, Pasco

- Television
 - KUNW, Pasco
 - NW Public Television, Pullman

Appendix E - Public Involvement Process by Plan or Program

This chapter focuses on the public involvement process as they apply to each of the WWMPO/SRTPO's planning documents and programs. The matrix provides an overview of all the potential public participation activities, whereas the subsequent sections describe each of the related planning documents and their purpose. In addition, Valley Transit relies on the MPO's public participation process for the Transportation Improvement Program to meet section 5307 Programs of Projects (POP) public participation requirements.

| Public Involvement Process | Committee Meetings | Public Meetings | Website | Documents and Publications | Public Notice | Call for Public Comments (Length) | Press Release | Mailing List | Coordination with Tribal Governments |
|--|--------------------|-----------------|---------|----------------------------|---------------|-----------------------------------|---------------|--------------|--------------------------------------|
| <i>Development</i> - Metropolitan and Regional Transportation Plan | x | x | x | x | x | 4 weeks | x | x | x |
| <i>Amendment</i> - Metropolitan and Regional Transportation Plan | x | x | x | x | x | 2 weeks | | | x |
| Metropolitan and Regional Transportation Improvement Program | x | | x | x | x | 2 weeks | | | x |
| Annual Listing of Obligated Projects | x | | x | x | x | 2 weeks | | | x |
| Public Participation Plan | x | x | x | x | x | 45 days | x | x | x |
| Human Services Transportation Plan | x | x | x | x | x | 2 weeks | x | x | x |
| Unified Planning Work Program | x | | x | | | | | | x |
| Annual Performance and Expenditure Report | x | | x | | | | | | x |
| Title VI Plan | x | x | x | x | x | 2 weeks | | x | x |
| Title VI Annual Accomplishment Report | x | | x | | | | | | x |
| Regionally Managed Project Selection | x | | x | | | | | | x |

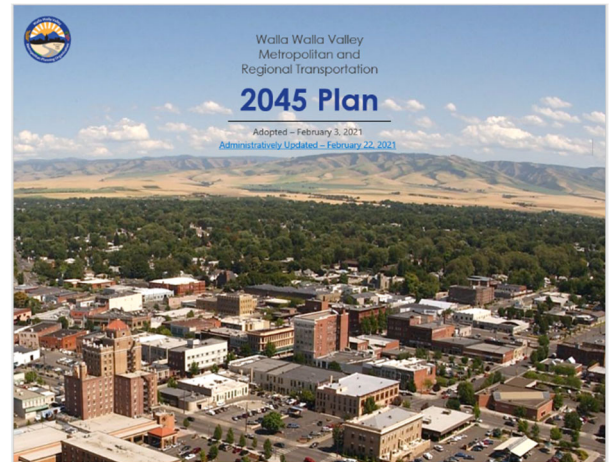
Notes: (1) Public participation activities for non-recurring and special studies will be determined as part of the initial scoping of each study.
(2) If the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, the MPO will provide additional opportunity for public comment consistent with the Public Involvement Process table.

Metropolitan and Regional Transportation Plan

Adopted on February 3, 2021 the current Walla Walla Valley Metropolitan and Regional Transportation Plan (M/RTP) – also known as the 2045 Plan – offers an overview of cross-jurisdictional transportation inventories, identifies region-wide issues and existing needs, and analyzes future travel demand. The focus of the 2045 Plan is to coordinate the selection of the highest priority transportation projects and programs for regional funding and implementation.

The plan is designed to provide a regional vision for future multimodal transportation strategies and investments that improve access and mobility within the entire Walla Walla Valley. In terms of roadways, the plan focuses only on those highways, county roads, and city streets that are deemed regionally significant.

The 2045 Plan also addresses pedestrian, bicycle, and transit transportation infrastructure and services that perform regional functions. The Regional Transportation System therefore includes the following:



The Regional Transportation System therefore includes the following:

- Classified federal-aid arterial and collector roadways
- Valley Transit facilities and services
- Railroads, freight and passenger intermodal facilities, and public airports
- Sidewalks, bike routes, and regional multi-use pathways

The 2045 Plan establishes the strategic framework for meeting the region’s existing and future transportation needs, and it serves as the link between local agency transportation plans, the region’s [Human Services Transportation Plan](#), and the [Oregon Transportation Plan](#) and [Washington Transportation Plan](#).

There are specific federal and state requirements related to metropolitan and regional transportation plans. Preparation of a **Metropolitan Transportation Plan** (MTP) is a Federal requirement for the urbanized areas in and around College Place, and Walla Walla.

The Washington State Growth Management Act establishes the requirements for a **Regional Transportation Plan** (RTP), which encompasses Walla Walla County.

The Walla Walla Valley region has been tasked with meeting both the federal and state transportation planning requirements, which overlap in many areas. Local agencies understand the need to view transportation needs and issues collaboratively, and therefore combined the MTP and RTP into a single long-range plan:

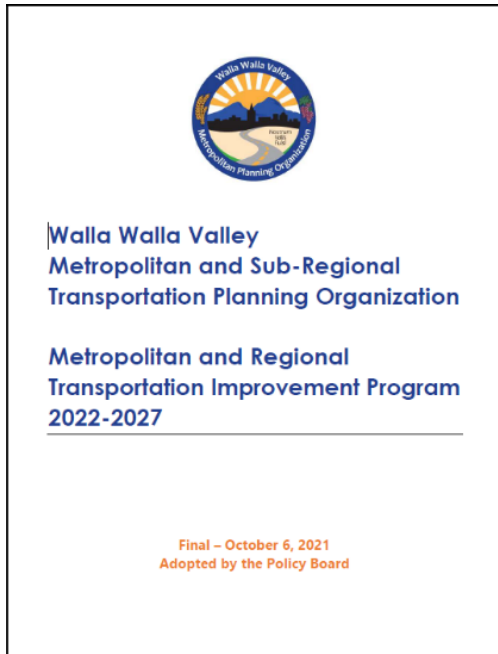
- The 2045 Plan examines the transportation needs of the Walla Walla Valley through the year 2045.
- It builds upon strategies identified by state and local agencies to address short-, mid-, and long-term needs.

- Constrained by reasonably available funding, it focuses on identifying priorities, policies, and a strategic framework to define and select investments and programs with the greatest regional benefit.
- It considers potential effects on vulnerable populations and impacts to the natural and built environment.
- It is a multi-modal plan with projects and strategies often serving more than one mode of travel and meeting multiple regional priorities.

The 2045 Plan provides clear policy and project recommendations, and guides all other transportation planning and programming activities

Metropolitan and Regional Transportation Improvement Program

Federal and state regulations also require the WWVMPO/SRTPO to develop a short-term Transportation Improvement Program (TIP) for its Metropolitan and Sub-Regional Transportation Planning Organization study areas. Federal requirements call for a four-year, financially 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 financial constraint for federal funds throughout the first four years of the integrated financial plan.

The M/RTIP is derived from the cities' and county's six-year **Comprehensive Transportation Programs**, 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 Plans**, developed and adopted by the local public transportation agencies; and the **project lists developed by the Departments of Transportation** with jurisdiction in the planning area.

The projects contained in the M/RTIP must be **consistent with** policy and project recommendations included in the **2045 Plan**.

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 regionally adopted project selection process.

- Local city and county governments and public transportation agencies prepare and submit their local six-year programs to WSDOT and the WWVMPO/SRTPO.
 - These programs also contain non-federally funded, but regionally significant projects.
- The WWVMPO/SRTPO reviews all projects to ensure the following –
 - All projects scheduled for federal funding are included in the TIP;
 - 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.
- Consideration is given to pedestrian and bicycle transportation projects to address multimodal needs.
- The public and interested parties are afforded early and reasonable opportunity for involvement.
- All projects in the M/RTIP are consistent with Title VI of the Civil Rights Act.

The approved M/RTIP is included in the **Statewide Transportation Improvement Program** (STIP). ODOT and WSDOT are responsible for the statewide coordination of their respective STIPs. Once local agency projects are programmed, both DOTs manage the local portion of the federal highway funds on a first-come first-served basis. Following federal approval of the STIPs, local jurisdictions may begin obligating federal funds for their projects.

Annual Listing of Obligated Projects

The WWVMPO/SRTPO is required to annually publish a list of transportation improvements, for which



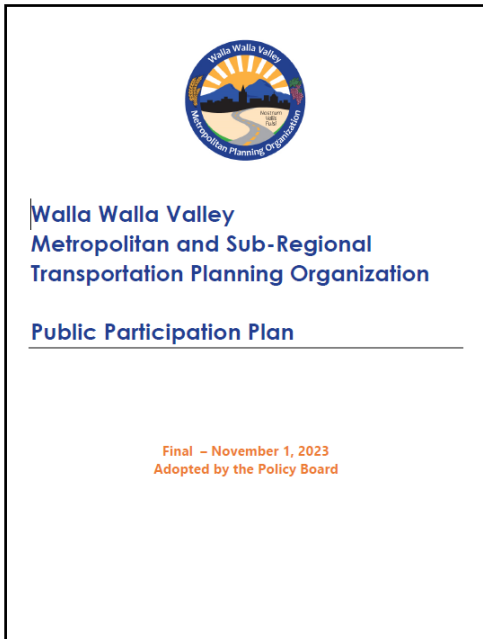
federal funds have been obligated in the preceding calendar year. The overview of these federal funding awards is documented in the Annual Listing of Obligated Projects (ALOP), which serves as record of project delivery and as a progress report for the purpose of disseminating public information and providing government transparency.

While regulations give primary responsibility for this report to the WWVMPO/SRTPO, the report is a collaboration among all recipient agencies. The ALOP lists only transportation projects that received federal funds during the reporting period; other projects that were programmed, but received no federal obligation, are not included.

TIP-specific public participation guidance also applies to the ALOP.

Public Participation Plan

Previously adopted in July 2016, the WWVMPO/SRTPO updated its Public Participation Plan in coordination with its Technical Advisory Committee and Policy Board in October/ November/ 2023.

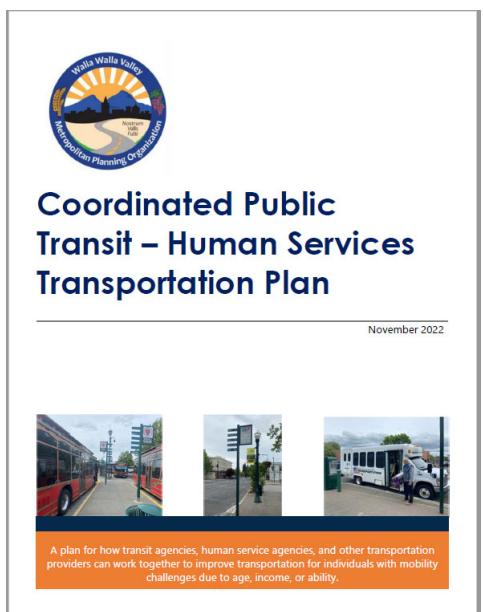


The updated PPP incorporates information gathered as part of the 2045 Plan development, which emphasized public participation practices that were particularly useful during targeted stakeholder meetings, member interviews, resource agency consultation, and various meetings and public participation opportunities.

The Draft PPP underwent a 45-day public comment period which began on September 5th. All comments received on the draft from the public, committee members, or any local organization, whether positive or negative were provided to the TAC and Policy Board for their evaluation; as appropriate, a response was given to the individual or organization, including any recommendations or decisions arising from the Policy Board meeting; and all comments received on the Draft PPP, and any responses provided to the commenters, were included in the final, adopted Public Participation Plan.

The Public Participation Plan is reviewed annually; the effectiveness of strategies and tools is assessed and updated as necessary. The final plan will be sent to FHWA and FTA for informational purposes and posted to the web, in accordance with 23 CFR 450.316(a)(3).

Human Services Transportation Plan

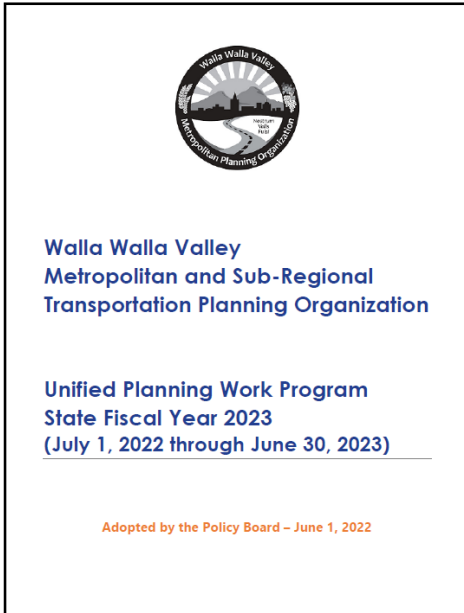


The plan describes the overall transportation needs in the Walla Walla Valley for those who do not have their own form of transportation due to youth, limited income, being elderly, or having a disability. It outlines the current transportation options available in the region, identifies how some needs are met, and acknowledges where other needs are not yet addressed.

Public involvement in transportation planning remains a top priority, particularly when it comes to meeting the transportation needs of special population groups. The Human Services Transportation Coalition (HSTC) identifies and addresses transportation barriers for the special needs community so they can access essential services, employment, education, and other daily activities. The HSTC has the mission to identify current and future mobility needs in order to develop and strengthen access to essential services by optimizing available and potential

resources for the region with emphasis on the special needs population.

Unified Planning Work Program



Developed in cooperation with its member entities, the WWVMPO/SRTPO Unified Planning Work Program (UPWP) describes the planning activities and products, which were completed in the preceding state fiscal year, as well as details major activities and planning products anticipated for the following state fiscal year. Updated annually, the UPWP defines each planning task, associated budget, the responsible lead agency, and the anticipated completion date for all related activities.

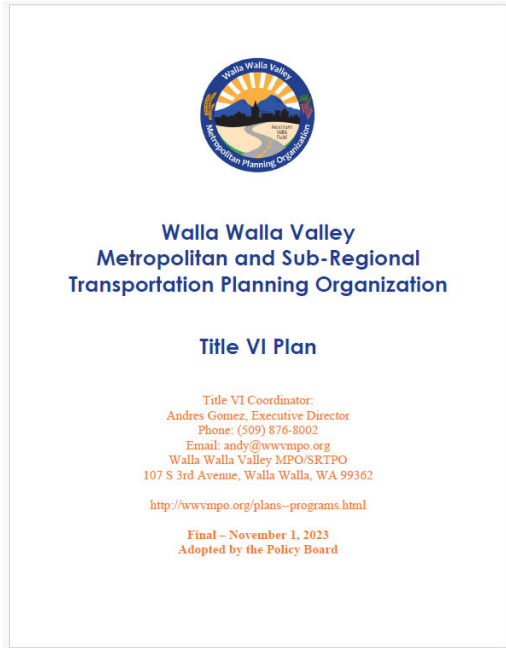
Annual Performance and Expenditure Report



The Annual Performance and Expenditure Report (APER) describes the progress made towards fulfilling the activities outlined in the previous year's Unified Planning Work Program. The APER also details associated expenses, and discusses any departure from the originally proposed task budgets.

UPWP-specific public participation tools and opportunities also apply to the APER.

Title VI Plan and Annual Accomplishment Report



The Title VI Plan outlines the WWVMPO/SRTPO's specific roles and responsibilities necessary to ensure consistent implementation of its non-discrimination policy in all of its programs and activities, regardless of whether or not those programs and activities receive federal funding.

The WWVMPO/SRTPO first developed its Title VI Plan in August 2014, and most recently revised the plan in November 2023. The current [Title VI Plan](#) is available on the WWVMPO/SRTPO website.

The Annual Title VI Report provides an overview of all relevant accomplishments for the various programs and activities the WWVMPO/SRTPO administers.

Regionally Managed Project Selection

The WWVMPO/SRTPO manages the regional project selection processes; however, WWVMPO/SRTPO member entities determine which projects they submit to be considered for selection.

This process applies to the distribution of regional transportation funds for the federal Surface Transportation Block Grant Program (STBGP) and the Transportation Alternatives Program (TAP) set-aside.

For the Washington State Public Transportation Consolidated Grant program, regional priorities for the Human Services Transportation Plan projects are also determined through a regional project selection process; subsequently, the projects are submitted to WSDOT to inform the statewide competitive process.

Appendix F – Walla Walla Valley MPO Boundary

