

Tuesday, December 3, 2024
City Council Workshop - Hybrid (In-Person & Electronic)

5:30 P.M.

City Council Workshop - Hybrid (In-Person & Electronic)

Agenda: <https://go.boarddocs.com/wa/cocp/Board.nsf/goto?open&id=DA3TNS75FE4A>

In-Person at College Place City Hall, 625 S College Avenue, College Place Washington

Workshop may be viewed at: Live Stream on City of College Place, Washington YouTube at https://www.youtube.com/channel/UCbx3qrqzLDL_05NusReSI-g/featured

Zoom Attendee Link: <https://us06web.zoom.us/j/83330137818>

Or you may call this number to listen: 1-669-900-9128 ID#83330137818

Phone controls: *6 - toggle mute/un-mute and *9 - raise hand

1. Opening Items.

Subject :	1.01 Call To Order
Meeting :	Dec 3, 2024 - City Council Workshop - Hybrid (In-Person & Electronic)
Category :	1. Opening Items.
Access :	Public
Type :	Procedural

Public Content

Mayor Hernández will call the workshop to order.

Subject :	1.02 Roll Call
Meeting :	Dec 3, 2024 - City Council Workshop - Hybrid (In-Person & Electronic)
Category :	1. Opening Items.
Access :	Public
Type :	Procedural

Public Content

Mayor [Norma L. Hernández](#)

[Paul T. Jessup,](#)

[Michael Cleveland,](#)

[Tito Espinoza Jr.,](#)

[Council Members](#) [Loren Peterson,](#)

Melodie Williams,
Heather Schermann,
Monica Boyle

Administrator, Mike Rizzitiello;
City Attorney, Rea Culwell;
Finance Director, Brian Carleton;
Public Works Director, Robert McAndrews;
Staff Police Chief, Troy Tomaras;
Fire Chief, David Winter;
Community Development Director, Jon Rickard;
HR Manager, Shawn Doering;
City Clerk, MaryElizabeth Garcia

Subject : 1.03 Pledge of Allegiance
Meeting : Dec 3, 2024 - City Council Workshop - Hybrid (In-Person & Electronic)
Category : 1. Opening Items.
Access : Public
Type : Procedural

Public Content

"Ipledge allegianceto the Flag of the United States of America, and to the Republic for which it stands, one Nation under God, indivisible, with liberty and justice for all."

Subject : 1.04 Public Comment -
Meeting : Dec 3, 2024 - City Council Workshop - Hybrid (In-Person & Electronic)
Category : 1. Opening Items.
Access : Public
Type : Information

Public Content

Council meetings are primarily structured to permit Council Members to arrive at the decisions necessary to govern the City.

Meeting Protocol for Public Comment:

When submitting public comments, include the following information regardless of the manner you are using: (Note that there are deadlines for written comments to be included in the meeting documents.)

- Your Name
- Your Address

Written Public comments may be provided by submitting comment to Clerk@cpwa.us no later than 4:30 PM on the meeting date to be included in the record. (If typewritten, no less than 11 pt font).

Verbal Public Comments may be made during the meeting:

- In-person at the meeting location - provided at the beginning of each agenda.

Telephone and Virtual Comments:

Any member of the public who desires to make a public comment at the City Council meeting by telephone or remote access, shall provide at least 24 hours notice (excluding weekends and holidays) prior to the start of the meeting at which the member of the public wants to make a comment, notify the City Clerk or designee in writing or by direct verbal communication of their desire to make a comment. Those notice shall include the member's first and last name, address or place of residence, and the topic or topics the comment will touch upon.

- Telephone comment - Call 1-669-900-9128, entering the meeting ID (provided at beginning of agenda) and raise your hand (*9 to raise hand, *6 to mute/un-mute) when comments are requested.
- Virtual comment - Join using the Zoom Attendee link (provided at beginning of agenda) and raise your hand when comments are requested.

Once recognized, you will have five minutes to speak on any subject that is under the control of the Council.

2. Workshop Topics.

Subject :	2.01 College Place Wastewater Treatment Plant Project Update - Mr. Alex Fazzari JUB & Mr. Robert McAndrews
Meeting :	Dec 3, 2024 - City Council Workshop - Hybrid (In-Person & Electronic)
Category :	2. Workshop Topics.
Access :	Public
Type :	Discussion, Information

Public Content

Historical Perspective:

The City has been exploring alternative options to completing the necessary WWTP upgrades including regionalization and sending treated effluent to a local irrigation district. There have been multiple discussions about various concepts over the past few years. City staff and JUB Engineers plans to provide an update on the planned upgrades and next steps.

Information for Consideration:

File Attachments

[WWTP Update.pdf \(570 KB\)](#)

Subject :	2.02 2024 Walla Walla County Hazard Mitigation Plan Update (HMP) - Mr. Rizzitiello
Meeting :	Dec 3, 2024 - City Council Workshop - Hybrid (In-Person & Electronic)

Category :	2. Workshop Topics.
Access :	Public
Type :	Discussion, Information

Public Content

Historical Perspective:

The last Hazard Mitigation Plan was adopted by the City and County in August 2018. These plans must be updated every six years.

Information for Consideration:

The attached draft of the 2024 Hazard Mitigation Plan is countywide and is in the review /comment period. Any projects in here once approved by FEMA are eligible for BRIC and HMGP Grant funding for the next six years.

File Attachments

[2024 Walla Walla County HMP REVIEW DRAFT.pdf \(5.193 KB\)](#)
[Resolution No. 18-026 WW County Hazard Mitigation Plan.pdf \(158 KB\)](#)
[Resolution.pdf \(155 KB\)](#)
[AgendaBill.pdf \(59 KB\)](#)

Subject :	2.03 Approval of FY 2025 Community Grant Application and Process - Mr. Rizzitiello
Meeting :	Dec 3, 2024 - City Council Workshop - Hybrid (In-Person & Electronic)
Category :	2. Workshop Topics.
Access :	Public
Type :	Discussion, Information

Public Content

Historical Perspective:

The City Council created a Community Grant Program in 2020.

Information for Consideration:

This concept was borrowed from what exists in the City of Ellensburg. The premise is to encourage community partnerships and innovation to improve the quality of life for residents in the Community. Please review the application and let staff know if edits are needed. Staff is prepping this program for a FY 2025 call for projects.

File Attachments

[Council_CommunityGrantProgram_2025_Application.pdf \(242 KB\)](#)
[Resolution CGP.pdf \(146 KB\)](#)

[AgendaBill.pdf \(62 KB\)](#)

Subject :	2.04 Resolution of Support for Grants related to Planning & Engineering for (SE 12th - College to Myra) via Federal DOT RAISE and PROTECT Programs - Mr. Rizzitiello
Meeting :	Dec 3, 2024 - City Council Workshop - Hybrid (In-Person & Electronic)
Category :	2. Workshop Topics.
Access :	Public
Type :	Discussion, Information

Public Content

Historical Perspective:

As part of the FY 2024 Federal Budget the Raise & PROTECT Grant Programs was reconstituted with additional grant funds from the Federal Infrastructure Bill with a specific carve out for rural projects.

Information for Consideration:

The Federal Department of Transportation is doing a call for projects through the Infra Program. This program is geared toward Federally Classified Roadways that are of significance. City staff want to pursue planning-engineering grant funds via the Federal RAISE and PROTECT programs for \$1.8 million for SE 12th (Myra to College) The project is within the adopted six-year FY 2025 to 2030 Capital Facility Plan adopted November 26th, 2024

File Attachments

[ENgineeringEstimate.png \(23 KB\)](#)
[Transportation_SE12th_FullProjectPresentation_Fall2024.pdf \(1,521 KB\)](#)
[RAISE_Grants.gov.pdf \(374 KB\)](#)
[PROTECT_Grants.GOV.pdf \(327 KB\)](#)
[FederalDOT_RAISE_NOFO.pdf \(623 KB\)](#)
[Resolution_PROTECT.pdf \(162 KB\)](#)
[Resolution DOT Raise Grant.pdf \(162 KB\)](#)

3. Closing Items.

Subject :	3.01 Good of the Order - Next Meeting Dec. 10, 2024
Meeting :	Dec 3, 2024 - City Council Workshop - Hybrid (In-Person & Electronic)
Category :	3. Closing Items.
Access :	Public
Type :	Discussion, Information
Subject :	3.02 Conclusion
Meeting :	Dec 3, 2024 - City Council Workshop - Hybrid (In-Person & Electronic)
Category :	3. Closing Items.

Access :

Public

Type :

Procedural

Public Content

Mayor Hernández will conclude the workshop.

City of College Place WWTP Update



Council Workshop Presentation
December 3, 2024

Agenda

- Budget update for Phase 1A
- Reminder of the three alternatives for Phase 1B
- Next steps



Budget Update - WWTP

- Total Construction Funding Package is \$22,665,000
 - \$3,000,000 EPA Community Grant
 - \$19,665,000 Ecology – 50/50 loan/grant
- Phase 1A currently being constructed: ~\$5.7M authorized
- Remaining construction budget: ~\$17M
- Have until end of 2025 to notify ECY how will spend remainder



Key Permit Issues

- Eliminate discharge to creek in critical period (May – October)
 - Currently discharge to creek occasionally during cooler growing season
- PCBs
 - ECY issued an Administrative Order on February 14, 2024 which clarifies the PCB testing rule – good for existing permit.
 - But future permits could become stricter with PCBs or other COC
- Current permit expired on February 28, 2019
- Application for new permit requested by ECY – due 9/1/25

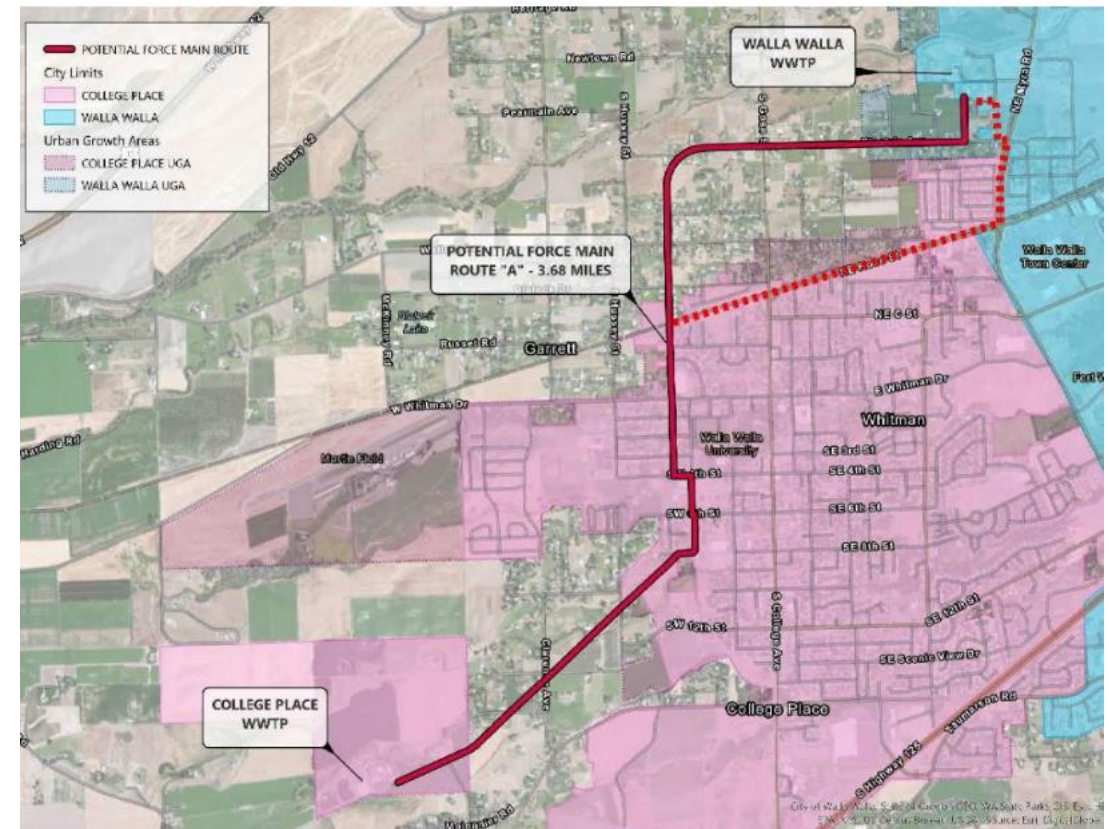


Phase 1B - Alternatives

1. Construct pump station/pipeline to pump treated effluent to City of Walla Walla
2. Pivot to a reuse project and pump highly treated effluent to Gardena Farms Irrigation District
3. Construct project as currently designed

Alternative 1 - Pump to Walla Walla

- Construct a pump station and pipeline to Walla Walla – approximately 4 miles
- User agreement with Walla Walla
- Flow would pass through Walla Walla's filtration, disinfection, and outfall





Walla Walla - Agreement

- Three different scenarios previously discussed
 - "Renter" – no agreement and capacity is not guaranteed
 - "Customer" – agreement for capacity, pay a connection fee
 - "Regionalization" – forming a separate sewer district
- FCS Group developed costs for "Renter" and "Customer"
 - "Regionalization" seems unlikely in near term
 - Would take several years to develop
 - College Place would have minority voice/vote (15%)

Walla Walla - Costs

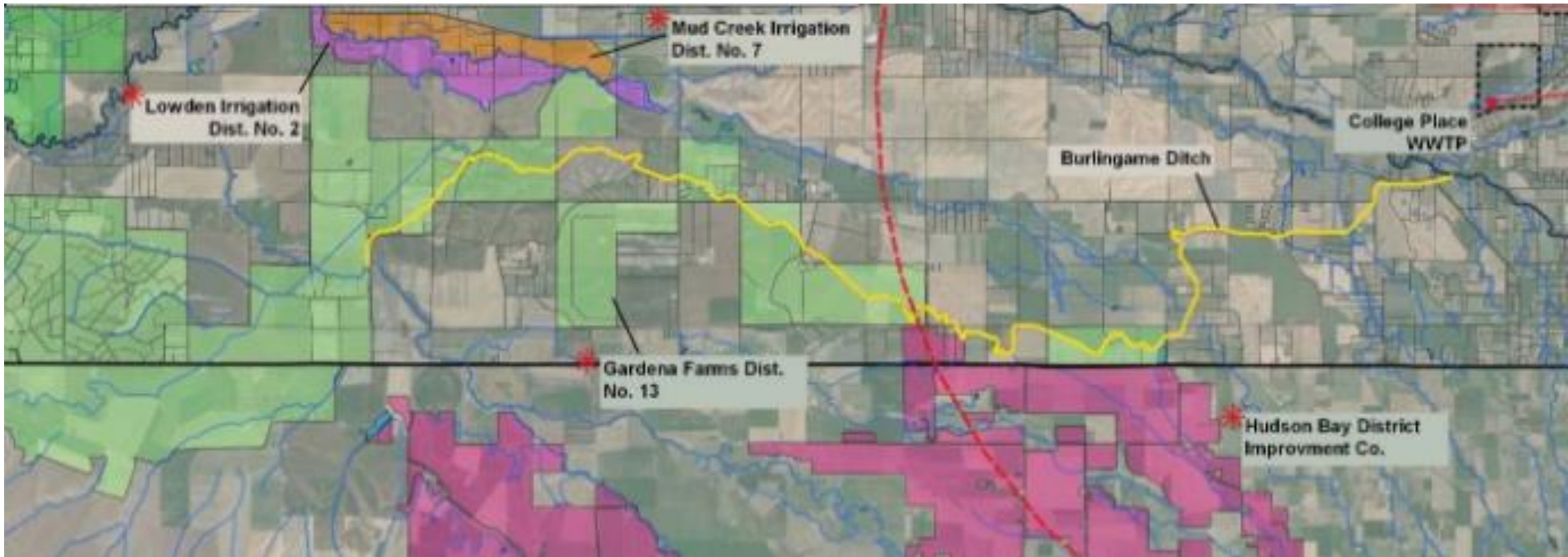
- "Renter model" Cost
 - \$260,900 per year
- "Customer model" Cost
 - \$126,000 per year
 - ~\$3.5M connection charge (buy-in, could be paid over time)
- Capital cost – the \$17M of available funding would likely cover the cost of pump station and pipeline.



Walla Walla - Considerations

- Currently beginning Facility Plan for WWTP, estimated complete by end of 2025.
- It is likely that filtration improvements will be part of the CIP.
- Water is a valuable resource.

Alternative 2 - Gardena District

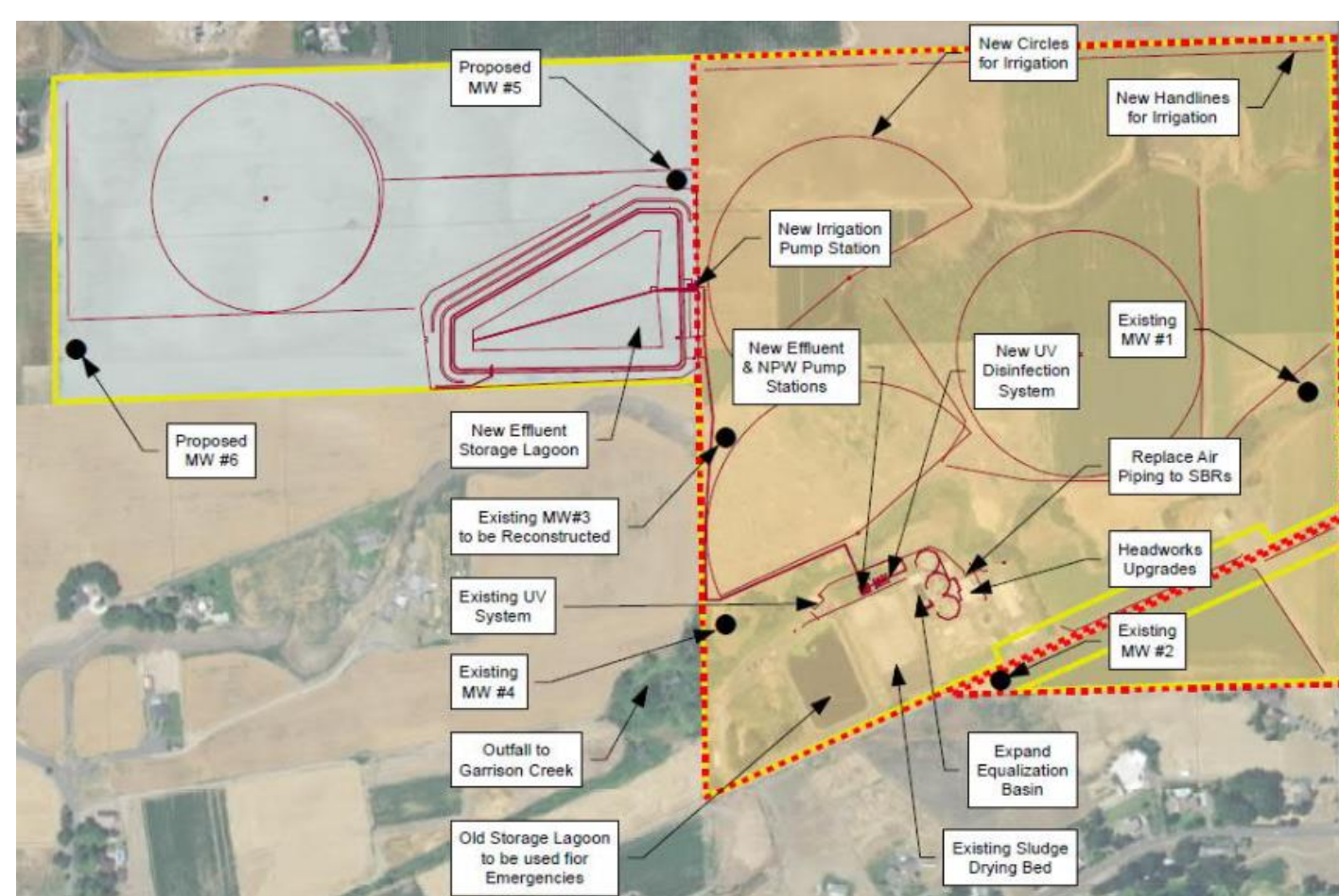




Alternative 2 - Gardena District

- GFID would like to replace upper 11 miles of open ditch
- Would be willing to take water year-round – but ECY may not allow – currently discussing
- Would require additional upgrades at WWTP to produce Class A Reuse water and pump station and pipeline to canal (~1 mile)
 - We need to update the costs, but as presented in 2018 Facility Plan - \$29M
- Current 110-acre farm could be re-purposed
- Win-win solution, partnership may be attractive for grant funding
- Ecology stalemate regarding water rights issues

Alternative 3 – Default Plan



- UV disinfection
- Storage pond
- Replace irrigation distribution system
- Expand land application area

Cost Comparison Summary

1. Construct pump station/pipeline - effluent to Walla Walla
 - Existing funding adequate for capital cost, but additional costs of annual user rate (\$126k/year) and buy-in charge from Walla Walla (\$3.5M)
2. Pivot to a reuse project and pump highly treated effluent to Gardena Farms Irrigation District
 - Additional funding needed – at least \$12M, likely more
3. Construct project as currently designed
 - \$17M funding already secured – may need more for escalation



July 2, 2024 Workshop Direction

- Put hold on discussions with Walla Walla.
- Continue pursuing GFID option
 - Negotiations with Ecology regarding water rights impairment
 - Seek additional funding for reuse upgrades



Status Update

- Notified Walla Walla that partnership unlikely
 - Moving forward with Facility Plan assuming no flow from College Place
- Continued pursuing GFID option
 - Negotiations with Ecology regarding water rights impairment stalled
 - Potential funding source wasn't successful – primarily because of water rights stalemate
- Notified Ecology that City will likely move forward with what has already been designed – Phase 1B



Next Steps

- Update permitting and re-review Final Design for Phase 1B
- Advertise for bids sometime in 2025
- Construction 2025-2027
- Application for NPDES permit renewal due 9/1/25
- Potential funding for study to evaluate reuse options for future
 - Use effluent for irrigation to offset potable demand in future
 - Could re-purpose 110-acre land application area

Thank you!

Helping Each Other Create Better Communities



Walla Walla County

MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN 2024 UPDATE



2020 MILL CREEK FLOOD

Walla Walla County - Emergency Management



Prepared By:

Northwest Management Inc.



Draft October 1, 2024

FORWARD

Each year in the United States, disasters take the lives of hundreds of people and injure thousands more. Nationwide, taxpayers pay billions of dollars annually to help communities, organizations, businesses, and individuals recover from disasters. These monies only partially reflect the true cost of disasters because additional expenses to insurance companies and nongovernmental organizations are not reimbursed by tax dollars. Many disasters are predictable, response and recovery costs can be lessened when attention is turned to mitigating the effects and impacts of hazards before they occur or re-occur.

“Hazard mitigation is any sustained action taken to reduce or eliminate the long-term risk to human life and property from hazards. Mitigation activities may be implemented prior to, during, or after an incident. However, it has been demonstrated that hazard mitigation is most effective when based on an inclusive, comprehensive, long-term plan that is developed before a disaster occurs.”¹

The 2024 Walla Walla County, Washington Multi-Jurisdiction All Hazard Mitigation Plan serves as the five-year update of the 2018 Hazard Mitigation Plan.

Walla Walla County, Washington and the incorporated cities that lie within the county are vulnerable to natural, technological, and human-caused hazards that have the potential to cause serious harm to the health, welfare, and security of its residents.

This plan seeks to identify the hazards in the county, understand the vulnerabilities to those hazards, and craft solutions that, if implemented, will significantly reduce threats to life and property. This is not an emergency response or management plan. The focus of this plan is to support better decision making directed toward avoidance of future risk and to implement activities or projects that will identify and reduce current risks. This Plan satisfies the requirements for a local multi-hazard mitigation plan and flood mitigation plan under 44 CFR Part 201.6 and 79.6.

1 Federal Emergency Management Agency. “Local Multi-Hazard Mitigation planning Guidance.” July 1, 2008.

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1 OVERVIEW OF THE PLANNING PROCESS

This Multi-Jurisdiction Hazard Mitigation Plan (HMP), 2024 update, is the result of analyses, professional cooperation and collaboration, assessments of hazard risks and other factors considered with the intent to reduce the potential for hazards to threaten people, structures, infrastructure, and unique ecosystems in Walla Walla County, Washington. This collaborative effort was led by Walla Walla County Emergency Management.

In January 2024, Walla Walla County Office of Emergency Management contracted services to update the HMP to Northwest Management, Inc. (NMI) of Moscow, Idaho. The plan update process kicked off in February 2024.

Throughout the update process the planning team reached out to several stakeholders, government agencies, private industries, non-governmental organizations, and other groups to invite them to participate by either providing input on certain components of the plan or by serving as a regular planning team member. Most groups and individuals were invited through an email invitation and by sending meeting invites to join the planning team meetings in person or virtually. Some groups did not participate via planning meetings but provided information or reviewed parts of the plan. Below is a brief list of some of the organizations and groups that were invited to participate in the plan in some way.

Washington DNR	Oregon Department of Forestry
U.S. Forest Service	U.S. Army Corps of Engineers
Washington State Patrol	NOAA
Walla Walla County departments	Incorporated cities
Washington Military Department	Walla Walla Conservation District
Washington State DOT	Washington Department of Fish and Wildlife
Public school districts	U.S. Fish and Wildlife Service
Franklin County, WA	Columbia County, WA
Providence St. Mary Medical Center	Umatilla County, OR
Local colleges and universities	Senior living communities and veterans' homes
BNSF Railway	Union Pacific
Agriculture production groups	Local utilities

GOALS AND GUIDING PRINCIPLES

Local hazard mitigation plans form the foundation of a community's long-term strategy to reduce disaster losses and break the cycle of disaster damage, reconstruction, and repetitive damage. The Federal Emergency Management Agency (FEMA) supports local mitigation planning to achieve the following:

- Foster partnerships among all levels of government.
- Develop and strengthen non-governmental and private partnerships.
- Promote more disaster-resilient and sustainable communities.
- Reduce the costs associated with disaster response and recovery by promoting mitigation activities.

The following guiding principles should be considered in advance of developing or updating a local mitigation plan:

Plan and Invest for the Future: The plan is based on the experiences of the past and present and on projections for the future, including long-term climate change considerations and changes in development. The planning process sets the direction for years and decades into the future, using the best available information, tools and resources from partners and stakeholders to make a strong case for mitigation investments and implementing actions. Consider all possible types of mitigation actions (land use regulations, building codes, nature-based solutions, etc.) to address current and future risks.

Collaborate and Engage Early: The planning process brings together diverse community-based partners representing the interests of the whole community. It includes those able to implement mitigation actions using a wide range of resources, and leaders from underserved communities and socially vulnerable populations. Meaningful representation from and conscious collaboration with underserved and vulnerable populations are critical for equitable outcomes. federal, state, and local engagement is also critical for successful mitigation planning, as partners from all levels of government bring additional resources including, but not limited to, data, funding, and technical expertise.

Integrate Community Planning: Design the planning process to fit the unique needs of each community. Integrating hazard risk with the most appropriate planning scale and processes, such as land use, economic development, housing, infrastructure, resilience planning and/or natural resource planning, will minimize conflicting initiatives, such as development in hazard prone areas. Prepare a single-jurisdiction plan or participate in a multi-jurisdictional one, based on local capabilities.

The plan development process and each five-year update are opportunities to advance the previous and ongoing mitigation efforts, integrate the plan with other community planning initiatives, improve engagement with community-based organizations that represent underserved communities, accurately reflect changes in risk and recalibrate the mitigation strategy and priorities.

FEMA makes funding available for planning through the Hazard Mitigation Assistance (HMA) grant programs: the Hazard Mitigation Grant Program (HMGP); the Building Resilient Infrastructure and Communities (BRIC) Program; and the Flood Mitigation Assistance (FMA) Program. Approved mitigation plans are a requirement for local governments, including special districts, to be eligible for the projects funded under the HMA and other FEMA programs, including the Rehabilitation of High Hazard Potential Dams (HHPD). Additionally, Public Assistance funding is available to implement mitigation measures for damaged eligible facilities to protect against future damages, so long as the recipient has an approved state mitigation plan. Mitigation plans must be reviewed and updated every five years and formally adopted by each participating jurisdiction's governing body as part of receiving approval.

FEMA will only review a local Multi-Hazard Mitigation Plan submitted through the appropriate State Hazard Mitigation Officer (SHMO). Draft versions of local Multi-Hazard Mitigation Plans will not be reviewed by FEMA. FEMA will review the final version of a plan prior to local adoption to determine if the plan meets the criteria, but FEMA will be unable to approve it prior to adoption.

In Washington the SHMO is:

Washington State Military Department – Emergency Management Division
20 Aviation Dr. Bldg. 20
Camp Murray, WA 98438-5122

WALLA WALLA COUNTY PLANNING PHILOSOPHY

This effort will utilize the best and most appropriate science from all partners and will integrate local and regional knowledge about natural hazards while meeting the needs of local citizens and the regional economy.

MISSION STATEMENT

To make Walla Walla County residents, communities, state agencies, local governments, and businesses less vulnerable to the effects of natural hazards through the effective administration of hazard mitigation grant programs, hazard risk assessments, wise and efficient infrastructure hardening, and a coordinated approach to mitigation through federal, state, regional, and local planning efforts. Our combined prioritization will be the protection of people, structures,

infrastructure, and unique ecosystems that contribute to our way of life and the sustainability of the local and regional economy.

JURISDICTIONAL PLANNING AND MITIGATION GOALS

As part of the 2024 revision process, the planning team reviewed the planning and mitigation goals from the 2018 plan and discussed how the goals may need to be edited or reworded to better reflect current priorities and other planning efforts.

Walla Walla County County-wide Hazard Mitigation Goals:

1. This planning process will involve planning for the natural hazards of Flood, Earthquake, Wildland Fire (excerpted from existing Mill Creek and Walla Walla County Community Wildfire Protection Plan (CWPP)), and Severe Weather;
2. Prioritize the protection of people, structures, infrastructure, and unique ecosystems that contribute to our way of life and the sustainability of the local and regional economy;
3. Educate communities about the unique challenges of natural hazard preparedness in the county, especially regarding flood, earthquake, wildfire, and severe weather;
4. Reduce the impact of hazard events and potential losses incurred by both public and private residents and entities;
5. Consider land use policies to alleviate potential hazard risks and impacts for future development;
6. Improve enrollment in the National Flood Insurance Program within communities that are at risk to floods through increased outreach and education;
7. Establish mitigation priorities and develop mitigation strategies in Walla Walla County;
8. Strategically locate and plan infrastructure projects that take into consideration the impacts of natural hazards.
9. Reduce the area of wildland-urban interface (WUI) land burned and losses experienced because of wildland fires;
10. Provide recommendations for fuels reduction projects and alternative treatment methods to mitigate wildland fire potential;
11. Emphasize structure hardening and other practices landowners can utilize to increase wildfire resilience;
12. Meet or exceed the requirements of the National Fire Plan, FEMA Multi-Jurisdictional Hazard Mitigation Plan and Community Wildfire Protection Plan;
13. Utilize regional expertise and resources for collaborative training exercises; and
14. Integrate climate change impacts into predictive models and account for these impacts when proposing mitigation efforts.

INTEGRATION WITH OTHER LOCAL PLANNING MECHANISMS

During the development of this HMP several planning and management documents were reviewed in order to avoid conflicting goals and objectives. Existing programs and policies were reviewed in order to identify those that may weaken or enhance the hazard mitigation objectives outlined in this document. The following narratives help identify and briefly describe some of the existing planning documents and ordinances considered and list other planning resources that may be of additional interest to residents. This list does not necessarily reflect every plan, ordinance, or other guidance document within each jurisdiction; but rather a summary of guidance documents available and recommended for review, by members of the Planning Team. Many of these documents are available on the Walla Walla County Emergency Management webpage located at:

https://www.co.walla-walla.wa.us/residents/emergency_management/index.php

WALLA WALLA COUNTY COMPREHENSIVE EMERGENCY MANAGEMENT PLAN (CEMP) 2017

The CEMP has been promulgated by the Walla Walla County Board of Commissioners and City Mayors of Walla Walla, College Place, Prescott and Waitsburg. The plan establishes the framework for an effective system to ensure that Walla Walla County and its municipalities will be adequately prepared to respond to the occurrence of natural, manmade and/or technological related emergencies or disasters. The plan outlines the roles and responsibilities of local government, State and Federal agencies and volunteer organizations.

The intention of this plan is to unite the efforts of these groups under each of the Emergency Support Function (ESF) and Annex formats listed throughout the document. Each of these ESFs has a designated lead agency for a comprehensive approach to mitigation, planning, response and recovery activities set forth in the “State of Washington Comprehensive Emergency Management Plan” and the “National Response Framework”. The plan helps to guide interested parties in how State, Federal and other outside resources will be coordinated to supplement county resources and response. There are 20 ESF sections and two Annex in the CEMP.

WALLA WALLA COUNTY FLOOD RESPONSE PLAN, 2022

The purpose of this flood response plan is to prepare Walla Walla County to respond to the numerous flooding hazards that exist locally and provide officials with procedures for managing and implementing flood response and recovery in accordance with the Walla Walla County Flood Response Policy and the Walla Walla County Mutual Aid Agreements.

This plan defines what, when, where, how, and who will implement flood response actions and activities in accordance with current policies. It is divided into two major components – the General Plan and the more specific, Implementing Procedures. The General Plan addresses assumptions, responsibilities, and relationships while the Implementing Procedures consist of checklists, procedures, and maps. The checklists are intended to help users remember specific items that may be applicable to the situation at hand. By training on, and following this plan, emergency responders can reduce the danger to themselves and the public and lessen the likelihood and extent of damage to property and the environment. This plan follows the principles of the Incident Command System and is compliant with the National Incident Management System, as required by Homeland Security Presidential Directive 5. Homeland Security Presidential Directive 5 (HSPD-5) established a single, comprehensive approach to incident management, with the objective of ensuring that all levels of government across the nation have the capability to work together efficiently and effectively.

WALLA WALLA COUNTY COMPREHENSIVE PLAN, 2019

The official document, adopted by the Board of County Commissioners, that serves as a guide in decision making regarding future development of Walla Walla County. This plan is a legal document that establishes goals and policies with the aim of both supporting the financial ability of the community to support growth while also protecting the environment and natural resources of the county. The 2019 update references the county's HMP in several places and attempts to dovetail its goals and policies with past hazard mitigation planning efforts.

OTHER PLANNING MECHANISMS

- ❖ Walla Walla County Public Health Emergency Preparedness and Response Plan – 2018
- ❖ Walla Walla County Continuity of Operations Plan – 2018
- ❖ City of College Place Continuity of Operation Plan and Evacuation Map – 2018
- ❖ City of Walla Walla Evacuation Plan – 2004; currently under review/revision
- ❖ City of Walla Walla Continuity of Operations Plan – 2017
- ❖ City of Waitsburg Flood Response Plan – 2022
- ❖ Walla Walla Regional Airport Emergency Contingency Plan – 2022

2 DOCUMENTING THE UPDATE PROCESS

Documentation of the planning process, including public involvement, is required to meet FEMA’s DMA 2000 (44CFR§201.6(b) and §201.6(c)(1)) for an updated local mitigation plan. This section includes a description of the planning process used to update this plan, including how it was prepared, who was involved in the process, and how all of the involved agencies participated.

THE PLANNING TEAM

This update to the Walla Walla County HMP was developed through a collaborative process involving several organizations and agencies. The planning effort began by organizing and convening a countywide Planning Team. The Walla Walla County Emergency Management Director utilized the Planning Team to begin the update process. Once the meetings began in February 2024, the Team identified other individuals/agencies that should be invited to participate and continually worked to keep them and others engaged throughout the process through regular meetings, phone calls, and emails. Throughout the process several individuals participated in some way. Many attended meetings and some collaborated behind the scenes with other members of the Planning Team. Table 1 shows the documented involvement.

Table 1: Specific Individuals from the adopting jurisdictions, stakeholder groups, and agencies who participated in the development and updates of the 2024 Walla Walla County Multi-Jurisdictional Hazard Mitigation Plan.

Chris Lee, Walla Walla County Emergency Management, Director	Gunner Fulmer, Walla Walla County, Commissioner
Patrick Purcell, Walla Walla County Emergency Management, Coordinator	John Knowles, Walla Walla Fire Department, Chief
Tammy Johnson, City of Prescott Clerk/Treasurer	Annie Byerley, Walla Walla County Conservation District, Conservation Scientist
Mark Higgins, Walla Walla Public Schools	Mike Rizzitiello, City of College Place, City Administrator
Chris Buttice, City of Walla Walla, Police Chief	Randy Hinchliffe, City of Waitsburg, City Administrator
Charlie Landsman, WA DNR, Community Wildfire Resilience Coordinator	Rocky Eastman, Walla Walla County Fire District 4, Chief
Jacob LeBaron, WA DNR, Assistant Fire Management Officer	John Golden, Walla Walla County Fire District 4, Deputy Chief
Justin Lauer, Oregon Department of Forestry, Unit Forester	David Winter, City of College Place, Fire Chief
Heather Lee, Walla Walla County EMS, Director	Mike Smith, Providence St. Mary Medical Center
Angie Peters, Valley Transit, General Manager	Susan Leathers, Providence St. Mary Medical Center
Greg Lybeck, Walla Walla Fairgrounds, Manager	Troy Tomaras, City of College Place, Police Chief
Tony Garcia-Morales, Walla Walla County Public Works, Director	Lonna Leno, Walla Walla Veterans Home, Administrator

Mike Moore, USFS, Fire Management Officer	Darran Maestretti, Walla Walla Veterans Home, Facilities
Esther Click, WESCOM, Manager	Alan Harlan, Walla Walla Veterans Home, Facilities
Kendall Corn, Walla Walla County GIS, Coordinator	Jodi Ferguson, Walla Walla County Department of Community Health, Manager
Melissa Shumake, Walla Walla County Community Development, Deputy Director	Rick Dawson, Walla Walla County Department of Community Health, Environmental Health Director
Mark Crider, Walla Walla County Sheriff	Bob Carson, Whitman College, Emeritus Professor
Jennifer Ballard, Walla Walla Community Development, Associate Planner	Alyssa Wells, Walla Walla County EMS, Administrative Assistant/Coroner
Robert McAndrews, City of College Place, Public Works Director	Dan Mack, Walla Walla County Public Works, Road Operations Chief
Jon Rickard, City of College Place, Community Development Director	Renee Hadley, Walla Walla County Conservation District, District Manager
Tracy Klem, Walla Walla Community College	Scott Tucker, U.S. Department of Veterans Affairs, Emergency Management Specialist
Shane Clark, Regency at the Park, Maintenance Director	Don Schwerin, Walla Walla County Conservation District, Commissioner
Randall Son, homeowner on Mill Creek	Tina Babbitt, Columbia County EM, Director
Sean Davis, Franklin County, Emergency Manager	Nancy Berentsen, Columbia County EM, Programs Manager
Natalie Atkins, Northwest Management, Inc.	Adam Herrenbruck, Northwest Management, Inc.
Erica Wimpe, Northwest Management, Inc.	Tanner Paulson, Northwest Management, Inc.

MEETINGS

Five planning team meetings were held from February to June, where all aspects of the plan were covered. Topics discussed at these meetings include, but are not limited to, the following:

- The goals and objectives of the plan update
- Recent hazard occurrences
- High-risk areas
- Conditions that lead to increased hazard risk
- Resources at risk to hazard events
- Vulnerable populations in the county
- The role of climate change in hazard mitigation and recovery
- Changes in the landscape, development, or land use that also change vulnerability
- Possible mitigation activities and solutions to hazard “problems”
- Other planning partners to involve now and in the future
- Current and desired hazard management capabilities
- Other planning mechanisms to consider
- Potential funding opportunities

Meeting agendas and sign-in sheets are located in the Appendices for documentation purposes. While the meetings served as the primary venue for discussion, brainstorming, and collaboration from a diverse group, much of the update process was also conducted outside of meetings. Some planning team members served as the representative of a larger group and would bring the planning process back to others in their respective department or organization.

MULTI-JURISDICTIONAL PARTICIPATION

44 CFR §201.6(a)(4) allows for multi-jurisdictional planning in the development of Hazard Mitigation Plans that impact multiple jurisdictions. To be included as an adopting jurisdiction in the Walla Walla County HMP representatives from each adopting jurisdiction regularly attended planning meetings, communicated consistently with the contractor (NMI) and the planning team, provided information necessary to update the plan, and offered feedback to drafts and suggestions produced by NMI and the planning team. Records have been retained that show this participation in the following forms:

- FEMA worksheets
- Questionnaires
- Meeting notes
- Meeting sign-in sheets
- Email correspondence. A non-exhaustive sample of this record is retained in the Appendices.

The following is a list of jurisdictions that have met the requirements for an adopting jurisdiction and are thereby included in this update of the 2024 Walla Walla HMP. The Walla Walla Conservation District has been included as an adopting jurisdiction in the 2024 planning cycle.

Walla Walla County	City of College Place
Walla Walla Public Schools	City of Prescott
Walla Walla County Conservation District	City of Waitsburg
	City of Walla Walla

PUBLIC INVOLVEMENT

Walla Walla County and the 2024 planning team sought public involvement through multiple means during the update process including via news releases, social media postings, attendance at public events, a series of surveys on social media, and a public review and comment period of the near-final draft of the HMP.

NEWS RELEASES AND POSTINGS

A news release was distributed to local news outlets in early March to announce the initiation of the planning process and to report the success of the kickoff meeting. This announcement was also posted on social media sites, including the Walla Walla County Emergency Management Facebook page.

Progress on the plan update process was tracked through postings on the Walla Walla County Emergency Management Facebook page on February 14, March 6, and April 17, 2024. These postings summarized the discussion topics from planning team meetings on February 13, March 5, and April 9 and also featured photos of the roundtable collaboration from those meetings.

A second news release was issued on October 1, 2024 to announce the posting of the first review draft of the Hazard Mitigation Plan. The news release was distributed to local news outlets and was also posted to the Walla Walla County Emergency Management Facebook page and web page. This news release detailed the comment period duration, the location of plans for review, and instructions on how to submit comments.

Records of all postings, news releases, and published articles are documented in the appendices.

PUBLIC EVENTS

Members of the planning team attended several public events throughout the life of the planning process. During these events the HMP update process was introduced to attendees, information was given about the HMP and CWPP, and the public was asked to participate in the process through the surveys and the forthcoming public comment period. Below is a list of the events that were attended by at least one member of the planning team where the HMP update was discussed, and public input was requested.

Waitsburg Community Health and Protection Committee – May 14, 2024

Return the River Salmon Festival – May 18, 2024

City of College Place Spring Block Party – May 19, 2024

Walla Walla County Fire District 4 Firewise Meeting – June 20, 2024

Prescott City Council Meeting – August 12, 2024

Walla Walla County Fair – August 28, 2024

PUBLIC SURVEY SERIES

A series of short surveys created by Walla Walla GIS and the planning team was distributed throughout the plan update process. These surveys sought to learn about public perception and knowledge of hazard risk and mitigation solutions. The surveys also asked questions about how people prefer to receive information and give feedback. Some questions were also intended to generate interest in the HMP and the update process and encourage the public to participate in

the future. The surveys are recorded in the appendices along with documentation of their postings and responses.

The surveys were posted in several places, including on the main page of the county's website, the Emergency Management Facebook page, and were shared by the Conservation District and other community partners. Links to the surveys were shared during several public events.

PUBLIC COMMENT PERIOD

A public comment period was conducted from October 2 through October 25, 2024, to allow members of the general public an opportunity to view the full review draft of the plan and submit comments and any other input to the planning team for consideration. An emailed .PDF and paper copy drafts were made available for any interested participant upon request. Each paper copy was accompanied by a letter of instruction for submitting comments to the planning team. The draft plan was also posted for public review on the Walla Walla County Emergency Management website and a link to the plan was posted on the Walla Walla County Emergency Management Facebook page. A synopsis of the comments received is included in the appendices and all records of comments received are housed with Walla Walla Emergency Management.

PLAN MAINTANACE AND MONITORING

This entire Hazard Mitigation Plan should be reviewed annually, from the date of adoption, at a special meeting of a joint planning committee, open to the public and involving all jurisdictions, where action items, priorities, budgets, and modifications can be made or confirmed. Walla Walla Emergency Management (or an official designee of the joint committee) is responsible for the scheduling, publicizing, and leadership of the annual review meeting. During this meeting, participating jurisdictions will report on their respective projects and identify needed changes and updates to the existing plan. Maintenance of the plan should be detailed at this meeting, documented, and attached to the formal plan as an amendment. A re-evaluation of this plan should be made on the 5th anniversary of its acceptance, and every 5-year period after.

ANNUAL REVIEW AGENDA

The focus of the joint planning committee at the annual review meeting should include at least the following topics:

- Update historical events record based on any events in the past year.
- Review county profile and individual community assessments for each hazard and note any major changes or mitigation projects that have altered the vulnerability of each entity.
- Add a section to note accomplishments or current mitigation projects.

- All action items will need to be updated as projects are completed, and as new needs or issues are identified.
- Incorporate additional hazard chapters as funding allows.
- All meeting notes, news releases, and other documentation of revisions should be kept on record by Walla Walla Emergency Management.

FIVE YEAR RE-EVALUATION AGENDA

The focus of the planning committee at the five-year re-evaluation should include all the topics suggested for the annual review in addition to the following items:

- Update demographic and socioeconomic data.
- Address any new planning documents, ordinances, codes, etc. that have been developed by the county or cities.
- Review municipal water sources, particularly those in the floodplain or landslide impact areas.
- Redo all risk analysis models incorporating new information such as an updated county parcel master database, new construction projects, development trends, population vulnerabilities, changing risk potential, etc.
- Update county risk profiles and individual community assessments based on new information reflected in the updated models.
- All meeting notes, press releases, and other documentation of revisions should be kept on record by Walla Walla County Office of Emergency Management.

CONTINUED PUBLIC INVOLVEMENT

Walla Walla County is dedicated to keeping the public informed of reviews and updates of the All-Hazard Mitigation Plan. A public announcement will go out as part of each annual evaluation or when deemed necessary by the planning team. The public will have the opportunity to provide feedback about the plan annually on the anniversary of the adoption at a meeting of the County Board of Commissioners. Copies of the Plan will be kept at the Walla Walla County Emergency Management office. A public meeting will also be held as part of each annual evaluation or when deemed necessary by the planning team. The meetings will provide the public with a forum for which they can express concerns, opinions, or ideas about the plan. The County Commissioners will be responsible for using county resources to publicize the annual meetings and maintain public involvement through the county's webpage and local newspapers.

3 COMMUNITY PROFILE

WALLA WALLA COUNTY CHARACTERISTICS

Walla Walla County is located in southeastern Washington along the Oregon border. The counties that border Walla Walla County are Benton County to the west, Franklin County to the north, Columbia County to the east and Umatilla County in Oregon to the south. The border of the county is also made up in the west by the Columbia River and the north by the Snake River. Walla Walla County is home to three colleges: Walla Walla University, Whitman College, and Walla Walla Community College. The county has a strong agriculture presence with 86% of its 1,270 square miles being used for agriculture.

UNINCORPORATED COMMUNITIES

Unincorporated communities in Walla Walla County include Burbank, Dixie, Eureka, Lowden, Touchet, and Wallula. The US Census Bureau also identifies two additional Census Designated Places in the greater Walla Walla urban area – Walla Walla East, and Garrett – though these CDPs are not generally considered communities by local residents.

Burbank is a fast-growing unincorporated community in far west Walla Walla County and is heavily influenced and supported by Franklin County. Burbank, about a 5-mile drive from Pasco, Washington, is considered part of the Tri-Cities urban area and has limited services. Burbank is serviced by irrigation districts for potable water. Burbank has some sewer service via a trunk line that goes under the Snake River from the city of Pasco.

Dixie, Lowden, and Touchet are small agricultural communities located just northeast and west of Walla Walla, respectively. These communities are located along US-12 and have few services. Dixie and Touchet have school districts while Lowden students attend school in either Touchet or Walla Walla. Wallula is a community located along the Columbia River in southwest Walla Walla County. Industries in the nearby Attalia Urban Growth Area (UGA) include fruit production, meat processing, and a paper packaging plant.

Other important areas within the county of note include the Mill Creek Watershed, Blue Mountain Foothills, northern Walla Walla County, and areas with concentrations of residences such as southeast facing draws like Coppei Creek.

CITY OF COLLEGE PLACE

The city of College Place is located in the southern part of the county on the west side of the city of Walla Walla. The population of College Place was 9,902 in 2020 which is a 12% increase from

the 2010 census of 8,765. The prominent economic drivers in College Place are Walla Walla University, health care services, and retail trade.

RECENT CHANGES AND DEVELOPMENT

The city of College Place has several infill development projects and is seeing new growth in several areas. Industrial cluster growth is planned around Martin Airfield and some residential development. The Lakeside development in the southwest is being planned during the summer of 2024 and includes 700 new residential units. There is a proposal for 80 single-family units and is expected to go through the entitlement process within two years. The Martin Airfield area was annexed into the city in November 2023. Part of this area is zoned for light industrial use and part is zoned for single-family residential use.

Several projects have been completed recently to improve the city's drinking water system, including replacing two wells and drilling for another new well. There have also been projects to improve the wastewater treatment facilities in the city. Expansion of Martin Airfield will support more local airplane visitors and the new aerospace employer will bring more jobs. Walla Walla University continues to grow and is seeing more diversification in degree programs offered. College Avenue is becoming more of a mixed-use, traditional downtown area in College Place.

CITY OF PRESCOTT

The City of Prescott is located in the central part of the county along WA-124. The population of Prescott in 2020 was 372 which is an increase from 318 people in 2010. The railroad runs through the city which allows access to the grain elevator for transporting grains.

CITY OF WAITSBURG

The City of Waitsburg is located in the central part of the county near the eastern border of the county. The city is at the intersection of WA-124 and US-12. City records show that the population of Waitsburg is about 1,370 which is an increase from 2010 when the US Census reported the population at 1,217. Waitsburg is the only city in Washington that operates under a territorial charter. The Touchet River and Coppei Creek runs through the city and poses flood risks. Both Coppei Creek and the Touchet River now have seasonal flow gauges that were installed by the USGS through a cooperative agreement with the city a few years ago.

RECENT CHANGES AND DEVELOPMENT

The city has seen little development in recent years. Some development has occurred on existing infill lots around the city. On average, this consists of around two new homes per year. Land use in and around the city has not changed recently. The city has made improvements to its infrastructure over the past five years, including projects to improve the water system, sewer system, and streets. A backup generator was obtained to support city hall and the post office.

CITY OF WALLA WALLA

The City of Walla is located in the south-central part of the county near the Oregon border. Walla Walla is the largest city in Walla Walla County with a population of 34,060 which is an increase from 31,731 in 2010. Both of the county's hospitals reside in Walla Walla which includes the VA Medical Center and Providence St. Mary Medical Center, though the VA hospital is currently outpatient only. There are two colleges in Walla Walla as well – Walla Walla Community College and Whitman College.

RECENT CHANGES AND DEVELOPMENT

The city has recently seen an increase in downtown restoration projects that include upgrading and modernizing some of the older downtown buildings. The industrial sector in the city of Walla Walla has experienced limited expansion over the past five years. The housing sector in the city continues to grow noticeably. Major developments that have been approved contain a combined total of more than 440 new units. There are also close to 30 minor developments throughout the city that have been approved, averaging a few units each.

In 2018 the city made changes to its residential zoning districts. The changes allow for and create greater density within the new Neighborhood Residential zone. This has led to greater infill development and density.

WALLA WALLA PUBLIC SCHOOL DISTRICT

The Walla Walla School District is made up of 9 physical schools, an online program, a skills center, a contract-learning program (opportunity program), and HomeLink to support homeschool families. There are five elementary schools, two middle schools, and two high schools. In the 2023-2024 school year there were 5,556 students and 791 total staff. Of that, 900 of the students were special education and 788 were a part of the bilingual services.

RECENT CHANGES AND DEVELOPMENT

The number of students enrolled in the district has decreased over time from 6,333 students in the 2014-2015 school year. The graduation rate has increased in the same time period from 80.4% with the lowest rate of 75.1% in the 2016-2017 school year to 95.8% in 2022-23².

² Report Card - Washington State Report Card
<https://washingtonstatereportcard.ospi.k12.wa.us/ReportCard/ViewSchoolOrDistrict/100283>

WALLA WALLA COUNTY CONSERVATION DISTRICT

Walla Walla County Conservation District (WWCCD) works to conserve and enhance natural resources in the county through voluntary participation and education. WWCCD is overseen by a 5-person board of supervisors and maintains roughly 8 employees. The district consists of 762,151 acres of privately owned land and approximately 45,000 acres of publicly managed lands totaling 807,315 acres. These lands drain into the Walla Walla, Snake, and Columbia Rivers, all of which host populations of ESA listed as threatened bull trout and steelhead. The majority of the acreage of the district is cropland with approximately 312,000 acres of non-irrigated land and 91,000 acres under irrigation. Native forest and rangelands make up the balance of the district.

POPULATION

The 2020 Census established the Walla Walla County population at 62,584, which shows a 6.5% increase from a population of 58,781 in 2010. There are four incorporated cities within Walla Walla County: College Place, Prescott, Waitsburg, and Walla Walla. Since 1890 the population of Walla Walla County has been steadily increasing with the only decrease in population occurring between 1910 and 1920. Walla Walla County's increase in population is largely within the urban areas, the City of Walla Walla, and other outlying communities.

The Census Bureau also reported 22,971 households with an owner-occupied rate of 66.2% in 2020. The median income for a household in Walla Walla County is \$66,635, which is less than the statewide median of \$91,306³.

Table 2: Populations of cities and CDPs in Walla Walla County in 2020 and the percent-change from 2016 to 2020 according to the U.S. Census.

City/Census Designated Place	Population	Percentage Change
Walla Walla	34,060	+7%
College Place	9,902	+11%
Burbank	3499	+6%
Waitsburg	1370	+1%
Touchet	425	+1%
Prescott	372	+15%

³ U.S. Census Bureau. State & Quick Facts:

https://data.census.gov/profile/Walla_Walla_County_Washington?g=050XX00US53071#income-and-poverty

City/Census Designated Place	Population	Percentage Change
Dixie	225	+12%
Wallula	140	-28%
Walla Walla East	2,286	
Garrett	1,771	

DEVELOPMENT TRENDS

Development in Walla Walla County is increasing in unincorporated rural areas and in parts of the county attached to urban areas. The next several years are expected to also contain more growth and development outside of incorporated cities, especially in areas adjacent to currently inhabited parts of the county. As of spring 2024, multiple housing developments have been proposed in the Burbank area, totaling 500 new units.

There have also been development and expansion trends in industrial sectors. In March 2024 the Port of Walla Walla announced that Rockwool North America signed an agreement to acquire 250 acres at the Wallula Gap Business Park to build a manufacturing facility for stone wool insulation products.⁴ Also in the same area there is a proposal for Sky NRG to build a sustainable aviation fuel production facility. The Port of Walla Walla's Burbank Business and Industrial Park has experienced continued development, including in retail, manufacturing, and a 100,000+ square foot food distribution warehouse.

A noticeable trend observed by some members of the planning team is the tendency to build homes closer together in urban areas and cities. This practice causes some concern among fire responders. There are many areas, especially near the southern end of the county, north of US-12 where agricultural lands are being converted into residential uses. Agricultural lands, especially in the vicinity of the city of Walla Walla, have been repurposed for residential or clustered development within the designated urban growth area and parts of unincorporated Walla Walla County surrounding the city.

There has been an increase in development in rural and/or remote, sometimes mountainous areas throughout the county, especially in the Blue Mountain foothills, in areas such as Lewis Peak, the south fork and north fork of Coppei Creek, and the Kooskooskie area. In some cases, these are small cabin sites in areas where infrastructure like roads and utilities were never meant

⁴https://www.portwallawalla.com/images/pdf/Tax_Increment/Port_of_Walla_Walla_Wallula_Gap_Business_Park_Project_Announcement_03072024.pdf

for larger, full-time residency structures. This is part of a trend toward increased homes in the wildland-urban interface, especially in the foothills of the Blue Mountains.

There are plans to increase the capacity of a natural gas pipeline that currently runs through western Walla Walla County. This project has been approved but some state and federal officials have requested that the approval be removed on the grounds that the pipeline is potentially hazardous.

TRANSPORTATION

The transportation system within Walla Walla County includes roads, bridges, and a bus system. The county contains 960 miles of county roads which are maintained by the county Public Works department. Public Works also maintains 180 bridges throughout the county⁵. The road system allows access to remote parts of the county for personal use, emergency services and access to farms and agriculture product transportation. There are also two State Highways and two U.S. Highways: WA-124, WA-125, US-12 and US-730. The county has a six-year Transportation Program set in place for 2024-2029 that lists all planned road and bridge improvements. This plan is broken down into outside funded, county funded and unfunded projects by year⁶.

CRITICAL INFRASTRUCTURE

There are several types of critical infrastructure in Walla Walla County including the flood control levee system, railroad, airports, hospitals, water system, emergency services, utilities, and dams.

The levee system in Walla Walla protects 21,700 people and 9,600 structures from floods. There is a left bank and right bank system that goes along the river for 1.7 miles. There is also 0.3 miles cut-and-cover tunnel that goes through downtown and 4.8 miles of earth-fill levees⁷. Irrigation is an important part of Walla Walla County's economy since it is used to irrigate many of the crops within the county. Some of the irrigation canals have been converted to pipeline to reduce water loss to protect sensitive fish species⁸.

⁵ https://www.co.walla-walla.wa.us/government/public_works/index.php

⁶ [STIP 2024-2029.pdf \(revize.com\)](#)

⁷ https://cms7files.revize.com/wallawallacounty/document_center/Public%20Works/Projects/Mill%20Creek%20Channel/Mill%20Creek%20LB-Levee%20System%20Summary_20210903.pdf

⁸ [Irrigation in the Walla Walla River Valley - HistoryLink.org](#)

The railroad that goes through Walla Walla County is called the Columbia Walla Walla Railroad. This railroad is used primarily for the transportation of agricultural products, especially wheat and vegetables.

The airports in Walla Walla County include the Walla Walla Regional Airport, Martin Field-S95, Page Airport, and Weller Canyon Airport. The Walla Walla Regional Airport is the only airport meant for passenger planes. The other three airports are used for agriculture and general aviation. Life Flight Network now has a base at the Walla Walla Regional Airport for rotor-wing services.

Walla Walla County has one inpatient hospital, Providence St. Mary Medical Center. Additionally, the county has an outpatient Department of Veterans Affairs medical center, several urgent care centers, an express care, and many outpatient clinics. Adventist Health Walla Walla General Hospital, a small inpatient hospital, closed in 2017. Providence St. Mary hired many of its physicians and staff members and purchased the building to try to preserve health care access in the community. Nationwide shortages of specialists, primary care providers, nurses and some other medical professionals are presenting challenges in recruiting here, just like in other rural communities. Providence St. Mary has built closer ties and is sharing resources with sister hospitals in the Providence system such as Kadlec Regional Medical Center in Richland to further build health care access for Walla Walla residents.

The city of Walla Walla has two sources of water. The first is water supplied by the Mill Creek Watershed and supplies 88-90% of the city's water. The rest of the water is from wells that are used when the water level is too low or water quality changes. The water that feeds the treatment plant goes through a hydropower generator that provides power to roughly 1,500 homes⁹. Other utilities include electricity which is provided by Pacific Power throughout most of the county. Trash is collected from about 9,500 households in Walla Walla and taken to Sudbury Landfill. The city also has a Compost Facility and Household Hazardous Waste Facility¹⁰. Wastewater goes to the Wastewater Treatment Plant where it can treat up to 9.6 million gallons of water a day but generally treats around 4 to 8 million gallons of water a day¹¹.

The city of College Place water supplies come from a deep aquifer (about 900 feet deep). Roughly 75% of the city is served via the city water utility. The area from NE Rose, Myra, NE C to College

⁹ [Water | City of Walla Walla \(wallawallawa.gov\)](https://www.wallawallawa.gov/government/public-works/solid-waste/garbage-collection-sanitation)

¹⁰ <https://www.wallawallawa.gov/government/public-works/solid-waste/garbage-collection-sanitation>

¹¹ [Wastewater | City of Walla Walla \(wallawallawa.gov\)](https://www.wallawallawa.gov/government/public-works/solid-waste/garbage-collection-sanitation)

is served by Green Tank Irrigation District. The section NW of College/Whitman intersection is served via Irrigation District 14. College Place has active agreements with Irrigation 14, Walla Walla University, and City of Walla Walla. Walla Walla University and College Place High School also have their own drinking water systems.

A large portion of the county's power is supplied by Pacific Power and Columbia REA. The power that comes from the Columbia River Basin is administered by the Bonneville Power Administration.

Emergency services include dispatch, firefighting, and ambulance services. Dispatch in Walla Walla is controlled by Walla Walla Emergency Services Communications and is staffed by 12 dispatchers, 3 supervisors, 1 administrative secretary, and 1 dispatch manager who take around 111,000 calls every year and of those, 24,000 are 911 calls¹². The Walla Walla Fire department has two stations serving 33,680 people as of 2021 and staffs one command vehicle, two Type 1 Engines and two Advanced Life Support ambulances daily which are staffed by 11 personnel and at least three certified Advanced Life Support Paramedics¹³. The county has a total of 8 fire districts and 29 fire stations.

LAND USE

The predominant land use in Walla Walla County is agriculture, in the form of dryland and irrigated fruits, berries, grain crops, federal Conservation Reserve Program (CRP) and livestock grazing. As of 2017 Walla Walla County had 903 farms covering 702,537 acres which represented 86% of the total land area in the county. The average farm size is 778 acres. The 2017 Agriculture Census found that irrigation occurs on 14% of the farmland or on approximately 101,678 acres while dryland agriculture occurs on the remaining 600,859 acres. The 2017 Agriculture Census ranked Walla Walla County fifth in Washington State for volume of agriculture sales, with a total of \$526.2 million in 2017 and an average of total of \$582,765 in annual sales per farm. Recently there has been an increase of vineyards in the area leading to increased tourism. The largest urban population is located in the County seat of Walla Walla with roughly 34,000 people or 54% of the total County population. The City of Walla Walla is also the home of two higher education establishments, Whitman College and Walla Walla Community College. The City of College Place is the home of Walla Walla University.

¹² <https://www.wallawallawa.gov/government/police/dispatch>

¹³ [Firefighting/Rescue | City of Walla Walla \(wallawallawa.gov\)](#)

Table 3: Land ownership breakdown for Walla Walla County, Washington as of 2012.

Landowner	Acreage	Percentage of County
Private	1,249,949	89%
US Forest Service	101,197	7%
State	20,607	2%
Water	2,317	<1%
Bureau of Land Management	3,547	<1%
US Fish and Wildlife Service	610	<1%

CLIMATE

According to the Koppen-Geiger classification system Walla Walla, Washington is a hot Mediterranean, dry-summer climate. The average monthly temperature varies from a low of 34 degrees Fahrenheit to a high of 75 degrees in July, averaging 53 degrees. There is an average of 205 frost-free days in the growing season with annual precipitation averaging 20 inches¹⁴. Rainfall in Walla Walla County averages around 16.5 inches a year, with an additional 12 inches of snowfall a year on average, and 107 days of precipitation. Winters are generally moderated by prevailing westerly winds from the Pacific Ocean; however, extreme cold temperatures periodically occur during inflows of arctic air masses. The county has one of the longest growing seasons in Eastern Washington. A milder winter is usually experienced in the lower elevations, with colder temperatures and higher precipitation in the Blue Mountains and the surrounding foothills. Precipitation varies widely in the county, ranging from less than 10 inches in lower drier areas to over 40 inches in the higher reaches of the Walla Walla River basin.

CLIMATE CHANGE

According to the United States Environmental Protection Agency (EPA)¹⁵, most of the state of Washington has seen a 1-2 degree (F) increase in temperatures over the past century. Some of the significant concerns regarding climate change in the region are changes in snowpack and stream flows, less water availability, drought, and wildfires. There is an observed trend of earlier

¹⁵ <https://19january2017snapshot.epa.gov/sites/production/files/2016-09/documents/climate-change-wa.pdf>

spring snowmelt, resulting in more stream flow in late winter and early spring but less stream flow in summer. Warmer winters are resulting in a reduced average snowpack in the state of Washington and the EPA states that “by 2050 the snow is likely to melt three to four weeks earlier”. Rising temperatures can also increase evaporation rates, also leading to less water draining into rivers and streams. The EPA also states that the area in the state burned by wildfire on average each year is likely to double by the end of the century.

TOPOGRAPHY

The topography of the county varies from wide, low elevation river valleys (350 to 500 feet) and rolling foothills, to steep canyons (about 4,300 feet) leading into the high elevations (6,000 feet) of the Blue Mountains. Topography varies from the Blue Mountains at the East end of the county to the Snake and Columbia Rivers on the West end as most major creeks and rivers generally flow toward the West. Nearly all of the land in the county lies below 4,300 feet. Approximately 90% of the county lies between about 450 feet and 1,600 feet in elevation. However, the watersheds of Mill Creek and the Touchet and Walla Walla Rivers originate outside of the county at elevations of about 6,000 feet in the Blue Mountains.

In general, the upper portions of the Walla Walla River basin flow from steep, narrow, well-defined mountainous canyons. Many of the lower reaches of the creeks and rivers are incised in narrow steep-sided shallow canyons formed in easily erodible soils. The shallow canyons are inset into wide floodplains bounded on either side by gently rolling hills or steep walled bluffs. (Stalzer and Associates, 2009)

Located on the western edge of the Blue Mountains, the highest peak in Walla Walla County is Lewis Peak at 4,888 ft above sea level. The lowest point in the county lies along the Columbia River at 340 ft elevation¹⁶.

ECONOMY

The agriculture industry remains the main driver of the economy of Walla Walla County. The largest employer in the county is FirstFruits Farms, previously Broetje Orchards, an apple orchard which employs over 2,800 people. FirstFruits Farms is located in northwest Walla Walla County on more than 4,300 acres along the Snake River and grows over 15 varieties of apples, pears and cherries. Other major employers include the Washington State Penitentiary, Tyson Fresh Meats,

¹⁶ Carson et al. 2008, Where the Great River Bends.

Inc., area healthcare facilities, schools, and college/universities, Packaging Corporation of America, city and county government, the U.S. Army Corps of Engineers, and retail companies.

Recent trends in consumer activity include increased online retail sales and movement away from brick-and-mortar retail sales. The number of residents in the county who telecommute has increased recently. In many cases, this is due to individuals who moved to the county while continuing to work for companies located where they previously resided. Many of these trends can be attributed to fallout from the COVID-19 pandemic.

Western Walla Walla County tends to be home to industrial uses due to railroads, land, and infrastructure. The Walla Walla metro economy is more based on wine, tourism, government, healthcare, higher education, etc.

SOILS

Most soils in the county are composed of highly erodible loess and Missoula Flood outwash deposits. Loess is composed of wind-blown loamy deposits and Missoula Flood outwash is composed of deposits of gravel and cobbles. Loams are friable (crumbly) mixtures of sand, clay, silt, and organic matter, and are well suited to various types of irrigated or dryland agriculture. Contributing to their erodibility is the fact that in some of the foothill areas there are shallow deposits with sparse vegetation overlying basalt bedrock. Generally, the soils along the Southeastern most portion of the county are derived from the local parent material, which includes basalt.

This leads to landslide hazards on steeper slopes during wet periods, particularly if there is an earthquake. Areas susceptible to landslide hazard areas are located in the Southeast, and intermittently on steeper slopes in Southwest, corners of the county away from urban areas. When the county reviewed the best available science, including soil and slope data, in 2008 with the county's critical areas ordinance update, these landslide hazard areas were mapped. Development regulations are in place to ensure that any new development in these areas is done in such a way as to protect public health and safety.

The loess soil deposits, known as the Palouse Formation, cover most of the county. The action of wind over many millennia eroded the bedrock into the characteristic gently rolling hills and deposited the loess throughout the region. River valley portions of the western area of the county are covered with the Touchet Beds. These are water-deposited soils composed of fine sands and silts with lenses of gravel. Lower river valley soils are often composed of recent alluvium deposits.

The potential for wind and water erosion varies greatly depending on the physical properties of individual soil associations. Erosion potential attributed to stormwater runoff and other water

runoff generally increases with slope. According to the county's critical areas regulations, slopes over 15% are considered to be "erosion hazard areas."

Another geologically hazardous area regulated under the county's critical areas ordinance are areas with a moderate to high liquefaction susceptibility rating. Liquefaction is a significant impact that can be caused by earthquakes. A summary of County liquefaction potential is included in this hazard analysis.

GEOLOGY AND MINERAL RESOURCES

The region is composed of an irregularly shaped portion of the Columbia River basin bounded on the south and east by the Blue Mountains, on the north and northwest by the Touchet Highlands, and on the west by the Columbia and Snake Rivers.

The majority of the county is part of the Walla Walla River basin. The Walla Walla River flows into the Columbia River near Wallula. The Walla Walla River basin (and the county) is located between the physiographic regions of the Blue Mountains and the Columbia River Plateau. Geologic folding and faults in the region formed the Walla Walla River basin. The county is underlain by the Columbia River Basalt Group that was formed by successive lava flows during the Miocene Age (15-20 million years ago). The basalt is over 6,000 feet thick in some areas. Individual lava flows tend to be on the order of 50 to 150 feet thick. Gravel and clays overlie the basalt. Soils overlie gravel and clay materials (HDR, 2008) (Stalzer and Associates, 2009).

The Columbia Plateau is made up of loess covered basalt plains, modified by glacial action and scoured by repeated floods during the Miocene and Pliocene eras. This includes features such as plateaus, buttes, and channels. Channels are made up of outwash terraces, bars, loess islands and basins. The plateaus contain circular mounds of loess (biscuits) surrounded by cobble-size fragments of basalt.

HYDROLOGY AND WATER RESOURCES

The main waterways in the county are:

- Columbia River (forms entire western boundary of the county)
- Snake River (forms entire northern boundary of the county)
- Walla Walla River (tributary of the Columbia River)
- Touchet River (including Coppei Creek, tributary of the Walla Walla River)
- Dry Creek (tributary of the Walla Walla River)
- Mill Creek (including Blue Creek, tributary of the Walla Walla River)
- Miscellaneous small creeks (some partially regulated by the U.S. Army Corps of Engineers (USACE) Mill Creek Project)

GEOHYDROLOGY

The county is underlain by two subsurface aquifers, which supply approximately 60% of total water rights in the Walla Walla River basin. A deep basalt aquifer, covering approximately 2,500 square miles, lies beneath a smaller and shallower gravel aquifer. The gravel aquifer covers about 190 square miles. While the basalt aquifer underlies the entire river basin, the gravel aquifer is located only in the central lowlands, near the Cities of Walla Walla and College Place and rural areas surrounding Touchet and Lowden.

The gravel aquifer may receive recharge from surface water which is hydraulically connected. Due to its porous nature, the gravel aquifer is susceptible to contamination from surface pollutants, such as urban runoff, agricultural chemicals or leaking septic systems.

VEGETATION RESOURCES

The two primary habitat types in the county are agricultural/pasture and shrub-steppe. The Washington State Department of Fish and Wildlife (WDFW) lists shrub-steppe as a Priority Habitat under its Priority Habitats and Species program due to its high habitat value and because of the unique plant and wildlife species associated with it.

Shrub-steppe habitat was historically dominant in the county; however, much of it has been converted to the agricultural habitat type, which now dominates the central portion of the county. Evergreen forests, dominated by Douglas fir and Grand fir, occur in the higher elevations near the Blue Mountains, and a riparian vegetation community dominated by cottonwood, white alder, willow, and various shrubs occurs along streams and rivers throughout the Walla Walla River basin.

FISH AND WILDLIFE RESOURCES

Wildlife habitat, as a result of vegetation conditions, is of relatively high quality in the upper reaches of the main rivers and tributaries (Walla Walla River, Touchet River, and Mill Creek). The mountain and foothill forests and associated habitats provide essential benefits to large mammals such as elk, mule and white-tailed deer, black bear, coyote, mountain lion, bobcat, and occasionally moose. Furbearers such as beaver, river otter, mink, and raccoon are also common. Ruffed grouse, woodpeckers, a variety of aquatic species, hummingbirds, and dozens of other songbirds inhabit the upper drainages. Habitat complexity and quality in the lowland valleys is influenced by the presence of highly cultivated agricultural lands and remnant riparian strips and pockets. These lowland valleys are inhabited by white tailed and mule deer, ring necked pheasant, quail, mourning dove, and a variety of raptors, songbirds, and small mammals.

Historically, the Walla Walla River and the Touchet River are reported to have supported Chinook. Currently, the watershed supports bull trout and steelhead, which are considered threatened species under the Federal Endangered Species Act.

A large expanse of riparian habitat exists on the 1,896-acre Wallula Habitat Management Unit that is managed by the USACE. This unit is located at the mouth of the Walla Walla River and offers a mixture of cottonwood forest, various shrubs, wetlands, sagebrush, and agricultural lands used by many species of waterfowl, shorebirds and songbirds, raptors, upland game birds, mule and white-tailed deer, furbearers, and small mammals.

The McNary National Wildlife Refuge, managed by the U.S. Fish and Wildlife Service (USFW), near Burbank in Western Walla Walla County hosts more than 15,000 acres of habitat for migratory birds and developing fall Chinook salmon. Rare and endangered birds, including bald eagles and peregrine falcons, and thousands of nesting water birds can be found in the refuge.

RECREATION

There are various places for recreation within Walla Walla County. One of the most popular forms of recreation in the county is golfing. There are four golf courses in the county which are Veterans memorial Golf Course, Divots Golf course, Wine Valley golf course, and Walla Walla County Country Club. The Wine Valley Golf Course has been recognized nationally. The county also has 21 public parks in the four incorporated cities. 15 of those are in Walla Walla. Parks are owned or operated by the Port, Army Corps, City of Walla Walla, College Place, Prescott, and Waitsburg. The county does not have direct park operations. There are several recreation areas and parks including Wallula State Park, South Shore Recreation Area, Charbonneau Park, Fishhook Park, and Bennington Lake. Other common recreation activities known to the county are hiking, road and mountain biking.

SCENIC AND AESTHETIC RESOURCES

The main scenic area of the county is found in the Blue Mountains. Other scenic areas are found along the rivers and creeks, particularly along the Columbia and Snake Rivers and the upper Mill Creek area. U.S. Highway 12 and State Highway 124 are part of the Lewis and Clark Trail Scenic Byway. There are also scenic areas along the Touchet and Walla Walla Rivers and Bennington Lake.

HISTORIC AND CULTURAL RESOURCES

The county has the benefit of historic and cultural resources that reflect the unique heritage of the area. Native Americans (Umatilla, Walla Walla, and Cayuse Tribes) were the first people in recorded history to live in Walla Walla County. Lewis and Clark explored the area between 1804

and 1806 and missionary settlements followed around 1836. The City of Walla Walla was settled in 1859 and became the county Seat on November 7, 1859.

HAZARD MANAGEMENT CAPABILITIES

Walla Walla Emergency Management is responsible for the administration and overall coordination of the disaster management program for Walla Walla County and the incorporated cities. The Incident Command System (ICS) is the basis for all direction, control and coordination of emergency response and recovery efforts. Emergency response and supporting agencies and organizations have agreed to carry out their objectives in support of the incident command structure to the fullest extent possible.

Walla Walla Emergency Management oversees emergency management personnel trained and dedicated to mitigating the negative impacts of natural and man-made disasters within the county. City offices throughout the county are equally dedicated to reducing catastrophic losses from disasters despite limited budgets.

Many states, counties, and communities in the nation believe they are prepared for disasters; however, many have not been tested. Too often, resources are required beyond the ability of counties and communities to match the response need. The Washington Bureau of Homeland Security and FEMA work with counties through desktop exercises and preparedness drills to increase preparation and abilities of first responders.

SOCIALLY VULNERABLE COMMUNITIES

The FEMA National Risk Index¹⁷ reports that social groups in Walla Walla County have a “Relatively High susceptibility to the adverse impacts of natural hazards when compared to the rest of the U.S.” The index also reports that communities in the county have a “Relatively Moderate ability to prepare for anticipated natural hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions when compared to the rest of the U.S.”

Some communities in Walla Walla County that the planning team has identified as among the vulnerable include non-English speakers, the homeless, those with disabilities, and those living in poverty. The U.S. Census Bureau estimated that in 2022, about 19.5% of the county’s population spoke something other than English at home and 16% spoke Spanish at home. The Census Bureau also estimated that in 2022, 11.1% of the people in Walla Walla County lived in poverty, this is

¹⁷ <https://hazards.fema.gov/nri/map>

slightly higher than the state average (10%). The 2022 census estimates found that 15.6% of the population is disabled, higher than the 13.5% state average for Washington.

Members of the planning team have noticed an increase in homelessness locally. The 2023 Annual Homelessness Assessment Report (AHAR) to Congress¹⁸ produced by the U.S. Department of Housing and Urban Development (HUD) found that the state of Washington saw a 19.9% increase in experiences of homelessness between 2007 and 2023, a total of 4,657 people. The growing homeless population seems to be primarily located in the downtown area of Walla Walla city. There are challenges in how to communicate with these people and how to serve them during a disaster or some other emergency.

work with counties through desktop exercises and preparedness drills to increase preparation and abilities of first responders.

18 <https://www.huduser.gov/portal/sites/default/files/pdf/2023-AHAR-Part-1.pdf>

4 HAZARD RISK ASSESSMENT

The 2018 Walla Walla County HMP identified several hazards deemed significant for the county. Those same hazards were retained and examined for the 2024 update. This section lists the hazards addressed in this plan as well as an explanation for how they were addressed and why other hazards were omitted.

CHANGES IN PRIORITY

To select hazards for the 2024 plan update, the hazards from the previous plan were re-evaluated for relevance and whether they adequately addressed risk from natural hazards, collectively, in the county.

The following hazards have been selected by the Planning Team for the 2024 HMP update:

- Earthquake
- Flooding
- Severe Weather
- Wildland Fire

OMITTED HAZARDS

The hazards of “Avalanche” and “Landslide” have had no significant historical impacts and are not expected to have any significant future potential impacts. Any discussion of these hazards in the 2024 update has been limited to avalanche and landslide impacts as secondary hazards. These hazards were not included in previous versions of the Walla Walla County HMP.

Avalanche: This hazard has been excluded from the risk analysis as there are no incidents of avalanche on record for the county (1950 to 2024; NOAA Storm Events Database). Additionally, the planning team did not identify any avalanche hazard areas or areas of concern, so mitigation strategies or efforts are not necessary at this time.

Landslide: Based on the frequency at which landslides or mudslides occur in the county and the minimal impact such events have on people and infrastructure; landslides have not been addressed in a separate annex in the plan update. Historically, heavy rains and flooding served as triggers for landslides and mudslides in the county. It is expected that landslides would, potentially, be associated with seismic activity as well. Because of these associations with other hazards, landslides have been included as a secondary hazard in the Earthquake, Flooding, and Severe Weather Hazard annexes.

HAZARD RISK SUMMARIES & SELECTION

This section includes an overview of the hazards that will be addressed for each adopting jurisdiction. Each adopting jurisdiction assigned a significance ranking to the selected hazards using a modified version of FEMA worksheet 5.1 from the 2013 version of the Local Mitigation Planning Handbook. Hazards were evaluated using these descriptions and scores.

Table 4: Hazard ranking criteria, developed using FEMA worksheet 5.1 from the 2013 version of the Local Mitigation Planning Handbook.

Location (Geographic Area Affected)		
Negligible	1	Less than 10% of planning area or isolated single-point occurrences
Limited	2	10 to 25% of the planning area or limited single-point occurrences
Significant	3	25 to 75% of the planning area or frequent single-point occurrences
Extensive	4	75 to 100% of the planning area or consistent single-point occurrences
Maximum Probable Impact (Magnitude/Strength based on historic events or future probability)		
Weak	1	Limited classification on scientific scale, moderate speed of onset or moderate duration, resulting in little to no damage
Moderate	2	Moderate classification on scientific scale, moderate speed of onset or moderate duration, resulting in some damage and loss of services for days
Severe	3	Severe classification on scientific scale, fast speed of onset or long duration, resulting in devastating damage and loss of services for weeks or months
Extreme	4	Extreme classification on scientific scale, immediate onset or extended duration, resulting in catastrophic damage and uninhabitable conditions
Probability of Future Events (Occurrence in the next 50 years)		
Unlikely	1	Less than 1% probability of occurrence in the next year or a recurrence interval of greater than every 100 years
Occasional	2	1 to 10% probability of occurrence in the next year or a recurrence interval of 11 to 100 years
Likely	3	10 to 90% probability of occurrence in the next year or a recurrence interval of 1 to 10 years
Highly Likely	4	90 to 100% probability of occurrence in the next year or a recurrence interval of less than 1 year
Overall Significance		
Low	3 to 5	Two or more criteria fall in lower classifications or the event has a minimal impact on the planning area.
Medium	6 to 8	The criteria fall mostly in the middle ranges of classifications and the event's impacts on the planning area are noticeable but not devastating
High	9 to 12	The criteria consistently fall in the high classifications and the event is likely/highly likely to occur with severe strength over a significant to extensive portion of the planning area

WALLA WALLA COUNTY

Hazard	Location (Geographic Area Affected)	Maximum Probable Extent (Magnitude/Strength)	Probability of Future Events	Total Score
Severe Weather	4	2.5	4	10.5 – High
Flooding	3	3.5	3	9.5 – High
Earthquake	3.5	3	2	8.5 – Medium
Wildland Fire	3	3	3	9 – High
Ranking Value	1 – Negligible 2 – Limited 3 – Significant 4 – Extensive	1 – Weak 2 – Moderate 3 – Severe 4 – Extreme	1 – Unlikely 2 – Occasional 3 – Likely 4 – Highly Likely	3 to 5 – Low 6 to 8 – Medium 9 to 12 – High

CITY OF COLLEGE PLACE

Hazard	Location (Geographic Area Affected)	Maximum Probable Extent (Magnitude/Strength)	Probability of Future Events	Total Score
Severe Weather	3	3	4	10 – High
Flooding	3	3	2	8 – Medium
Earthquake	4	2	2	8 – Medium
Wildland Fire	4	2	3	9 – High
Ranking Value	1 – Negligible 2 – Limited 3 – Significant 4 – Extensive	1 – Weak 2 – Moderate 3 – Severe 4 – Extreme	1 – Unlikely 2 – Occasional 3 – Likely 4 – Highly Likely	3 to 5 – Low 6 to 8 – Medium 9 to 12 – High

CITY OF PRESCOTT

Hazard	Location (Geographic Area Affected)	Maximum Probable Extent (Magnitude/Strength)	Probability of Future Events	Total Score
Severe Weather				
Flooding				
Earthquake				
Wildland Fire				
Ranking Value	1 – Negligible 2 – Limited 3 – Significant 4 – Extensive	1 – Weak 2 – Moderate 3 – Severe 4 – Extreme	1 – Unlikely 2 – Occasional 3 – Likely 4 – Highly Likely	3 to 5 – Low 6 to 8 – Medium 9 to 12 – High

CITY OF WAITSBURG

Hazard	Location (Geographic Area Affected)	Maximum Probable Extent (Magnitude/Strength)	Probability of Future Events	Total Score
Severe Weather	2	2	2	6 - Medium
Flooding	3	3	4	10 – High
Earthquake	1	1	2	4 - Low
Wildland Fire	2	1	1	4 – Low
Ranking Value	1 – Negligible 2 – Limited 3 – Significant 4 – Extensive	1 – Weak 2 – Moderate 3 – Severe 4 – Extreme	1 – Unlikely 2 – Occasional 3 – Likely 4 – Highly Likely	3 to 5 – Low 6 to 8 – Medium 9 to 12 – High

CITY OF WALLA WALLA

Hazard	Location (Geographic Area Affected)	Maximum Probable Extent (Magnitude/Strength)	Probability of Future Events	Total Score
Severe Weather	4	2	4	10 - High
Flooding	4	3	4	11 – High
Earthquake	1	1	1	3 - Low
Wildland Fire	3	3	4	10 – High
Ranking Value	1 – Negligible 2 – Limited 3 – Significant 4 – Extensive	1 – Weak 2 – Moderate 3 – Severe 4 – Extreme	1 – Unlikely 2 – Occasional 3 – Likely 4 – Highly Likely	3 to 5 – Low 6 to 8 – Medium 9 to 12 – High

WALLA WALLA PUBLIC SCHOOLS

Hazard	Location (Geographic Area Affected)	Maximum Probable Extent (Magnitude/Strength)	Probability of Future Events	Total Score
Severe Weather	2	1	2	5 – Low
Flooding	1	1	1	3 – Low
Earthquake	1	1	1	3 – Low
Wildland Fire	1	1	1	3 – Low
Ranking Value	1 – Negligible 2 – Limited 3 – Significant 4 – Extensive	1 – Weak 2 – Moderate 3 – Severe 4 – Extreme	1 – Unlikely 2 – Occasional 3 – Likely 4 – Highly Likely	3 to 5 – Low 6 to 8 – Medium 9 to 12 – High

WALLA WALLA COUNTY CONSERVATION DISTRICT

Hazard	Location (Geographic Area Affected)	Maximum Probable Extent (Magnitude/Strength)	Probability of Future Events	Total Score
Severe Weather	4	3	4	11 - High
Flooding	2	3	4	9 - High
Earthquake	2	3	2	7 - Medium
Wildland Fire	4	3	3	10 - High
Ranking Value	1 – Negligible 2 – Limited 3 – Significant 4 – Extensive	1 – Weak 2 – Moderate 3 – Severe 4 – Extreme	1 – Unlikely 2 – Occasional 3 – Likely 4 – Highly Likely	3 to 5 – Low 6 to 8 – Medium 9 to 12 – High

DISASTER DECLARATIONS

The following disaster declarations are all those that are on record for Walla Walla County. Declarations made since the previous plan update are highlighted below.

Table 5: Presidential Disaster Declarations for Walla Walla County.

Declaration Date	Incident Subcategory	Disaster Number	Declaration Title
04/23/2020	Flood	4539	Severe Storms, Flooding, Landslides, And Mudslides
03/22/2020	Biological	4481	Covid-19 Pandemic
03/13/2020	Biological	3427	Covid-19
04/21/2017	Flood	4309	Severe Winter Storms, Flooding, Landslides, Mudslides
07/21/2015	Fire	5090	Blue Creek Fire
2/3/2009	Severe Storm	1825	Severe Winter Storm and Record and Near Record Snow
08/22/2006	Fire	2668	Columbia Fire Complex
7/9/2005	Coastal Storm	3227	Hurricane Katrina Evacuation
1/3/2001	Earthquake	1361	Earthquake
17/01/1997	Severe Storm	1159	Severe Winter Storms, Land & Muds Slides, Flooding
9/2/1996	Flood	1100	High Winds, Severe Storms and Flooding
21/05/1980	Volcanic Eruption	623	Volcanic Eruption, Mt. St. Helens
29/12/1964	Flood	185	Heavy Rains & Flooding

DECLARATION 4539 – FLOOD (APRIL 23, 2020)

On March 25, 2020, Governor Jay Inslee requested a major disaster declaration due to severe storms, flooding, landslides, and mudslides during the period January 20 to February 10, 2020.

The Governor requested a declaration for Individual Assistance for 6 counties, Public Assistance for 15 counties, and Hazard Mitigation statewide. During the period of February 24 to March 6, 2020, joint federal, state, and local government Preliminary Damage Assessments (PDAs) were conducted in the requested areas and are summarized below. PDAs estimate damages immediately after an event and are considered, along with several other factors, in determining whether a disaster is of such severity and magnitude that effective response is beyond the capabilities of the state and the affected local governments, and that Federal assistance is necessary.

On April 23, 2020, President Trump declared that a major disaster exists in the State of Washington. This declaration made Public Assistance requested by the Governor available to state and eligible local governments and certain private nonprofit organizations on a cost-sharing basis for emergency work and the repair or replacement of facilities damaged by the severe storms, flooding, landslides, and mudslides in Columbia, Garfield, Grays Harbor, Island, King, Lewis, Mason, Pacific, San Juan, Skagit, Snohomish, Thurston, Wahkiakum, Walla Walla, and Whatcom Counties. This declaration also made Hazard Mitigation Grant Program assistance requested by the Governor available for hazard mitigation measures statewide.

DECLARATION 4481 – BIOLOGICAL (MARCH 22, 2020)

On March 20, 2020, Governor Jay Inslee requested a major disaster declaration due to the Coronavirus Disease 2019 (COVID-19) pandemic beginning on January 20, 2020, and continuing. The Governor requested a declaration for Individual Assistance, including the Individuals and Households Program, Crisis Counseling Program, Disaster Unemployment Assistance, Disaster Case Management, and Disaster Legal Services statewide and emergency protective measures (Category B), including direct Federal assistance under the Public Assistance program statewide. This event was of the severity and magnitude that the need for supplemental Federal assistance was determined to be necessary prior to the completion of joint Federal, State, and local government Preliminary Damage Assessments (PDAs). Per 44 C.F.R. § 206.33(d) and § 206.36(d), the requirement for a joint PDA may be waived for those incidents of such unusual severity and magnitude that formal field damage assessments are not required to establish the need for supplemental Federal assistance under the Stafford Act.

On March 22, 2020, President Trump declared that a major disaster exists in the State of Washington. This declaration made Individual Assistance limited to the Crisis Counseling Program requested by the Governor available in all areas in the State of Washington. This declaration also made emergency protective measures (Category B) not authorized under other Federal statutes, including direct federal assistance, under the Public Assistance program requested by the Governor available to state and eligible local governments and certain private nonprofit organizations on a cost-sharing basis for all areas in the State of Washington.

- Primary Impact: Damage to roads and bridges
- Total Public Assistance cost estimate: \$4,883,715 (all affected counties)
- Walla Walla Countywide per capita impact: \$98.50

DECLARATION 3427 – BIOLOGICAL (MARCH 13, 2020)

No Preliminary Damage Assessment Report is available for this declaration.

5 NATURAL HAZARDS

EARTHQUAKE HAZARD OVERVIEW

The planning team collectively examined earthquake hazard risk at the county and adopting jurisdiction level using FEMA worksheet 5.1. The worksheet definitions for classifications are located in the appendices. The summary conducted by the planning team is here compared to FEMA’s National Risk Index.¹⁹ The planning team summarized Walla Walla County’s overall significance rating for earthquake as Medium (8.5) while FEMA rates it as “Relatively Moderate”.

Table 6: FEMA Hazard Summary Rating Worksheet for Earthquake

Adopting Jurisdiction	Location (Geographic Area Affected)	Maximum Probable Extent (Magnitude/Strength)	Probability of Future Events	Overall Significance Ranking
Walla Walla County	3.5	3	2	8.5
City of College Place	4	2	2	8
City of Prescott				
City of Waitsburg	1	1	2	4
City of Walla Walla	1	1	1	3
Walla Walla Public Schools	1	1	1	3
Walla Walla County Conservation District	2	3	2	7
Ranking Value	1 – Negligible 2 – Limited 3 – Significant 4 – Extensive	1 – Weak 2 – Moderate 3 – Severe 4 – Extreme	1 – Unlikely 2 – Occasional 3 – Likely 4 – Highly Likely	3 to 5 – Low 6 to 8 – Medium 9 to 12 – High

¹⁹ <https://hazards.fema.gov/nri/>

Table 7: FEMA National Risk Index Report for Walla Walla County, Washington.

Hazard Type	Expected Annual Loss Rating	Social Vulnerability	Community Resilience	Risk Value	Risk Index Score	Risk Index Rating
Earthquake	Relatively Moderate	Relatively High	Relatively Moderate	\$6,800,269	93.8	Relatively Moderate
"Hazard type Risk Index scores are calculated using data for only a single hazard type, and reflect a community's Expected Annual Loss value, community risk factors, and the adjustment factor used to calculate the risk value." "Expected Annual Loss scores for hazard types are calculated using data for only a single hazard type and reflect a community's relative expected annual loss for only that hazard type." "Social Vulnerability is measured using the Social Vulnerability Index (SVI) published by the Centers for Disease Control and Prevention (CDC)." "Community Resilience is measured at the County level using the Baseline Resilience Indicators for Communities (HVRI BRIC) published by the University of South Carolina's Hazards and Vulnerability Research Institute (HVRI)."						

An earthquake is a sudden release of stored energy generally caused by a sudden slip along a fault. Forces in the earth's crust push the sides of the fault together and when a plate slips suddenly it releases energy in waves causing the shaking felt during an earthquake. A fault is a fracture or zone of fractures between two "blocks" of rock allowing for a certain degree of movement. This movement may occur rapidly, in the form of an earthquake - or may occur slowly, in the form of creep over geologic time frames.

Earthquake magnitude is a logarithmic measure of the force released when plates move. Seismic monitors exist throughout the region to alert us when an earthquake is occurring and measure its magnitude. The effects from earthquakes are caused by ground shaking, surface faulting, and ground failure.

A geological system called the Olympic-Wallowa Lineament (OWL) stretches from the Olympic Mountains to the Wallowa Mountains through Walla Walla County. The OWL is a series of geological features that indicate a history of earthquake action.

Two fault systems are located in Walla Walla County. The Hite Fault System is located along the foothills of the Blue Mountains stretching generally north and south. The Wallula Fault Zone stretches from the Wallula Gap on the Columbia River toward Touchet.

LANDSLIDE HAZARD OVERVIEW

Only a small portion of unincorporated Walla Walla County is likely to experience landslides; none of the other jurisdictions would be susceptible. The Washington State Department of Natural Resources (WADNR) has stated that landslides are generally confined to areas with slopes that exceed 40%. This generally confines the risk of this hazard to the southeastern portion of the County in the foothills of the Blue Mountains.

There are several types of landslides that can take place in conjunction with earthquakes. The most abundant are earthquake-induced rock falls and slides of rock fragments that form on steep slopes. Shallow debris slides on steep slopes, soil and rock slumps, and block slides on moderate to steep slopes can also occur and lower frequencies. Significant landslides are most likely to occur during a significant earthquake event, which is why landslide hazards were not addressed separately in this hazard plan update.

INTENSITY

The USGS notes the following: “Whereas the magnitude of an earthquake is one value that describes the size, there are many intensity values for each earthquake that are distributed across the geographic area around the earthquake epicenter.” In the United States, the Modified Mercalli Intensity Scale is commonly used to measure intensity of earthquakes.²⁰

1936 MILTON-FREEWATER EARTHQUAKE

The July 16, 1936, Milton-Freewater earthquake (sometimes called the State Line earthquake) had an estimated magnitude of 6.1 and a maximum reported Modified Mercalli Intensity (MMI) of VII (very strong). It is unclear where exactly the epicenter was – somewhere near the Oregon/Washington border northwest of Milton-Freewater, Oregon and southeast of Walla Walla. Depending on which fault caused the earthquake there are different implications for hazard vulnerability because the Hite fault lies mostly east of the Milton-Freewater area in a largely remote area, while the Wallula fault runs northwest and lies near the large population of the Tri-Cities (Pasco, Richland, Kennewick, Washington).²¹

²⁰ <https://www.usgs.gov/programs/earthquake-hazards/earthquake-magnitude-energy-release-and-shaking-intensity>

²¹ Brocher, T. M.; Sherrod, B. L. (2018), "Intensities, Aftershock Sequences, and the Location of the 1936 Milton-Freewater Earthquake near the Oregon–Washington Border, U.S.A", *Bulletin of the Seismological Society of America*, **108** (5A): 2594–2613.

Intensity	Shaking	Description/Damage
I	Not felt	Not felt except by a very few under especially favorable conditions.
II	Weak	Felt only by a few persons at rest, especially on upper floors of buildings.
III	Weak	Felt quite noticeably by persons indoors, especially on upper floors of buildings. Many people do not recognize it as an earthquake. Standing motor cars may rock slightly. Vibrations similar to the passing of a truck. Duration estimated.
IV	Light	Felt indoors by many, outdoors by few during the day. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing motor cars rocked noticeably.
V	Moderate	Felt by nearly everyone; many awakened. Some dishes, windows broken. Unstable objects overturned. Pendulum clocks may stop.
VI	Strong	Felt by all, many frightened. Some heavy furniture moved; a few instances of fallen plaster. Damage slight.
VII	Very strong	Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable damage in poorly built or badly designed structures; some chimneys broken.
VIII	Severe	Damage slight in specially designed structures; considerable damage in ordinary substantial buildings with partial collapse. Damage great in poorly built structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned.
IX	Violent	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb. Damage great in substantial buildings, with partial collapse. Buildings shifted off foundations.
X	Extreme	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations. Rails bent.

Figure 1: Modified Mercalli Intensity Scale²²

RECENT EVENT HISTORY

The USGS Earthquake Catalog²³ was used to analyze recent earthquakes in Walla Walla County and earthquakes that occurred outside the county that were reported as “felt” inside the county through the Did You Feel It?²⁴ program. Since 2018, no earthquakes have been recorded inside Walla Walla County with the closest being a 2.9 Magnitude event just south of Richland in April of 2024. This earthquake was not reported as “felt” inside Walla Walla County. Going back 40 years, there were only 14 recorded earthquakes inside the county with a magnitude greater than 2.5, the most significant being a 3.4 Magnitude earthquake west of Walla Walla in 2006. Since 2018, all the “felt” earthquakes in Walla Walla County in recent history had epicenters outside of the county. The MMI responses have been recorded at III or less.

22 <https://www.usgs.gov/media/images/modified-mercalli-intensity-scale>

23 <https://earthquake.usgs.gov/earthquakes/search/>

24 <https://earthquake.usgs.gov/data/dyfi/>

11/20/2018 – STITES, IDAHO – 4.1 MAGNITUDE EARTHQUAKE

Location Felt	MMI	Number of Responses
Walla Walla	II	1

3/31/2020 – STANLEY, IDAHO – 6.5 MAGNITUDE EARTHQUAKE

Location Felt	MMI	Number of Responses
Walla Walla	II	17
Waitsburg	II	1
Waitsburg	III	3
Prescott	II	1
Touchet	I	1
Eureka	III	1

4/1/2020 – CHALLIS, IDAHO – 5.0 MAGNITUDE EARTHQUAKE

Location Felt	MMI	Number of Responses
Prescott	II	1

PROBABILITY OF OCCURRENCE

It is not possible to predict when an earthquake might occur, only measure the frequency of small seismic events and estimate the probability of a larger, potentially damaging, event. Given the history of Walla Walla County it is reasonable that the county is over-due for a larger seismic event.

History has recorded earthquakes that would be considered “strong” and “very strong” on the MMI scale which implies intensity up to 6.5 magnitudes on the Richter Scale. Since those earthquakes recorded in Walla Walla County are generally shallow earthquakes, significant damage would be expected.

“It is not a question of if; it is question of when a 6.5 magnitude earthquake strikes Walla Walla County.” John Winter, Ph.D. - Professor of Geology, Whitman College

Frequency is one metric FEMA uses in the Expected Annual Loss calculation. They report an “Annualized Frequency” of 0.145% chance per year.”²⁵

EARTHQUAKE VULNERABILITY

LIQUEFACTION

According to the USGS: “Liquefaction takes place when loosely packed, water-logged sediments at or near the ground surface lose their strength in response to strong ground shaking. Liquefaction occurring beneath buildings and other structures can cause major damage during earthquakes.”²⁶

Much of the County’s infrastructure and buildings are located in areas of moderate to high liquefaction risk. Although the County has adopted new standards for construction in areas of significant geologic hazards, these protections do not apply to existing development. The map below shows that the cities predominantly sit in these more susceptible areas as do some of the highway corridors.

25 <https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C53071#SectionExpectedAnnualLoss>

26 <https://www.usgs.gov/faqs/what-liquefaction>

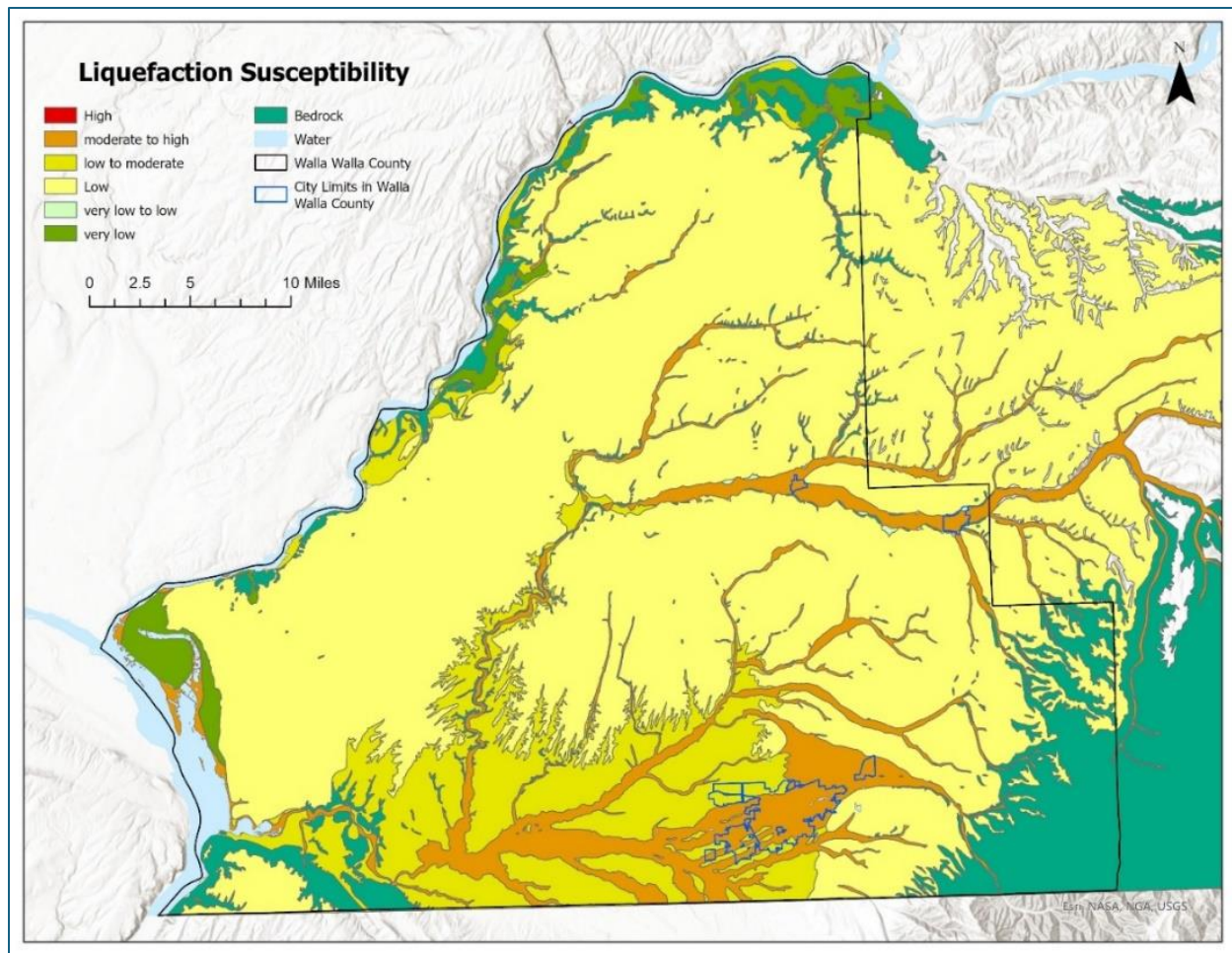


Figure 2: Walla Walla County soil liquefaction-susceptibility risk map²⁷

IMPACTS

The population, property, economy, and infrastructure of Walla Walla County are all vulnerable to the impacts of an earthquake. The scope of damage is a function of the event magnitude and level of preparedness. Damage could range from minimal to high, with a large event resulting in loss of life and significant destruction of property. Beyond property damage and endangering the safety of people, earthquakes can impact the county through short- or long-term disruptions in emergency services, communications, transportation routes, and commerce.

²⁷ https://geologyportal.dnr.wa.gov/2d-view#natural_hazards?-13369985,-13174306,5770607,5870357

A major regional earthquake event within the state could potentially require EMS and Fire responders in Walla Walla County to provide assistance to other areas outside the county that are impacted by the event.

CITY OF COLLEGE PLACE

The impacts to the city of College Place are similar to overall impacts to Walla Walla County. Specifically, an earthquake has potential to impact emergency services and residents of College Place if damage occurs. Minor damage to buildings, property, and infrastructure is possible in a smaller seismic event, while a larger event similar to the 1936 earthquake could make that damage more significant. The city lies in a moderate-to-high liquefaction susceptibility area, theoretically increasing the vulnerability for the buildings in College Place.

CITY OF PRESCOTT

Potential impacts to the city of Prescott from an earthquake would be similar to those in Walla Walla County, including temporary disruptions in services, communications, and commerce. Minor damage to buildings, property, and infrastructure is possible in a smaller seismic event, while a larger event similar to the 1936 earthquake could make that damage more significant. The city lies in a moderate-to-high liquefaction susceptibility area, as does SR 124, increasing the vulnerability for the buildings in Prescott and local transportation routes.

CITY OF WAITSBURG

Potential impacts to the city of Waitsburg from an earthquake would be similar to those in Walla Walla County, including temporary disruptions in services, communications, and commerce. Minor damage to buildings, property, and infrastructure is possible in a smaller seismic event, while a larger event similar to the 1936 earthquake could make that damage more significant. The city lies in a moderate-to-high liquefaction susceptibility area, as does SR 124 and parts of US 12, increasing the vulnerability for the buildings in Waitsburg and the transportation routes.

CITY OF WALLA WALLA

A large earthquake would have major impacts on the City of Walla Walla, especially historic buildings downtown since they were built on high liquification soil. While many are reinforced, they are still at risk of damage. Minor damage to buildings, property, and infrastructure is possible in a smaller seismic event. Potential impacts to the city of Walla Walla from an earthquake would be similar to those in Walla Walla County, including temporary disruptions in services, communications, and commerce.

WALLA WALLA SCHOOL DISTRICT

The impacts to the Walla Walla School District are similar to overall impacts to Walla Walla County and to the impacts to the city of Walla Walla. Building damage could impact schools as could temporary disruptions in communications, transportation routes, and emergency services. Getting students evacuated from buildings during an earthquake, communicating with parents and guardians, and organizing the logistics of getting students home if necessary are some of the considerations and secondary impacts of an earthquake event.

WALLA WALLA CONSERVATION DISTRICT

The impacts to the Walla Walla Conservation District are similar to overall impacts to Walla Walla County. In the event of an earthquake, the ecosystem would experience significant disruption, particularly affecting the Walla Walla, Snake, and Columbia Rivers due to heavy sedimentation. This sedimentation would negatively impact overall stream health, including critical habitats for ESA-listed species found in these waters.

RESOURCES AT RISK

Critical infrastructure located in the moderate-to-high liquefaction susceptibility areas include the Providence St. Mary Medical Center campus. Utilities and communications are also at risk of disruption in the event of an earthquake. Using county tax parcels, there is a total value in the county of more than \$4.9 billion. FEMA calculates the Expected Annual Loss (EAL) value for Walla Walla County for earthquake at \$4.9 million, or roughly .001% of the total parcel value. EAL is calculated by multiplying Exposure, Annualized Frequency, and Historic Loss Ratio.²⁸

FEMA calculates the total Exposure value for earthquake in Walla Walla County at \$737,212,116,000. “Exposure is defined as the representative value of buildings (in dollars), population (in both people and population equivalence dollars), or agriculture (in dollars) potentially exposed to a natural hazard occurrence.”²⁹

“Annualized frequency is defined as the expected frequency or probability of a hazard occurrence per year. Annualized frequency is derived from either the number of recorded hazard

²⁸ <https://hazards.fema.gov/nri/expected-annual-loss>

²⁹ <https://hazards.fema.gov/nri/exposure>

occurrences each year over a given period or the modeled probability of a hazard occurrence each year.”³⁰

FEMA calculates the Historic Loss Ratio of Walla Walla County as Very High. “The historic loss ratio (HLR) is defined as a hazard- and county-specific estimate of the percentage of the exposed consequence type (building value, population, or agriculture value) expected to be lost due to a hazard occurrence. For example, building historic loss ratio is the estimated percentage of the exposed building value expected to be damaged by a hazard occurrence.”³¹

CITY OF COLLEGE PLACE

Reservoir #1, a water tower at the Public Works Yard needs a seismic retrofit. The fire station and City Hall are also vulnerable to seismic activity. Since the Public Works Yard and Police Department are being used differently from what they were built for, upgrades or replacement may be required. Parcel values that intersect the city limits total more than \$1.33 billion.

CITY OF PRESCOTT

The city of Prescott has mostly private property exposed to damage from earthquakes but there are municipal buildings also. Parcel values that intersect the city limits of Prescott total \$29,870,900.

CITY OF WAITSBURG

The city of Waitsburg consists mostly of privately owned buildings, some municipal buildings, and a school at risk to earthquake. Parcel values that intersect the city limits of Waitsburg total \$152,919,514.

CITY OF WALLA WALLA

The Providence St Mary Medical Center is at risk from an earthquake because of the high liquefaction. There would also likely be impacts to communications and utilities. Important infrastructure such as Walla Walla Emergency Management which is located downtown is at risk because of the age and vulnerability in this location. The city of Walla Walla contains many buildings used for critical functions such as hospitals, emergency services, communications, and utilities, as well as government buildings, industrial facilities, education facilities, and centers of

30 <https://hazards.fema.gov/nri/annualized-frequency>

31 <https://hazards.fema.gov/nri/historic-loss-ratio>

commerce and trade. Parcel values that intersect the city limits of Walla Walla total more than \$4.5 billion.

WALLA WALLA SCHOOL DISTRICT

The biggest resource at risk to earthquake throughout the school district is the many buildings across the campuses of the district's nine schools. The school district also owns sports facilities, buses, and technology that could be exposed to damage in an earthquake event. Parcel values owned by the school district total more than \$104 million.

WALLA WALLA CONSERVATION DISTRICT

Lands managed by the District are the primary resources at risk, as they actively work to improve ecosystem health and land function. Waterways and private land holdings, including agricultural lands, are also vulnerable to the impacts of an earthquake.

CHANGES IN LAND USE AND DEVELOPMENT

Since 1984 when building codes placed Walla Walla County in Seismic Zone 2-B, additional seismic reinforcement was required, but buildings built before that were not subject to seismic reinforcement. Building codes have seen increased requirements for seismic planning for all new construction associated with hospitals over the last 25+ years. Infill development within the cities increases the population density and density of structures in a given area which can, over time, increase exposure to earthquake damage if the event is significant.

CLIMATE CHANGE

According to a 2019 article³² by Alan Buis from NASA, currently there are no verified correlations between weather and earthquakes. Earthquake occurrences are statistically distributed equally across all weather conditions. However, there are some climate change-related factors that could contribute to earthquake activity.

Buis discusses how stress changes due to climate change might be affecting seismicity at a micro level as some studies have found correlations between micro seismicity and climate-related changes. However, scientists are not at a point where they understand these relationships and cannot definitively say that climate processes could cause large earthquakes. Drought seems to contribute to changes in stress loads on the Earth's crust and over time the changes can be

32 <https://science.nasa.gov/earth/climate-change/can-climate-affect-earthquakes-or-are-the-connections-shaky/>

significant. Recent studies have focused on drought causing stress changes and not their impact on faults. Studies have shown that pumping groundwater from underground aquifers alters stress patterns. Over time continually pumping groundwater, especially heightened in times of drought, could change seismicity.

Climate change and its effects on water is a big factor in considering impacts to earthquake activity. Buis says, “In addition to climate-related impacts of water on seismicity, human management and applications of water can also affect earthquakes through a phenomenon known as induced seismicity. For example, water stored in large dams has been linked to earthquake activity in various locations around the world, though the impact is localized in nature.” Buis cites historical earthquake occurrences that studies have linked to fluctuations in the reservoir level and changes in the stress loads on a local fault.³³

Seasonal variations and precipitation can influence liquefaction. A seismic event in July would have a different impact on an area compared to one in March. A notable instance of this occurred during the 2011 Japan earthquake in March, when soil and groundwater saturation levels were at their peak.³⁴

SOCIAL VULNERABILITY

Social Vulnerability refers to the demographic and socioeconomic factors (such as poverty, lack of access to transportation, and crowded housing) that adversely affect communities that encounter hazards and other community-level stressors.³⁵

The FEMA National Risk Index reports that Social Vulnerability in Walla Walla County is “Relatively High”. This is based on social groups in Walla Walla County having a “Relatively High susceptibility to the adverse impacts of natural hazards when compared to the rest of the U.S.”³⁶ This calculation is not specific to any one hazard. One significant factor found in Walla Walla County that might contribute to earthquake vulnerability is the population of people with disabilities. Surveys indicate that Walla Walla County has a higher-than-average percentage of the population with disabilities.

33 <https://science.nasa.gov/earth/climate-change/can-climate-affect-earthquakes-or-are-the-connections-shaky/>

34 <https://www.sciencedaily.com/releases/2011/04/110418135537.htm> <https://www.npr.org/2011/04/07/135181474/in-japan-shaken-soil-turned-soft-after-quake>

35 <https://hazards.fema.gov/social-vulnerability>

36 <https://hazards.fema.gov/nri/map>

A 2020 fact sheet³⁷ released by FEMA presents earthquake information for people with disabilities. The document highlights some of the aspects of earthquake safety that might prove challenging to individuals with decreased mobility, hearing impairment, and those who require medical devices in everyday life. Anxiety caused by the experience of a natural disaster like an earthquake is another challenge that individuals with intellectual disabilities and anyone else might face.

³⁷ <https://www.fema.gov/press-release/20230425/fact-sheet-earthquake-information-people-disabilities>

SEVERE WEATHER HAZARD OVERVIEW

The planning team collectively examined the hazard risk of severe weather at the county- and adopting jurisdiction- level using FEMA worksheet 5.1. The worksheet definitions for classifications are located in the appendices. The summary conducted by the planning team is here compared to FEMA's National Risk Index³⁸ for various components of severe weather. The planning team summarized Walla Walla County's overall significance rating for severe weather as High.

Table 8: FEMA Hazard Summary Rating Worksheet for Severe Weather

Adopting Jurisdiction	Location (Geographic Area Affected)	Maximum Probable Extent (Magnitude/Strength)	Probability of Future Events	Overall Significance Ranking
Walla Walla County	4	2.5	4	10.5
City of College Place	3	3	4	10
City of Prescott				
City of Waitsburg	2	2	2	6
City of Walla Walla	4	2	4	10
Walla Walla Public Schools	2	1	2	5
Walla Walla County Conservation District	4	3	4	11
Ranking Value	1 – Negligible 2 – Limited 3 – Significant 4 – Extensive	1 – Weak 2 – Moderate 3 – Severe 4 – Extreme	1 – Unlikely 2 – Occasional 3 – Likely 4 – Highly Likely	3 to 5 – Low 6 to 8 – Medium 9 to 12 – High

The FEMA National Risk Index breaks down separate components of the category into the various types of severe weather. These hazard breakdowns are included here to show how FEMA reports severe weather hazard risk for Walla Walla County.

³⁸ <https://hazards.fema.gov/nri/>

Table 9: FEMA National Risk Index Report by Natural Hazard for Walla Walla County, Washington

Hazard Type	Expected Annual Loss Rating	Social Vulnerability	Community Resilience	Risk Value	Risk Index Score	Risk Index Rating
Cold Wave	Relatively High	Relatively High	Relatively Moderate	\$6,800,269	93.8	Relatively High
Drought	Relatively Low	Relatively High	Relatively Moderate	\$124,655	69.1	Relatively Low
Hail	Very Low	Relatively High	Relatively Moderate	\$16,341	14.8	Very Low
Heat Wave	Relatively High	Relatively High	Relatively Moderate	\$3,133,722	96	Relatively High
Ice Storm	Relatively Moderate	Relatively High	Relatively Moderate	\$421,355	85.2	Relatively High
Lightning	Very Low	Relatively High	Relatively Moderate	\$23,405	13.6	Very Low
Strong Wind	Relatively Low	Relatively High	Relatively Moderate	\$199,795	30.8	Relatively Low
Tornado	Very Low	Relatively High	Relatively Moderate	\$91,047	12.3	Very Low
Winter Weather	Relatively Low	Relatively High	Relatively Moderate	\$36,176	37.8	Relatively Low
"Hazard type Risk Index scores are calculated using data for only a single hazard type, and reflect a community's Expected Annual Loss value, community risk factors, and the adjustment factor used to calculate the risk value." "Expected Annual Loss scores for hazard types are calculated using data for only a single hazard type and reflect a community's relative expected annual loss for only that hazard type." "Social Vulnerability is measured using the Social Vulnerability Index (SVI) published by the Centers for Disease Control and Prevention (CDC)." "Community Resilience is measured at the County level using the Baseline Resilience Indicators for Communities (HVRI BRIC) published by the University of South Carolina's Hazards and Vulnerability Research Institute (HVRI)."						

Severe Weather comes in many forms. This plan uses the descriptions taken from the FEMA National Risk Index website³⁹ as the basic subcategories of severe weather for this hazard assessment. Some additional severe weather definitions from the previous plan are also included in this section to help explain what can be meant by severe weather.

³⁹ <https://hazards.fema.gov/nri/natural-hazards>

FEMA SEVERE WEATHER NATURAL HAZARDS

Cold Wave: A Cold Wave is a rapid fall in temperature within 24 hours and extreme low temperatures for an extended period. The temperatures classified as a cold wave are dependent on the location and defined by the local National Weather Service (NWS) weather forecast office.

Drought: A Drought is a deficiency of precipitation over an extended period of time resulting in a water shortage.

Hail: Hail is a form of precipitation that occurs during thunderstorms when raindrops, in extremely cold areas of the atmosphere, freeze into balls of ice before falling towards the earth's surface.

Heat Wave: A Heat Wave is a period of abnormally and uncomfortably hot and unusually humid weather typically lasting two or more days with temperatures outside the historical averages for a given area.

Ice Storm: An Ice Storm is a freezing rain situation (rain that freezes on surface contact) with significant ice accumulations of 0.25 inches or greater.

Lightning: Lightning is a visible electrical discharge or spark of electricity in the atmosphere between clouds, the air and/or the ground often produced by a thunderstorm.

Strong Wind: Strong Wind consists of damaging winds, often originating from thunderstorms, that are classified as exceeding 58 mph.

Tornado: A Tornado is a narrow, violently rotating column of air that extends from the base of a thunderstorm to the ground and is visible only if it forms a condensation funnel made up of water droplets, dust, and debris.

Winter Weather: Winter Weather consists of winter storm events in which the main types of precipitation are snow, sleet, or freezing rain.

ADDITIONAL SEVERE WEATHER DEFINITIONS

Heavy Snow: Generally, a snowfall accumulating to 6 inches or more in depth in 12 hours or less or a snowfall accumulating 6 inches or more in depth in 24 hours or less.

Funnel Cloud: Funnel clouds are twisting clusters of air and clouds that form the beginning of a tornado. They may lower slightly below the cloud line, but do not make contact with the ground.

Dust Storm: Dust storms occur when wind, following dry periods, blows dirt and light debris aloft. In worst case scenarios, blowing dust clouds can result in zero visibility.

Severe Thunderstorm: A thunderstorm that produces a tornado, winds of at least 58 mph (50 knots), and/or hail at least 1 inch in diameter. A thunderstorm with wind equal to or greater than 40 mph (35 knots) and/or hail at least ½ inches in diameter is defined as approaching severe.

RECENT EVENT HISTORY

The NOAA Storm Events Database⁴⁰, tracks hazardous weather-related events and has records that can be filtered by county. Many types of severe weather and disasters caused by weather are contained within the dataset. Event history in Walla Walla County was examined for this plan update for the time period since the previous plan was adopted. The period of January 2018 through April 2024 was selected for this exercise and wildfire was excluded from the dataset. More than 100 events were recorded for weather events (including flood) for this timeframe. Many of these events were regional in nature and the event recorded was not observed in Walla Walla County. The table below highlights some significant selected severe weather events during the time period in the county. These events are then described below the table.

Table 10: Selected Severe Weather Events in Walla Walla County January 2018 through April 2024

Location	Date	Event Type	Magnitude	Property Damage	Crop Damage
Kooskooskie	4/9/2019	Flood, caused by heavy rain		\$150,000	\$2,000
Waitsburg	8/10/2019	Hail	1"		
Touchet	2/6/2020	Flood, caused by snow and rain		\$8,770,000	
Prescott	5/30/2020	Thunderstorm Wind	61 mph		
Walla Walla Regional Airport, College Place	1/12/2021	High Wind	61 mph		
5 miles ENE of Walla Walla	2/12/2021	Heavy Snow			
Martin Airport	6/15/2021	Thunderstorm Wind	52 mph		
Kooskooskie, Langdon	6/13/2022	Flood			
Waitsburg	2/20/2023	High Wind	56 mph		

⁴⁰ <https://www.ncdc.noaa.gov/stormevents/>

RECENT SEVERE WEATHER EVENTS

The dated descriptions below are taken from the episode narratives and event narratives collected in the NOAA Storm Events Database.⁴¹

8/10/2019 – WAITSBURG HAIL

A strong cutoff low drifted eastward into Oregon and Washington on the 10th. Modest instability and adequate moisture lead to afternoon thunderstorm development, resulting in a few severe reports and at least one cold air funnel.

2/6/2020 – FLOOD, CAUSED BY SNOW AND RAIN

Heavy snow on February 4-5, 2020, was followed by a period of heavy rain, February 5-7. Snow levels rose to near 5000 feet. There was record flooding on several rivers, including the Walla Walla and Touchet rivers with widespread flooding of numerous other creeks and streams and rivers across the county. Across the northern Blue Mountains of Oregon and northern Blue Mountains of Washington the snowpack was near normal. A weather system brought heavy snow to this region on February 4th and the first part of the day on February 5th with snow amounts from around 10 to 20 inches for locations between 2000 to 4000 feet. During the afternoon of the 5th, snow changed to rain at elevations below 5000 feet. The rain continued over through February 6 and 7th. Precipitation amounts in the form of rain at the headwaters of the rivers, ranged from 3 to 5 inches. There was 1.98 inches over 72 hours at 1.1 NE Walla Walla. In addition, the snowpack from the preceding day was melted, contributing to the runoff. Satellite snowpack images show 1-3 inches of snow water equivalent (or water held in the snowpack) melted out along both the east and west sides of the northern Blue Mountains.

Record high water levels were seen on Upper Mill Creek with extensive damage along upper Mill Creek to homes as well as roads and bridges. A number of residents had to be evacuated via helicopter or 4-wheeler. There was minimal damage along Mill Creek through Walla Walla as water was diverted through the Mill Creek Flood Project. Downstream of Walla Walla, there was damaging flooding in College Place with a bridge being washed out near Wallula Road. In Waitsburg, flood waters from both the Touchet River and Coppei Creek inundated the town as levees were damaged. 60 homes were damaged as well as numerous roads and bridges. Damage countywide is estimated at 8.77 million dollars.

⁴¹ <https://www1.ncdc.noaa.gov/pub/data/swdi/stormevents/csvfiles/Storm-Data-Export-Format.pdf>

5/30/2020 – PRESCOTT THUNDERSTORM WINDS

A major severe weather event by Pacific Northwest standards occurred over central and northeast Oregon and southeast Washington on May 30. A powerful upper-level storm system moved across the area during the afternoon and evening helping to trigger severe thunderstorms. The airmass was unusually unstable for this area of the country with surface dewpoints well into the 60s. With strong upper-level winds in place the stage was set for numerous fast-moving intense storms through the afternoon and early evening. Numerous reports of damaging winds were received across southeast Washington as the storms moved through causing roof damage.

1/12/2021 – WALLA WALLA REGIONAL AIRPORT AND COLLEGE PLACE HIGH WIND

A non-thunderstorm wind gust of 70mph was measured by the ASOS at the Walla Walla Regional Airport at 12:53am PST on Jan. 13th. A non- thunderstorm wind gust of 60mph was measured 4 miles WSW of College Place, WA at 2:47am PST on Jan. 13.

2/12/2021 – WALLA WALLA HEAVY SNOW

A social media report originating 5 miles ENE of Walla Walla, WA estimated 8.5 inches of snowfall over a 48-hour period ending at 10:21am PST on Feb. 13th. A local newspaper from Walla Walla, WA estimated 5 inches of snowfall in a 24-hour period ending at 2:00pm PST on Feb. 12th.

6/15/2021 – MARTIN AIRPORT THUNDERSTORM WIND

The Walla Walla County Sheriff confirmed that a thunderstorm producing gusty winds had uprooted several trees, downed power lines, and had flipped a small plane that was not tied down at Martin Airfield. An upper-level trough with mid to high level jet support moved northeast across Oregon and Washington, producing showers with embedded strong thunderstorms during the early morning hours and in the afternoon.

6/13/2022 – KOOSKOOSKIE AND LANGDON FLOOD, CAUSED BY HEAVY RAIN

A persistent upper trough pushed several shortwave troughs supported by a moderate plume of moisture in the middle of June. Persistent rain showers that develop as a result of each shortwave trough produced enough rainfall for area rivers to swell, with minor flooding being observed along portions of Mill Creek.

Kooskooskie: Emergency Manager relayed reports of flooding along Mill Creek between Thomas and Kooskooskie, WA. There were reports of water over roadways as well as pictures showing minor flooding on a property adjacent to Mill Creek. The creek and flood waters receded on June 14th.

Langdon: Emergency Manager for Walla Walla County relayed several reports of flooding within the area. Near Lanette Cir and Old Milton Hwy reports indicated that there was water over the roadway and that a property had flooding up to the house. Near Powerline Road further east, reports of water over the roadways were also reported.

2/20/2023 – WAITSBURG HIGH WIND

The Washington State University reported via social media that a weather station in Waitsburg, WA recorded a wind gust of 64mph at 2300 PST on Feb. 20. The ASOS at the Walla Walla Regional Airport recorded a wind gust of 59mph at 0222 PST on Feb. 21.

OTHER EVENTS

Other occurrences of note include several incidences of mid-April frost/freeze events in 2023 and 2024 which endangered fruit crops. Extreme heat events in June and July 2021 saw calculated heat risk values recorded for several consecutive days that met or exceeded excessive heat warning criteria. Heat-related fatalities were recorded in the region, near Walla Walla County. Late July and August 2022 also saw several days of extreme heat in Walla Walla County and the region.

PROBABILITY OF OCCURRENCE

Severe Weather events in Walla Walla County can and do occur every year and at any time of year. Tornadoes are extremely rare. High wind and severe storms occur annually but do not always cause significant damage. Drought is the most frequent according to the FEMA National Risk Index, however, drought events do not always cause measurable losses in agricultural or other environmental damages. The biggest hazard associated with lightning is wildfire, addressed in another section. Large hail, ice storms, and cold waves are relatively infrequent events in the county but when they occur property and crops are exposed to significant damage. Heat waves are an annual concern, especially affecting socially vulnerable populations.

Table 11: FEMA Reported Annualized Frequency Values by Hazard in Walla Walla County⁴²

Hazard Type	Annualized Frequency	Events on Record	Period of Record
Cold Wave	0.2 events per year	3	2005-2021 (16 years)
Drought	20.7 events per year	455	2000-2021 (22 years)
Hail	0.3 events per year	12	1986-2021 (34 years)
Heat Wave	1.3 events per year	21	2005-2021 (16 years)
Ice Storm	0.5 events per year	37	1946-2014 (67 years)

⁴² <https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C53071>

Hazard Type	Annualized Frequency	Events on Record	Period of Record
Lightning	1.9 events per year	41	1991-2012 (22 years)
Strong Wind	0.4 events per year	13	1986-2021 (34 years)
Tornado	0 events per year	2	1950-2021 (72 years)
Winter Weather	2.3 events per year	37	2005-2021 (16 years)

SEVERE WEATHER VULNERABILITY

Although extreme damage as a result of storms is usually isolated to a relatively small area or set of areas, various types of severe weather occur everywhere in Walla Walla County and the entire county is vulnerable to impacts from severe weather.

The [National Weather Service Forecast Office in Pendleton, Oregon](#) provides weather advisories, watches, and warnings for Walla Walla County.

In addition, Walla Walla County has achieved the StormReady designation through the National Weather Service Program to be better prepared to respond to weather and water threats to the community (<https://www.weather.gov/StormReady>). Notice is provided to residents of severe storms well in advance if possible.

IMPACTS

Severe Weather events can cause significant damage to trees and power lines and interrupt transportation, commerce, communications, and power distribution. Storms can damage crops and cause hazardous conditions that can result in the perpetuation of additional incidents such as a hazardous material spill along a transportation route or the start of a lightning-caused wildfire. Storm events impact the ability of first responders to provide emergency assistance. Accidents are more likely to occur for travelers and others working outside during storms.

Extreme heat and extreme cold events can endanger vulnerable populations, such as the homeless and those in poverty. Cold waves, hail, and drought can negatively affect the agriculture industry and lead to economic losses. Extended cold snaps can also have effects on pipes, especially in older buildings. Drought also impacts the regional drinking water supply. Lightning is a major ignition source for wildfires. Heavy snow accumulations can damage buildings by collapsing roofs and awnings.

CITY OF COLLEGE PLACE

The impacts of severe weather that affect Walla Walla County can and do also impact the city of College Place. The city has especially dealt with tree damage from storms over the past several years, resulting in public safety concerns, damage to property, cleanup costs, and landscaping expenses. Other effects from severe weather have included loss of power for extended periods of time. When this occurs, the city has experienced problems with their well system.

CITY OF PRESCOTT

The impacts of severe weather that affect Walla Walla County can and do also impact the city of Prescott.

CITY OF WAITSBURG

The impacts of severe weather that affect Walla Walla County can and do also impact the city of Waitsburg, especially high wind events that cause downed trees and powerlines.

CITY OF WALLA WALLA

The impacts of severe weather that affect Walla Walla County can and do also impact the city of Walla Walla. Wind events cause downed trees and downed power lines. This is a safety hazard for residents, destroys personal property, and leaves them without power. Residents sometimes become trapped because of these events. In some areas of the city's emergency response zone, first responders have found response difficult during weather events. Severe storms have presented challenges for emergency responders because access is cut off or response times are delayed.

Lightning and high winds, sometimes exacerbated by heat waves and/or drought, causes wildfires in the area around the city. This puts residents in the area at direct risk from wildfires, but it also could impact the Mill Creek Watershed – the city's main source of water.

Extreme heat and extreme cold episodes are occurring more often, creating issues with vulnerable people, especially the homeless population.

WALLA WALLA SCHOOL DISTRICT

The impacts of severe weather that affect Walla Walla County can and do also impact the Walla Walla School District. The school district must plan for and react to travel hazards, power outages, and other unsafe weather conditions that might impact the students and teachers at their schools.

WALLA WALLA CONSERVATION DISTRICT

The impacts of severe weather that affect Walla Walla County can and do also impact the Walla Walla Conservation District. Heavy rainfall can introduce sedimentation and pollution into local waterways, degrading water quality and negatively affecting critical aquatic habitats for ESA species. Additionally, prolonged drought conditions could stress overall water supplies, impacting both conservation efforts and local agriculture. Combined, the effects of severe weather could hinder the district's initiatives aimed at promoting ecosystem health and effective land management.

RESOURCES AT RISK

Table 12: Expected Annual Loss Ratings and Values for Severe Weather as Reported by FEMA⁴³

Hazard Type	Expected Annual Loss Rating	EAL Value	Score
Heat Wave	Relatively High	\$2,443,370	95.8
Cold Wave	Relatively High	\$724,432	90.9
Ice Storm	Relatively Moderate	\$325,376	83.5
Strong Wind	Relatively Low	\$153,628	31.1
Drought	Relatively Low	\$100,359	68.3
Tornado	Very Low	\$71,704	13.9
Winter Weather	Relatively Low	\$28,361	38.4
Lightning	Very Low	\$18,450	12.2
Hail	Very Low	\$12,998	16.4

CITY OF COLLEGE PLACE

Parcel values that intersect the College Place city limits total more than \$1.33 billion. If the power grid is impacted during a wind event or another storm, several city resources could be impacted including Drinking Water Well #3, City Hall, the Public Works yard, and the police station. The technology room at Municipal Complex is vulnerable to extreme temperatures and could be damaged. Wind events could damage many trees throughout the city, including trees that have become unhealthy such as the trees along SE Lamperti Street, in Kiwanis Park, and in Lions Park.

CITY OF PRESCOTT

Parcel values that intersect the city limits of Prescott total \$29,870,900. The agricultural resources in the Prescott area are at risk from extreme weather events such as hail, winds, and drought, and agricultural losses would impact the economy of the area. Transportation routes, like SR 124, are local resources at risk of disruption or damage from various storm events or other disasters (fire, flood) that might be caused by severe weather like severe storms or lightning.

CITY OF WAITSBURG

Parcel values that intersect the city limits of Waitsburg total \$152,919,514. The local water supply is a resource that is at risk during drought conditions as residents use more water and put a strain on the aquifer. The agricultural resources in the Waitsburg area are at risk from extreme weather events such as hail, winds, and drought, and agricultural losses would impact the economy of the area. Transportation routes, like US 12 and SR 124, are local resources at risk to disruption or

⁴³ <https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C53071#SectionExpectedAnnualLoss>

damage from various storm events or other disasters (fire, flood) that might be caused by severe weather like severe storms or lightning.

CITY OF WALLA WALLA

Parcel values that intersect the city limits of Walla Walla total more than \$4.5 billion. Severe winter weather caused approximately \$1.5 million in damage from 2016-2018 from damage to roads and bridges. The city has several resources of high value to the residents of the city and the entire region, such as Providence St. Mary Medical Center, food and grocery services, public works, emergency services, large employers, education facilities, and many other resources that are at risk of damages or temporary disruptions in these services during a severe weather event like a windstorm or a winter weather event.

WALLA WALLA SCHOOL DISTRICT

Parcel values owned by the school district total more than \$104 million. There are many buildings across the campuses of the school district's nine schools as well as sports facilities, buses, and technology that all could be at risk during a severe weather event. A disruption in school activities and endangerment of student and teacher safety because of a severe weather event is the most likely vulnerability in terms of resources at risk from severe weather.

WALLA WALLA CONSERVATION DISTRICT

The Walla Walla Conservation District faces several resources at risk from damage due to severe weather events. Agricultural lands, which encompass 312,000 acres within the District, are particularly vulnerable and drain directly into vital waterways that support endangered species. Additionally, severe weather can result in the loss of vegetation, including fallen trees that provide essential wildlife habitat. These impacts not only threaten the ecological balance but also jeopardize the District's efforts in enhancing and conserving local resources.

CHANGES IN LAND USE AND DEVELOPMENT

Arguably the biggest impact new development or new land use has on severe weather vulnerability is increased resource usage. There are concerns about droughts being exacerbated by increased water usage in areas where water usage has been historically low. People moving to rural parts of the country and increased populations concentrated in urban centers both can impact water usage during drought times. Increased populations in general tends to put more strain on the infrastructure of a county also. Severe weather events like strong wind, heavy snowfall, ice storms, and storm-induced flooding can cause wear and damage to utilities, bridges, culverts, road surfaces. This is exacerbated by increased usage of this infrastructure.

Another change in land use is the number of people living in remote areas of the county in buildings not originally intended for long-term residency and using roads and other infrastructure more frequently than the infrastructure was designed for. This increases human exposure to severe weather events such as extreme winter storms and extreme cold, where people attempting to live in these situations are not prepared for some of the extreme weather conditions they might face. Also, in the event of a natural disaster caused by severe weather, such as lightning causing wildfire, first responders are now faced with a remote, sometimes unknown human population that must be assisted or evacuated.

CLIMATE CHANGE

According to an article published by NASA, climate change is causing severe weather events be more frequent and more extreme. “Record-breaking heat waves on land and in the ocean, drenching rains, severe floods, years-long droughts, extreme wildfires, and widespread flooding during hurricanes are all becoming more frequent and more intense.” The article states that scientists are using climate change models along with scientific observations to help determine when and if severe weather events are linked to climate change.⁴⁴

According to an article published by the United Nations, climate change is a “threat multiplier” which suggests that a changing climate will exacerbate already existing challenges for the socially vulnerable. The article states that one way this can happen is by negatively affecting food production and increasing hunger. The article also states that climate change can increase poverty and inequalities because it “disproportionately affects the poorest and most vulnerable”.⁴⁵

SOCIAL VULNERABILITY

Social Vulnerability refers to the demographic and socioeconomic factors (such as poverty, lack of access to transportation, and crowded housing) that adversely affect communities that encounter hazards and other community-level stressors.⁴⁶ The FEMA National Risk Index reports that Social Vulnerability in Walla Walla County is “Relatively High”. This is based on social groups in Walla Walla County having a “Relatively High susceptibility to the adverse impacts of natural

⁴⁴ <https://science.nasa.gov/climate-change/extreme-weather/>

⁴⁵ <https://www.un.org/en/climatechange/science/climate-issues/human-security>

⁴⁶ <https://hazards.fema.gov/social-vulnerability>

hazards when compared to the rest of the U.S.”⁴⁷ This calculation is not specific to any one hazard.

Walla Walla County has a homeless population mostly residing in urban areas. Severe weather hazards may cause more significant hardship to the poor and homeless. In a 2024 article for the Texas Homeless Network, Katie Good highlights some ways that extreme heat may impact those without stable housing.

“Extreme heat can exacerbate pre-existing health conditions that are statistically more prevalent among people experiencing homelessness, including respiratory issues, cardiovascular disease, and pulmonary disease. In addition to worsening pre-existing health conditions, unhoused people are at increased risk of third-degree burns from the sun and hot surfaces, severe dehydration, heat cramps, heat exhaustion, and heat stroke.”⁴⁸

Extreme cold can impact homeless people as well. When temperatures drop to unusually cold temperatures, especially when this is unexpected for the time of year, individuals without stable housing are in danger. Severe storms that cause flooding, damaging winds, or heavy snow can also endanger the lives of homeless people.

Extreme weather events affect human health generally, but some individuals may be especially vulnerable. Those impacted by poverty and those with disabilities may be disproportionately affected by severe weather hazards.⁴⁹

⁴⁷ <https://hazards.fema.gov/nri/map>

⁴⁸ <https://www.thn.org/2024/04/03/the-disproportionate-impact-of-climate-change-on-people-experiencing-homelessness/>

⁴⁹ https://www.niehs.nih.gov/research/programs/climatechange/health_impacts/weather_related_morbidity

WILDLAND FIRE HAZARD OVERVIEW

The planning team collectively examined the hazard risk of wildland fire at the county- and adopting jurisdiction- level using FEMA worksheet 5.1. The worksheet definitions for classifications are located in the appendices. The planning team summarized Walla Walla County's overall significance rating for wildland fire as High. This is compared to USDA Forest Service analysis below.

Table 13: FEMA Hazard Summary Rating Worksheet for Wildland Fire

Adopting Jurisdiction	Location (Geographic Area Affected)	Maximum Probable Extent (Magnitude/Strength)	Probability of Future Events	Overall Significance Ranking
Walla Walla County	3	3	4	10
City of College Place	4	2	3	9
City of Prescott				
City of Waitsburg	2	1	1	4
City of Walla Walla	3	3	3	9
Walla Walla Public Schools	1	1	1	3
Walla Walla County Conservation District	4	3	3	10
Ranking Value	1 – Negligible 2 – Limited 3 – Significant 4 – Extensive	1 – Weak 2 – Moderate 3 – Severe 4 – Extreme	1 – Unlikely 2 – Occasional 3 – Likely 4 – Highly Likely	3 to 5 – Low 6 to 8 – Medium 9 to 12 – High

This section incorporates the 2024 update to the 2017 Mill Creek and Walla Walla County Community Wildfire Protection Plan (CWPP). Both the 2024 updated CWPP and the updated 2024 HMP were conducted simultaneously during the same planning effort. More wildfire analysis is retained in the 2024 CWPP, which serves as an appendix to this document.

The USDA Forest Service tool, *Wildfire Risk to Communities*⁵⁰, identifies wildfire risk across the United States using the best available science and data. The CWPP examines their various models

⁵⁰ <https://wildfirerisk.org/>

that analyze risk and vulnerability based on different criteria and factors. These models, examined throughout this section, include *Risk to Homes*, *Wildfire Likelihood*, *Risk Reduction Zones*, and *Vulnerable Populations*.

Wildfire Risk to Communities states that Walla Walla County has a high risk of wildfire, higher than 87% of counties in the United States.

RECENT EVENT HISTORY

Wildfire occurrence data was analyzed for Walla Walla County dating back to the previous CWPP update. Data was sourced by The Wildland Fire Interagency Geospatial Services (WFIGS) Group, who “provides authoritative geospatial data products under the interagency Wildland Fire Data Program.”⁵¹

Several of the recent fires in Walla Walla County have occurred on private lands and in fine fuels like grasses and shrubs. These fires often grew quickly and consumed acreage rapidly but were also contained relatively quickly without damaging structures or injuring people or livestock. Because of proximity to residences, evacuation orders were given on several occasions but were usually lifted quickly. Fires that impacted parts of the county with heavy fuels like timber did not directly impact the county since the previous plan update. However, there have been fires that have consumed large amounts of timberlands to the east of Walla Walla County and have approached the Mill Creek Watershed in recent years.

Table 14: Selected Wildland Fire Events originating in Walla Walla County 2017 through September 1, 2024, sorted by size

Incident Name	Fire Discovery Date	Incident Size (acres)	Fire Cause	Estimated Cost to Date
Hair Road	6/21/2021	7,255	Information unavailable	\$1,500
Oasis	6/19/2023	4,250	Undetermined	\$500,000
Touchet North	6/28/2022	3,000	Undetermined	\$2,000
Neff Road	6/15/2024	1,435	Undetermined	\$5,000
Van Ausdle	7/29/2022	1,100	Human	\$2,500
Joe Barker Rd	6/19/2017	518	Information unavailable	\$1,000
Harvey Shaw	8/16/2023	>500	Human	Unavailable
Weaver Pit	10/28/2022	204	Undetermined	\$1,000
Lambdon Road	9/11/2018	200	Unknown	\$3,000
Madame Dorian	9/18/2023	200	Human	Unavailable

⁵¹ <https://data-nifc.opendata.arcgis.com/datasets/nifc::wildland-fire-incident-locations/about>

Incident Name	Fire Discovery Date	Incident Size (acres)	Fire Cause	Estimated Cost to Date
Jubilee	9/1/2024	200	Undetermined	Unavailable
Page Road	5/20/2024	150	Undetermined	Unavailable
Hanson Loop	6/13/2021	115	Undetermined	\$1,500

RECENT WILDLAND FIRE EVENTS

6/21/2021 – HAIR ROAD FIRE

This Type-4 incident took place about 33 miles northwest of Prescott, just south of lower monumental dam on private property. The primary fuels involved were grasses and total personnel included 69 people. The official size was calculated at 7,255 acres.⁵² Some sources reported the fire at more than 9,000 acres.

6/19/2023 – OASIS FIRE



Figure 3: Oasis Fire burn footprint north of Oasis orchards near Nine Mile Hill⁵³

The Oasis Fire was reported at 3:22 p.m. near Oasis Road and grew rapidly throughout the afternoon and evening of June 19 as it burned in grass and sagebrush. Evacuation order Level 2 was issued for Cameo Heights Mansion and level 1 for Touchet North Road as the fire initially threatened several structures, agriculture, and infrastructure. Washington State fire assistance was mobilized to support local firefighters to contain the fire just a few hours after it was

⁵² https://gacc.nifc.gov/nwcc/content/pdfs/archives/2021_NWCC_Annual_Fire_Report.pdf

⁵³ https://www.union-bulletin.com/news/local/topics/wildfire/fire-that-threatened-touchet-contained-before-damaging-structures/article_ca0729e8-0fbd-11ee-841a-c3880e8f84bf.html

discovered. Fire response crews and aircraft contained the fire by that evening and as of 8:30 a.m. on June 20, all evacuations were lifted. The final size was recorded at 4,250 acres.

6/28/2022 – TOUCHET NORTH FIRE

Roughly 3,000 acres burned in a fire, starting on the 600 block of Touchet Road North and the fire was contained by the next morning. About 70 personnel were involved in suppression efforts as the fire largely burned in short and tall grass fuels. Most of the acres that were burned were farmland in CRP. The cause of the fire was not determined.

6/15/2024 – NEFF ROAD FIRE

This fire occurred SR-124 and ½ mile east of Vista Hermosa. Almost 1,500 acres of pasture and CRP fields burned quickly as high winds increased fire activity. Several local fire districts assisted the Walla Walla North County Fire District in suppressing the fire. No injuries were reported and no structures or livestock were lost.

7/29/2022 – VAN AUSGLE FIRE

A fire broke out in a standing wheat field near Van Ausgle Lane north of Walla Walla on July 29 and burned more than 1,000 acres before it was contained that evening. The fire was later determined to be human caused and the area impacted by the fire is predominantly privately-owned agricultural lands and farming infrastructure. Residences on Bergevin Springs Road, including the Eritage Resort, were issued a level 2 evacuation order.⁵⁴

SIGNIFICANT NEIGHBORING EVENTS

Recent fires that occurred outside Walla Walla County but either threatened the county or came close to the Mill Creek Watershed include the following:

- Hat Rock Fire, 2023 – burned 16,816 acres in Umatilla County, Oregon and crossed the state line burning a small part of Walla Walla County.
- Three fires in 2023 that burned along the Columbia River in Benton County, just west of the Wallula area:
 - Toothtaker Fire – 189 acres
 - Hover Park Fire – 528 acres
 - Yellepit Fire – 997 acres

⁵⁴ <https://elkhornmediagroup.com/wheat-fire-near-walla-walla-contained/>

- Green Ridge Fire, 2021 – burned more than 43,000 acres about 30 miles east of Walla Walla in Columbia and Garfield Counties.
- Kahlotus Fire, 2020 – burned more than 21,000 acres along the Snake River in Franklin County just on the other side of the northwest boundary of Walla Walla County.
- Lake Wallula Fire, 2018 – burned more than 12,000 acres in Umatilla County, Oregon along the Columbia River and stopped just south of the Walla Walla County border south of Wallula Junction.
- Grizzly Bear Complex Fire, 2015 – burned more than 83,000 acres across three counties over two states just east of the Mill Creek Watershed.

The 2006 Columbia Complex Fire was a significant regional incident at more than 109,000 acres. It entered Walla Walla County just east of Dixie but mostly burned across Columbia County, just north of the Mill Creek Watershed, and into Garfield County.

PROBABILITY OF OCCURRENCE

Wildland fire events in Walla Walla County can and do occur every year. The *Wildfire Likelihood*⁵⁵ tool estimates the probability of wildfire occurrence in any given year. This is based on fire behavior modeling across thousands of simulations of possible fire seasons. Several other factors contribute to the model including weather, topography, and ignition history. This model reports that the county has a greater wildfire likelihood than 58% of counties in Washington state and a greater wildfire likelihood than 88% of counties in the United States.

The tool also looks at communities within Walla Walla County and compares their wildfire likelihood (WL) to the rest of the county. The table below expresses how much greater wildfire likelihood each community has than the rest of the communities in the county and the rest of the counties in the state of Washington. All other communities in Walla Walla County were found to have a greater wildfire likelihood than Dixie. Wallula was found to have a greater wildfire likelihood than all other communities in the county.

⁵⁵ <https://wildfirerisk.org/explore/wildfire-likelihood/53/53071/>

Table 15: Wildfire Likelihood among Walla Walla County communities compared to the county and Washington state⁵⁶

Community Name	Wildfire Likelihood compared to county	Wildfire Likelihood compared to state
College Place	22%	65%
Prescott	89%	76%
Waitsburg	33%	66%
Walla Walla	44%	68%
Burbank	78%	75%
Dixie	-	18%
Garrett	56%	70%
Touchet	67%	72%
Walla Walla East	11%	55%
Wallula	100%	81%

WILDLAND FIRE VULNERABILITY

IMPACTS

Wildfires impact the county in several ways, including via direct and indirect impacts. Wildfires threaten to damage homes, other structures, and infrastructure. Wildfire smoke causes unhealthy air quality conditions that affect health compromised individuals. Wildfire events can put major strain on emergency responders and can interrupt transportation, commerce, communications, and power distribution. Wildfires cause environmental damage, greatly impacting sensitive habitats and ecologically significant areas. In the wake of wildfires, post fire rehabilitation is a costly expense to help the landscape and recover from fire damage.

RISK TO HOMES

The USDA's *Risk to Homes*, "... measures the relative consequence of wildfire to residential structures everywhere on the landscape, whether a home actually exists there or not." All areas are taken into consideration based on wildfire likelihood and intensity simulation models, this way future construction can be taken into account. Homes in Walla Walla County have, on average, a greater risk than 87% of counties in the US, and a greater risk than 61% of counties in Washington state.⁵⁷

⁵⁶ <https://wildfirerisk.org/explore/wildfire-likelihood/53/53071/>

⁵⁷ <https://wildfirerisk.org/explore/risk-to-homes/53/53071/>

RISK REDUCTION ZONES

The USDA's *Risk Reduction Zones* model expresses the "... areas where mitigation activities will be most effective at protecting homes and other buildings from wildfires." The zones are calculated using the following criteria: "Risk Reduction Zones are based on the interplay between wildfire likelihood, flammable vegetation, and populated areas. Wildfires can start in any zone and pose a risk to homes and communities. We calculate the number of buildings in each Risk Reduction Zone based on building footprints within the political boundary of the selected location." In Walla Walla County, 57% of buildings are found to be at minimal exposure to wildfire while 15% of buildings are considered at indirect exposure, and 28% of buildings are at direct exposure. The figure below shows the buildings by what exposure level they represent as well as areas where flammable vegetation may exist to expose homes to wildfire.⁵⁸

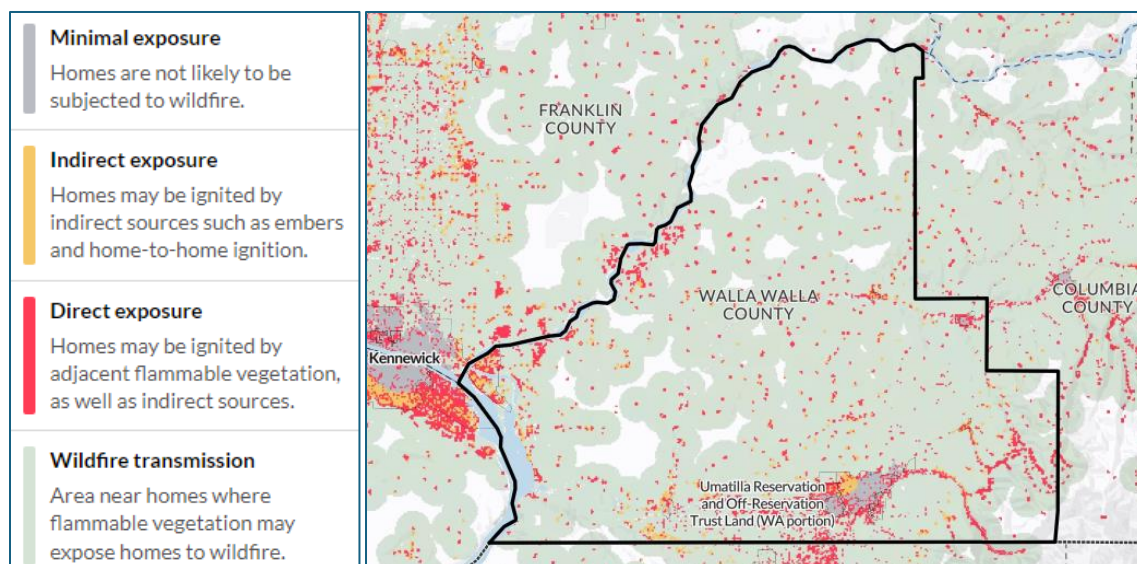


Figure 4: Risk Reduction Zones in Walla Walla County

CITY OF COLLEGE PLACE

The impacts of wildland fire that affect Walla Walla County can also impact the city of College Place. The city has recognized some areas of wildfire vulnerability in some privately owned stream areas, including Garrison Creek, the Stone Creek area near Walmart, and wooded areas in some HOAs. Homestead Acres HOA and Villages at Garrison Creek HOA both own nature areas

⁵⁸ <https://wildfirerisk.org/explore/risk-reduction-zones/53/53071/>

containing old growth forest. The Homestead nature area is 8 acres, while the Villages nature area is 12 acres. These are densely wooded areas that could burn and threaten homes in a wildfire event. Based on visual analysis of the *Risk Reduction Zones* tool, both the Villages at Garrison Creek HOA and the Homestead Acres HOA fall in a “direct exposure” zone. Thus, these areas are prime candidates for locations in College Place where wildfire mitigation projects are likely to make a positive impact.

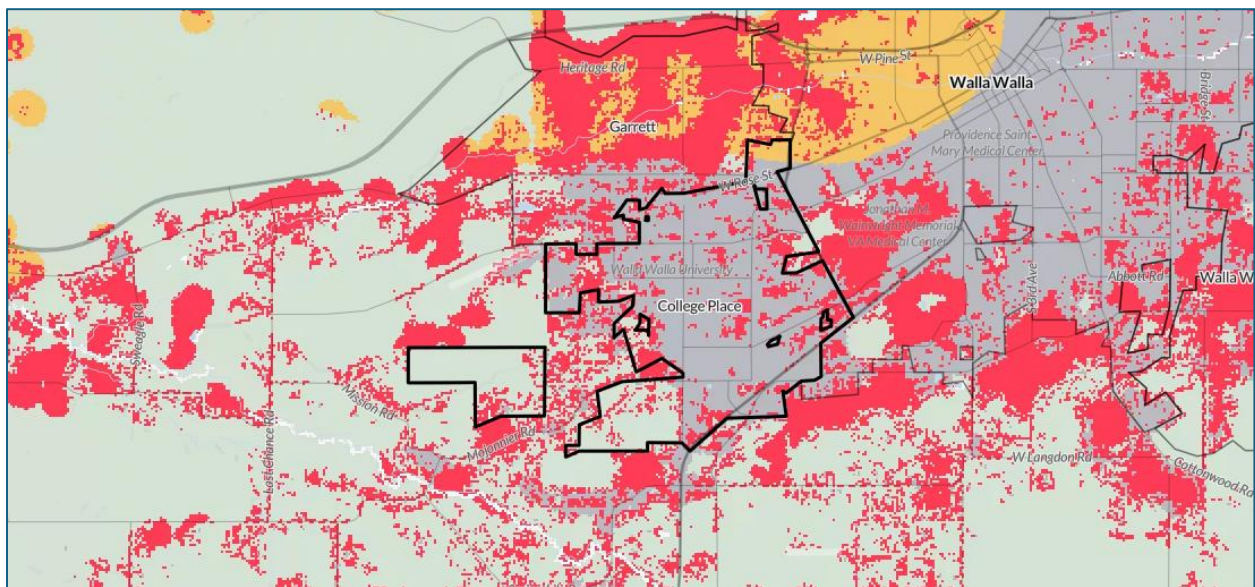


Figure 5: Risk Reduction Zones in College Place

The *Risk to Homes* model for College Place finds that the city has on average, greater risk than 63% of communities in Washington state, and greater risk than 22% of communities in the county. Despite urban areas in the city, there are areas where the model shows some risk to homes.⁵⁹ The *Risk Reduction Zones* model for College Place finds that 6% of all buildings are considered to be at direct exposure to wildfire (204 buildings) and 3% of all buildings are at indirect exposure (103 buildings).⁶⁰

CITY OF PRESCOTT

The impacts of wildland fire that affect Walla Walla County can also impact the city of Prescott. Because of the potential for intense fire behavior in the Prescott area, there is a high risk to homes. The *Risk to Homes* model reports that homes in Prescott have on average a greater risk

⁵⁹ <https://wildfirerisk.org/explore/risk-to-homes/53/53071/5300013855/>

⁶⁰ <https://wildfirerisk.org/explore/risk-reduction-zones/53/53071/5300013855/>

than 75% of communities in Washington state and greater risk than 78% of communities in the county.⁶¹ The *Risk Reduction Zones* model for Prescott shows that most buildings in the city limits fall in the indirect exposure category (81%, 194 buildings) with 19% of all buildings (46 buildings) in the direct exposure category.⁶²

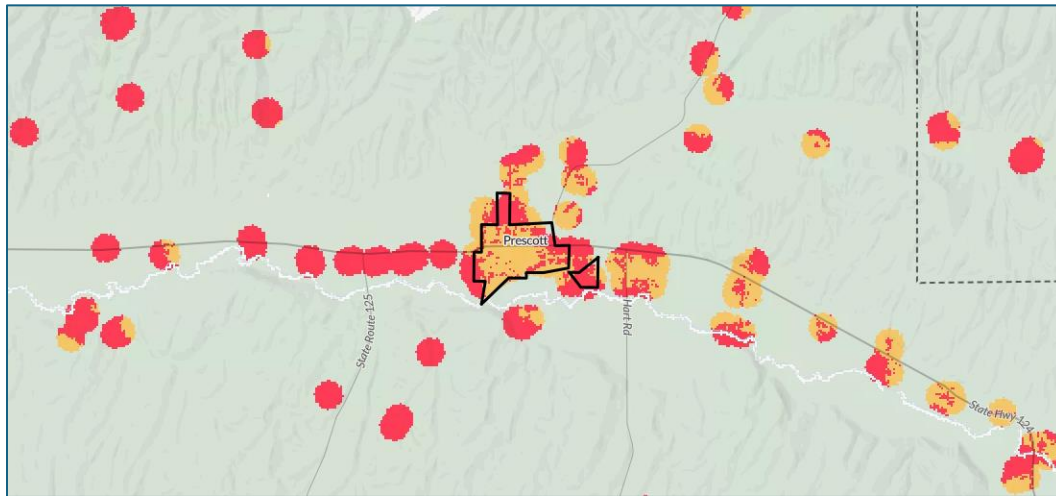


Figure 6: Risk Reduction Zones in Prescott

⁶¹ <https://wildfirerisk.org/explore/risk-to-homes/53/53071/5300056240/>

⁶² <https://wildfirerisk.org/explore/risk-reduction-zones/53/53071/5300056240/>

CITY OF WAITSBURG

The impacts of wildland fire that affect Walla Walla County can also impact the city of Waiatsburg. The *Risk Reduction Zones* model for Waiatsburg reports that many of the buildings (77%) are at minimal exposure to wildfire and thus unlikely to be subjected to wildfire. However, 23% of all buildings in Waiatsburg (183 buildings) are considered at direct exposure to wildfire. These buildings are predominantly located around the edges of the city limits.⁶³



Figure 7: Risk Reduction Zones in Waiatsburg

⁶³ <https://wildfirerisk.org/explore/risk-reduction-zones/53/53071/5300075565/>

CITY OF WALLA WALLA

The impacts of wildland fire that affect Walla Walla County can also impact the city of Walla Walla. The *Risk Reduction Zones* model for Walla Walla reports that most buildings in the city fall in the minimal exposure zone (82%). The model also puts 11% of buildings in the indirect exposure zone. This is more than 1,400 buildings, mostly located in the northwest part of the city. The model places 7% of buildings in the direct exposure zone (978 buildings) and these are spread mostly along the less urban parts of the city and along the city limit edges.⁶⁴

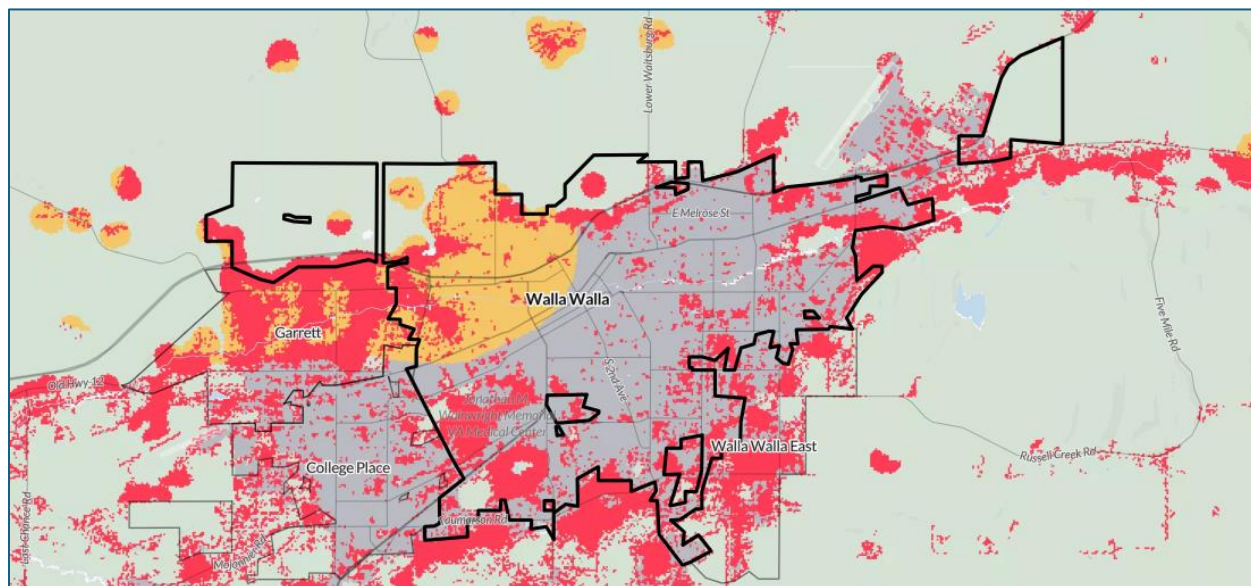


Figure 8: Risk Reduction Zones in the city of Walla Walla

WALLA WALLA SCHOOL DISTRICT

The impacts of wildland fire that affect Walla Walla County can also impact the Walla Walla School District, especially disruptions in travel, wildfire smoke creating unhealthy air quality, and in the event of evacuations. Many school district properties fall within the indirect and direct exposure zones expressed in the *Risk Reduction Zones* model for Walla Walla County.

WALLA WALLA CONSERVATION DISTRICT

The impacts of wildland fire that affect Walla Walla County can also impact the Walla Walla Conservation District, primarily the impacts to natural resources and the environment that are mentioned in the Walla Walla County discussion. Wildfires are capable of destroying agricultural

⁶⁴ <https://wildfirerisk.org/explore/risk-reduction-zones/53/53071/5300075775/>

lands in a short period of time, due to the fuel structure of wheat fields, CRP fields, and other agricultural lands. Many of the recent fires in Walla Walla County have directly impacted agricultural properties, often burning at vegetation-replacement severity before being contained.

RESOURCES AT RISK

Table 16: Expected Annual Loss Values for Wildfire as reported by the FEMA National Risk Index⁶⁵

EAL Total	Building Value	Population Equivalence	Agricultural Value
\$182,231	\$181,930	\$38	\$263

FEMA's *Expected Annual Loss* calculation uses a multiplicative equation that factors in *Exposure*, *Annualized Frequency*, and *Historical Loss Ratio*. Building and agricultural values are measured in dollars. *Exposure* considers the representative value of buildings and agricultural potentially exposed to wildfire, *Annualized Frequency* represents the expected frequency of a wildfire event, and *Historic Loss Ratio* represents estimated percentages of building and agricultural values that are exposed and would be expected to be lost in wildfire occurrence.⁶⁶

CITY OF COLLEGE PLACE

Parcel values that intersect the College Place city limits total more than \$1.33 billion. A wildfire event could impact several city resources including water system storage (Reservoir #4 and Well #7). The city may need additional water storage, future reservoirs, and wells. Improvements could be made to increase fire hydrant capacity on the west side of town, like West Whitman Drive and SW Owens Road.

CITY OF PRESCOTT

Parcel values that intersect the city limits of Prescott total \$29,870,900. The agricultural resources in the Prescott area are at risk from wildfire and agricultural losses would impact the economy of the area. Transportation routes, like SR 124, are local resources at risk of disruption or temporary closure during a wildfire event.

CITY OF WAITSBURG

Parcel values that intersect the city limits of Waitsburg total \$152,919,514. The local water supply has been impacted by fire events in the past and is a valuable resource at short and long term

⁶⁵ <https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C53071#SectionExpectedAnnualLoss>

⁶⁶ <https://hazards.fema.gov/nri/expected-annual-loss>

risk to wildfire. The agricultural resources in the Waitsburg area are at risk from wildfire and agricultural losses would impact the economy of the area. Transportation routes, like US 12 and SR 124, are local resources at risk of disruption or temporary closure during a wildfire event.

CITY OF WALLA WALLA

Parcel values that intersect the city limits of Walla Walla total more than \$4.5 billion. One very valuable resource to the city is the Mill Creek Watershed. About 90% of the municipal water supply comes from the watershed and many essential services, such as the hospital, depend solely on the municipal water supply. A significant wildland fire would likely threaten the city's primary water source for an extended period of time. Fire responders across multiple agencies have responded to and contained numerous fires in the watershed over the past several fire seasons.

WALLA WALLA SCHOOL DISTRICT

Parcel values owned by the school district total more than \$104 million. There are many buildings across the campuses of the school district's nine schools as well as sports facilities, buses, and technology that all could be at risk of wildfire damage, however, school district officials don't see wildfire as a likely direct threat to these assets. The water supply for Walla Walla is an essential resource at risk for the school district.

WALLA WALLA CONSERVATION DISTRICT

The primary concern of the conservation district is the natural resources in the county and therefore the main resources at risk to the conservation district are the natural features, soils, wildlife and wildlife habitat, agricultural lands, water resources, vegetation, fisheries, and other natural resources. There are land values at risk to wildfire in the county, including agricultural and non-agricultural property values. These values are noted in Table 4 in the *Expected Annual Loss* discussion for Walla Walla County.

CHANGES IN LAND USE AND DEVELOPMENT

A significant shift in land use, especially as it relates to wildfire vulnerability, is the number of people living in remote areas of the county in areas surrounded by wildland fuels and far away from fire responders. This increases both human and structure exposure to wildfire. More than half of homes and buildings in the county are still located in the "minimal exposure zone" mentioned in the *Risk Reduction Zones* discussion, but areas of higher wildfire probability are seeing increasing numbers of full- and part-time residents. Also, in the event of a wildfire event, first responders are now faced with a remote, sometimes unknown human population that must be assisted or evacuated.

Another way that land use changes have impacted wildland fire vulnerability is in the trend toward agricultural lands in the vicinity of Walla Walla (city) being repurposed for residential or clustered development. These lands naturally contain fine wildland fuels when not being cultivated for agricultural purposes and more homes or other structures in these types of wildland fuel environments increase exposure and wildfire vulnerability. The area around the cities of Walla Walla and College Place are considered “wildfire transmission” zones, or areas where “... flammable vegetation may expose homes to wildfire.” As homes and structures are built in these areas there will likely be more buildings in the “direct exposure” zones that are already common around the cities as well.⁶⁷

CLIMATE CHANGE

The USDA Northwest Climate Hub website discusses how climate is inextricably related to wildfire both in the past, present, and future: “Climate and wildfire have been strongly related in the past, and changes in climate will affect future fire frequency and severity. Climate change will result in longer wildfire seasons, increased wildfire frequency, size, and total area burned, and possibly increased wildfire severity.”⁶⁸

Some ways that changes in the climate might be expected to impact the wildfire hazard risk in Walla Walla County include increased temperatures, more frequent drought events, warmer springs leading to faster snowmelt, reduced winter snowpack, and drier soils and vegetation leading to lower wildland fuel moistures. Longer, hotter, and drier fire seasons are anticipated to be the general trend, though there will not necessarily be an exponential increase each year and some fluctuation is still expected. Increased wind events are a concern for Walla Walla County as wind is a major factor in rapid fire spread in the grass- and brush-type fuels that are prevalent in the county.

SOCIAL VULNERABILITY

Social Vulnerability refers to the demographic and socioeconomic factors (such as poverty, lack of access to transportation, and crowded housing) that adversely affect communities that encounter hazards and other community-level stressors.⁶⁹ The FEMA National Risk Index reports that Social Vulnerability in Walla Walla County is “Relatively High”. This is based on social groups

⁶⁷ <https://wildfirerisk.org/explore/risk-reduction-zones/53/53071/5300075775/>

⁶⁸ <https://www.climatehubs.usda.gov/hubs/northwest/topic/climate-change-and-wildfire-idaho-oregon-and-washington>

⁶⁹ <https://hazards.fema.gov/social-vulnerability>

in Walla Walla County having a “Relatively High susceptibility to the adverse impacts of natural hazards when compared to the rest of the U.S.”⁷⁰ This calculation is not specific to any one hazard.

Walla Walla County has a homeless population mostly residing in urban areas. Wildland fire may not be a direct hazard risk to these people, but the indirect impacts of wildfire may cause more significant hardship for the poor and homeless. The most significant factor might be decreased air quality during fire season. The homeless are not always able to go indoors to escape poor air quality and if they also have compromised health this will pose even greater challenges.

The *Wildfire Risk to Communities* tool also offers a *Vulnerable Populations* model that looks at, “social and economic factors that can make it more difficult for some people to prepare for, respond to, and recover from wildfire.” These populations include people who experience some or all of a variety of social and medical challenges. In Walla Walla County, there are areas within Walla Walla County that rank above the local median in the following categories:⁷¹

Limited English	Over 65 years of age
People of color	Disabilities
No car	Mobile homes
Under 5 years old	Poverty

⁷⁰ <https://hazards.fema.gov/nri/map>

⁷¹ <https://wildfirerisk.org/explore/vulnerable-populations/53/53071/>

FLOODING HAZARD OVERVIEW

Table 17: FEMA Hazard Summary Rating Worksheet for Flood

Adopting Jurisdiction	Location (Geographic Area Affected)	Maximum Probable Extent (Magnitude/Strength)	Probability of Future Events	Overall Significance Ranking
Walla Walla County	3	3.5	3	9.5
City of College Place	3	3	2	8
City of Prescott				
City of Waitsburg	3	3	4	10
City of Walla Walla	4	3	4	11
Walla Walla Public Schools	1	1	1	3
Walla Walla County Conservation District	2	3	4	9
Ranking Value	1 – Negligible 2 – Limited 3 – Significant 4 – Extensive	1 – Weak 2 – Moderate 3 – Severe 4 – Extreme	1 – Unlikely 2 – Occasional 3 – Likely 4 – Highly Likely	3 to 5 – Low 6 to 8 – Medium 9 to 12 – High

Flooding occurs when an overflow of water submerges land that was previously dry. This typically occurs when the volume of water within a water body, such as a river or lake, exceeds its capacity. Walla Walla County is susceptible to riverine and flash flooding. Flooding can also occur as a result of dam failure.

Flooding in Walla Walla County is most likely to occur in winter and spring when localized rainstorms, snowmelt, and/or rain-on-snow events can overwhelm channels with rapid runoff. Frozen soil conditions are often present during these periods and help to increase the volume and rate of runoff by preventing infiltration. With deeper snowpack conditions or spring snowfall events large volumes of water can result in flood events that can last several days.

There have been four severe floods in Walla Walla County since about 1925. These floods took place in March 1931, December 1964, February 1996 and February 2020. Primary flood hazard areas include Mill Creek, the Touchet River, and Coppei Creek.

FLOODPLAIN

Most flood damage occurs in floodplains. Much of the development within Walla Walla County occurs near streams in low-lying areas and often times floodplains which increases the risk of damage by rising water. The floodway and 100-year floodplain are the two areas most likely to experience flooding. The floodway experiences frequent inundation and within Walla Walla County construction is not permitted within this zone.

A 100-year floodplain is defined as a 1% annual probability of flooding. Recent studies suggest an increased risk to infrastructure can be anticipated during the 21st century as a result of climate change. The floodway and the 100-yr floodplain have been mapped for Walla Walla County by the Federal Emergency Management Agency (FEMA). However, with a few exceptions, floodplain and floodway boundaries have not been reassessed since their initial mapping in 1983.

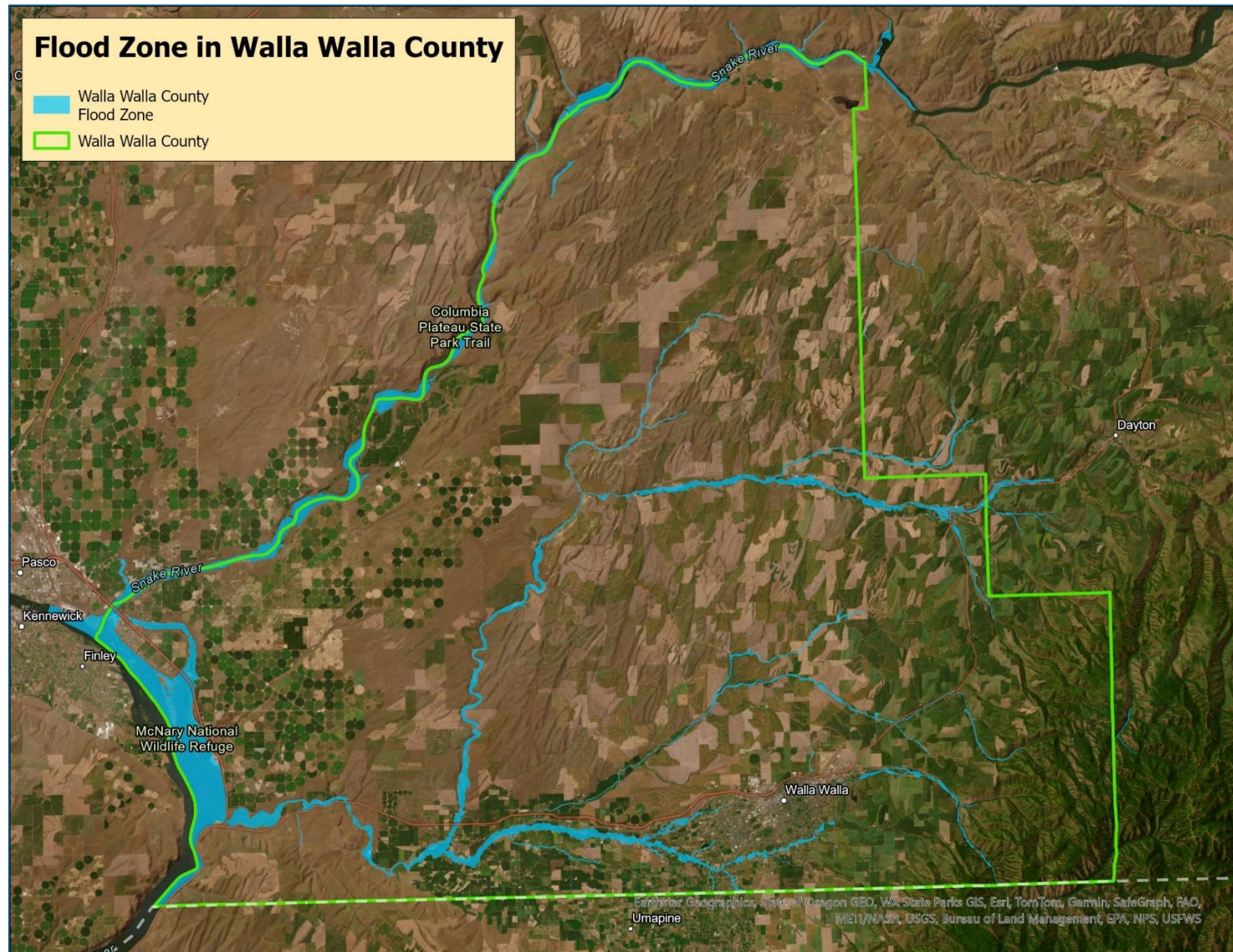


Figure 9: National Flood Hazard Layer (Flood Zone) in Walla Walla County

FEDERAL DAMS

Mill Creek Dam is currently classified as Low Risk by the National Inventory of Dams.⁷² The Hazard Potential Classification is High due to the potential hazard to the downstream area resulting from failure or mis-operation of the dam or facilities – not because of the condition of the dam or the risk of the dam failing. The last inspection date was conducted on 10/22/2022 and the last Emergency Action Plan was revised on 07/07/2022; it meets FEMA guidelines.

Ice Harbor Lock and Dam on the Snake River is currently classified as Low Risk by the National Inventory of Dams. The Hazard Potential Classification is High due to the potential hazard to the downstream area resulting from failure or mis-operation of the dam or facilities – not because of the condition of the dam or the risk of the dam failing. The last inspection date is 05/08/2024 and the last Emergency Action Plan was revised on 07/07/2022; it meets FEMA guidelines.

RECENT EVENT HISTORY

12/30/17 – TOUCHET

On December 29 and 30 a weather system brought 3 to 4 inches of heavy rain to the Blue Mountains. This resulted in a swift increase in flows in streams and creeks, with the Walla Walla River near Touchet rising to 14.2 feet, exceeding the flood stage of 13 feet on December 30. A FEMA Disaster Declaration was made for this flood event which caused damage in 15 counties across Washington. Walla Walla County was given \$21.63 per capita to repair or replace facilities damaged by the flood.

2/5/2018 – TOUCHET

On February 1 through February 4, two to three inches of rain fell in the Blue Mountains causing the Walla Walla River to briefly hit the flood stage of 13 feet on February 5. There were no property damage, injuries, or deaths associated with this event.

4/9/2019 – KOOSKOOSKIE

On April 9, minor flooding was reported on Titus Creek after the above-normal snowpack in the Blue Mountains began melting in warm weather. On the same day the Touchet River changed course and began eroding nearby buildings. This event caused the flooding of a tractor and two

⁷² <https://nid.sec.usace.army.mil/#/>

buildings to fall into the river. This amounted to \$150,000 in property damage and \$2000 of crop damage.

2/6/2020 – TOUCHET

On February 4 and 5 there was heavy snow followed by over 8 inches of heavy rain on February 5 through 7. This caused extensive flooding throughout the region especially on Mill Creek, the Walla Walla River, and the Touchet River. The Kooskooskie gage in Mill Creek recorded a new record flow of 7,050 cfs (cubic feet per second). Extensive damage occurred on upper Mill Creek to homes, roads, and bridges. There were no direct injuries or deaths associated with this event, but many residents had to be rescued from homes. In Waitsburg, the Touchet River and Coppei Creek flooded because the levees became damaged which led to the damage of 60 homes along with many roads and bridges. At its peak, the Walla Walla River reached 20.26 feet, over 7 feet above the flood stage of 13 feet. The total damage from this event is estimated at 8.77 million dollars. A FEMA Disaster Declaration was made for this flood event which caused damage in 15 counties across Washington. Walla Walla County was given \$98.50 per capita for damage repair.



Figure 10: Images of 2020 flood damage

6/14/2022 – KOOSKOOSKIE

On June 14, after a persistent rain, flooding occurred near Langdon. There were no property damage, injuries, or deaths associated with this event but reports of flooding along roadways were reported.

JUNE 2022 – COTTONWOOD CREEK

Record-breaking rains in June of 2022 caused flooding of Cottonwood Creek along Old Milton Highway, south of College Place. Flooding led to erosion and minor damage to private property, requiring cleanup of pastures, yards, and basements.⁷³

PROBABILITY OF OCCURRENCE

Flood hazard probabilities were assessed for the 2018 MHMP and this analysis was reaffirmed for the 2022 Walla Walla Flood Response Plan and the probability of flood damage occurring within Walla Walla County within the next 25 years is reported as HIGH. During the 2024 MHMP update, the probability of future flood events was rated as “Likely” for Walla Walla County overall. The cities of Walla Walla and Waitsburg were rated as “Highly Likely”. This is consistent with past hazard assessments and planning efforts.

WALLA WALLA RIVER FLOODING

The largest recorded flood on the Walla Walla River occurred in February 1996 and had a stage of 20.58 ft. Flooding of the Walla Walla River also occurred in January of 1965, as well as 1906, 1931, 1949, 1951, 1972, 1997, and 2020. Most flood damage on the lower Walla Walla River are related to various types of road and bridge impacts, bank and field erosion, and sediment deposition. The 2022 Walla Walla Flood Response Plan lists the probability of occurrence as MEDIUM.

TOUCHET RIVER

In Walla Walla County, flooding of the Touchet River has mainly caused damage in the communities of Prescott and Waitsburg. Flooding also causes various types of roads and bridge damage, bank and field erosion, and sediment deposition along the Touchet River to the Walla Walla River. Widespread severe damage and disruptions occurred in Waitsburg during the flood

73 https://www.union-bulletin.com/news/local/governments/old-milton-highway-residents-want-solutions-after-walla-walla-creeks-flooded-in-mid-june/article_c54e0862-f36d-11ec-a047-8b157c0245c7.html

of February 1996. The 2022 Walla Walla Flood Response Plan lists the probability of occurrence as MEDIUM.

COPPEI CREEK

Coppei Creek has experienced significant flooding several times. The flows and levels on Coppei Creek are not gauged. However, it is known that Coppei Creek contributed to the severe level of damage in Waitsburg during the floods of February 1996 and February 2020. The creek left its channel and was diverted down Coppei Avenue where it collected behind the existing levee along the Touchet River causing damages to local structures. Other Coppei flood problems were related to road and bridge damage, bank and field erosion, and sediment deposition. Using high water marks, the U.S. Army Corps of Engineers (USACE) has estimated the February 1996 peak flood discharge on Coppei Creek to have been about 1,700 cfs. The 2022 Walla Walla Flood Response Plan lists the probability of occurrence as MEDIUM.

MILL CREEK

Due to the topography of its watershed, Mill Creek tends to have short duration, high volume-flood events. The largest of these floods are usually caused by prolonged intense rainfall on saturated soils, or rapid snowmelt in conjunction with rain and warming temperatures. The FEMA Flood Insurance Study reported in 1983 stated Mill Creek flow exceeded the bank-full capacity (600 cfs) 29 times out of 36 years of records. The 1931 flood that impacted the City of Walla Walla and spurred the construction of the Mill Creek Reservoir was partially in response to the hydrology of the Mill Creek Watershed. The USACE completed the Mill Creek flood control project in 1942 diverting a portion of Mill Creek floodwaters to Bennington Lake reservoir and successfully decreasing discharges through the City of Walla Walla. Flows in Garrison, Russell, and Yellowhawk Creeks are also controlled by this project. The project consists primarily of a constructed concrete floodwater conveyance channel with a 5,400 csf capacity through the City of Walla Walla. This channel is now aging and in many areas of the city it needs significant repairs or reconstruction to remain functional.

Major flood events on Mill Creek have occurred in 1931, 1964, 1996, and 2020. The City of Walla Walla sustained only minor damages during the February 1996 and February 2020 flood due to the operation of the diversion and detention system. Mill Creek has regularly caused damaging impacts in the Kooskooskie area due to infrastructure and private dwellings occurring within flood zones. Mill Creek flooding has also consistently led to bank undercutting and erosion downstream of the City of Walla Walla. The 2022 Walla Walla Flood Response Plan lists the probability of occurrence as HIGH.

YELLOWHAWK, COTTONWOOD, RUSSELL, GARRISON, AND RESER CREEKS

There is little flooding data available regarding flows on Garrison, Yellowhawk, Cottonwood, Russell, and Reser Creeks. Flows in Russell, Garrison, and Yellowhawk Creeks are partially regulated by the Mill Creek Diversion and Reservoir project. In the absence of the USACE project the causes and frequency of flooding on these creeks would be expected to be similar to Mill Creek. The 1983 FEMA FIS reported that there was evidence of at least five floods in the last 50 years. These were in 1926, 1927, 1931, 1949, and 1964. The largest flood may have occurred in 1949. Only nuisance flooding was reported in these drainages during 1996. The 2022 Walla Walla Flood Response Plan lists the probability of occurrence as LOW. However, repeated spring creek flooding has increased as recently as 2022 and resulted in erosion and some damage to private properties, especially in the Cottonwood Creek area.

FLASH FLOODING

Flash floods are characterized by a rapid rise in water level that exceeds bank-full capacity of any measurable water course (i.e., stream, river, dry ravine). In an extreme case, a flash flood could be a wall of water moving down a steep canyon or ravine. Flash floods are common in areas of steep terrain and alluvial fans. Flash floods are distinguished from other types of flooding by the short time frame in which they can develop and intensify. They can occur within a short time ($\leq$ six hours) of a rain event or following a sudden release of water held by an ice or debris dam. There is often little warning of a flash flood.

The brief, intense rainfall from a thunderstorm is usually the cause of a flash flood. Inadequate urban drainage systems increase the likelihood of flash food. In urban environments where vegetation has been removed, where bridges and culverts constrict flow, or where buildings and paving have greatly expanded impermeable surfaces, there is an increased flash flood risk. Several factors contribute to flash flooding. Two key elements are rainfall intensity and duration. As discussed above, other factors include topography, soil conditions, and ground cover.

Currently, development regulations are in place which limit impervious surface, plan for flooding, and require that storm-water run-off is contained within property boundaries and not allowed to flow onto adjacent roadways and properties. These regulations are enforced by local public works and planning departments under a general stormwater permit and implementing guidance from Washington State Department of Ecology.

Damage from localized flash flooding would most likely be contained to a relatively small area or drainage and vulnerability has been significantly reduced for many areas due to state and local flooding and storm water regulations.

The National Weather Service has reported three flash flood events since the year 2000: April 23, 2005, in the Waitsburg area, May 8, 2005, in the City of Walla Walla area, and July 16, 2012, near Touchet. No damage was reported in the Waitsburg incident, and the City of Walla Walla reported approximately \$20,000 in damages. The Touchet incident was caused by thunderstorms that produced 1-2 inches of rain suddenly in isolated areas. Flash floods and mudslides caused damage to several county roads and completely submerged a parked pickup. The 2022 Walla Walla Flood Response Plan lists the overall probability of a flash flood event as MEDIUM.

FLOODING VULNERABILITY

Local, state, and federal agencies have taken steps to reduce the vulnerability of flooding for both municipal and rural jurisdictions. These jurisdictions can regulate development within the floodplain through construction standards and critical-area regulations, increase the communities' flood disaster preparedness, plan response, conduct mitigation projects, encourage participation in the National Flood Insurance Program (NFIP) and educate the public. All these activities reduce vulnerability.

NATIONAL FLOOD INSURANCE PROGRAM PARTICIPATION

Walla Walla County and the four cities listed in the table below participate in the National Flood Insurance Program (NFIP). As defined by the NFIP, there are no "repetitive loss", or "severe repetitive loss" properties located within Walla Walla County's planning area.

Table 18: Summary of National Flood Insurance Program Participation

Community Name	Policies in Force	Total Coverage	Total Written Premium + FPF	Total Annual Payment
Walla Walla County	115	\$32,343,000	\$105,039	\$128,994
City of College Place	6	\$1,535,000	\$3,457	\$4,178
City of Prescott	4	\$670,000	\$4,371	\$5,450
City of Waitsburg	39	\$7,741,000	\$48,489	\$60,111
City of Walla Walla	13	\$5,150,000	\$8,870	\$11,132
Description	Definition			
Policies in Force	The number of policies in force for a given state and combination of attributes.			
Total Annual Payment	This represents the sum of submitted written premium, discounts, fees, assessments and surcharges.			
Total Coverage	The total building and contents coverage for the policies in force.			

Total Written Premium + FPF	This represents the sum of the premium and FPF (federal policy fee) for the policies in force.
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For Walla Walla County, in response to the flood events of 1996, the County worked with other agencies to develop the *Walla Walla County Comprehensive Flood Hazard Management Plan (CFHMP)*, completed in 1999. This plan presents a comprehensive floodplain management strategy regarding flood hazards and providing guidance for mitigation actions. Additionally, in June 2009 the first phase of the Walla Walla County Flood Response plan (FRP) was adopted. The first phase focused on Mill Creek but additional phases addressing the Walla Walla, Touchet, and Coppei Rivers are planned. The FRP provides a plan for response to a flood event on Mill Creek but also supports efforts to “develop community awareness and understanding of flood hazards” which is a key component in mitigating flood hazards and reducing vulnerability.

The Walla Walla County Flood Response Plan was written in 2022 with the stated purpose to “... provide a framework for the effective utilization of government and private sector resources to mitigate, respond to, and recover from flooding events; protect lives, property, and preserve the environment.” This plan addresses both flood response and flood mitigation and integrated the analysis done for the 2018 MHMP.

IMPACTS

WALLA WALLA COUNTY

Future floods may threaten lives, damage property, and impact transportation infrastructure located in floodways and within 100- and 500-year floodplain zones. Although the total population of the county is not directly exposed to this hazard, the effect of the hazard will affect all residents indirectly.

Flooding has both immediate and short-term impacts as well as long-term impacts throughout the county. For example, flooding in 2020 cut off roadways which had multiple layers of impact:

- disrupting daily life and regular travel patterns,
- affecting commerce and impacting economic functions, and
- preventing or delaying emergency response.

Long-term impacts include damage to roads, bridges, structures, and to the landscape through erosion. The 2020 floods damaged a bridge and washed out a hiking trail at Harris Park. The bridge was repaired but the bank where the trails were located has eroded and the trails have not been replaced. Flooding has had other environmental impacts. Work had been completed

along Mill Creek to improve roads and build fish conservation infrastructure. Soon after, 2020 flood events destroyed much of that work.

Over the last decade, residents have reported to the Walla Walla County Conservation District incidents of damage due to high flow events or “flashier” flood events. Most often these events occur during or shortly after a significant amount of precipitation coupled with rapid warm winds, called Chinook winds. The events seem to be more volatile and their frequency increasing. In spring 2017, one of these events resulted in damage to existing infrastructure and loss of economic land with an estimated cost of \$1.3 million to repair the damage; acres of land lost to rapid erosion cannot be replaced.

Waterways naturally move but a concern is that movement is impacting private property, residences, and undermining roads and bridge abutments. Levees, armored banks, and channelization of waterways send river energy downstream and can exacerbate erosion and damage from these events. For example, the levee system that protects the town of Waitsburg from flooding has been implicated in the rapid erosion occurring on the reach between the town and the Bolles Bridge.

There is a common expectation that Dixie could experience significant flooding resulting from a heavy rain event.

CITY OF COLLEGE PLACE

Flooding can have impacts on employee availability especially for emergency and medical service workers who are vital for first response after a disaster.

Flooding has also been seen to close sections of roads throughout the city which disrupts transportation and can strand residents in their houses. Some roads such as NW Evans, NW Destito Court, NW Earl Lane, and SW Puff Lane have seen repetitive flooding. The Public Works yard where equipment is located is in a low part of town and at risk to flooding.

CITY OF PRESCOTT

The Touchet River which runs just south of Prescott occasionally floods which mostly causes damage to roads, bridges, and causes erosion.

CITY OF WAITSBURG

The eastern section of Waitsburg is vulnerable as seen during the 2020 flood as well as erosion caused by the flood water as it goes through the town’s levee system.

CITY OF WALLA WALLA

The hospital has seen employee and patient transportation issues during flood events and employees needing time off work to recover and sheltering for some. Modeling suggests that a Mill Creek Dam failure would significantly increase the risk to the hospital campus.

WALLA WALLA SCHOOL DISTRICT

Flooding can have impacts on the school buildings and facilities but most of the impacts will be disruptions to students from canceled school. School could be canceled due to disrupted transportation infrastructure, which could result in teachers unable to report to work.

WALLA WALLA CONSERVATION DISTRICT

A flood event can lead to a significant influx of sedimentation, and both point and non-point source pollution, including harmful chemicals such as herbicides and pesticides used by nearby crop growers. Additionally, flooding can result in culvert failure, disrupting fish passage and affecting their sensitive habitat requirements. Severe flooding may also cause substantial damage to crops, potentially leading to total loss.

RESOURCES AT RISK

WALLA WALLA COUNTY

Official county parcel data and the National Flood Hazard Layer (commonly referred to as the “flood zone”) were used to analyze values of resources at risk to flood. The analysis showed that as of 2024, Walla Walla County recorded 2,737 parcels with an assessed value that intersected with the flood zone. The value of these parcels totaled more than \$1.1 billion county wide. Some of these properties are owned by major industrial companies, colleges, and governmental authorities. Not all properties that intersect with the flood zone have the same risk of flood damage or vulnerability in the event of a flood, despite their proximity in the flood zone.

A structure data layer was updated in 2024 that represents all structures 450 sq. ft. or larger in Walla Walla County. Using this layer, analysis shows that 1,000 structures in the county intersect with the flood zone. Not all these structures are located completely or even primarily in the flood zone, as some are only partially touching the flood zone. The table below summarizes the structures located in the flood zone based on how they are classified by the County Assessor.

Table 19: Structures in Flood Zone in Walla Walla County by Classification

Structure Classification	Number of Structures
Agriculture	199
Commercial	33
Education	4
Government	11
Industrial	43

Structure Classification	Number of Structures
Residential	677
Unclassified	33
All	1000

CITY OF COLLEGE PLACE

The Public Works Yard, where equipment is stored is located in a low-lying part of town. There are 24 parcels that intersect both the city of College Place and the flood zone that have assessed values. These property values combine to almost \$13.4 million.

CITY OF PRESCOTT

Flooding impacts to roads and bridges can create issues with transportation if there is significant enough damage. Sedimentation from the river can also affect water quality as it drains into the Walla Walla River. There are 46 parcels that intersect both the city of Prescott and the flood zone that have assessed values. These property values combine to more than \$7 million.

CITY OF WAITSBURG

Flooding impacts private residences and the transportation systems, such as in 2020 when 1/3 of the city was inundated. Property values in the flood zone within the city limits of Waitsburg total more than \$96.5 million according to county parcel data. However, it is not likely that all of these properties would be put at risk during any one flood event.

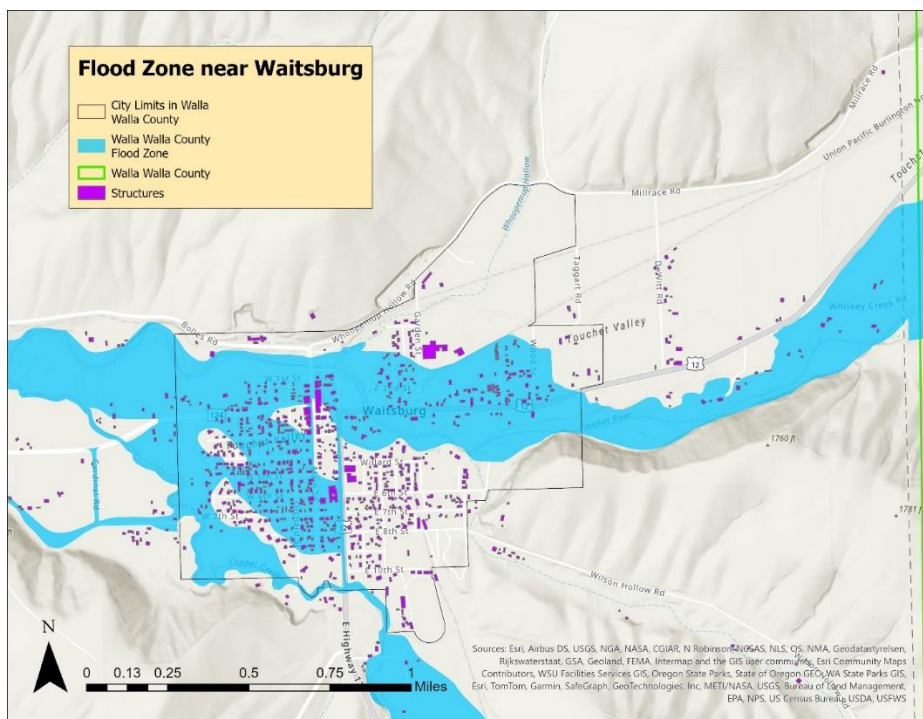


Figure 11: Flood Zone in Waitsburg Area

When the water transmission line is damaged, as it was in 2020, the city must switch to well water. The hospital has generators on the bottom level which are vulnerable to a flood if it breaches the levees. Transportation systems such as roads and bridges are the main resources at risk as they are likely to be affected by floods. There are 38 parcels that intersect both the city of Walla Walla and the flood zone that have assessed values. These property values combine for more than \$44.8 million. However, four of those parcels account for almost \$34.7 million. These four properties appear to have minimal exposure to the flood zone.



Parcel values owned by the school district total more than \$104 million, however, few of these properties are likely to be impacted by flooding. Edison Elementary is one school located nearby the FEMA flood zone along Mill Creek. A larger concern would be a disruption in services or transportation from flooding.

WALLA WALLA CONSERVATION DISTRICT

A key resource at risk from flooding is the agricultural land that the district helps conserve. In Walla Walla County, flooding can significantly affect agricultural growers by causing direct crop damage and total loss, leading to increased costs for repairs, replacement seeds, and potentially higher insurance premiums. Additionally, flooding directly impacts waterways and overall ecosystem health.

CHANGES IN LAND USE AND DEVELOPMENT

A worst-case scenario of flooding could occur within Walla Walla County and is likely to have moderate to major impacts given the aging flood control infrastructure, increasing population and increased urban and rural development. Infill projects in some cities have increased the urban density, thus theoretically increasing flood exposure. However, this is only true if flood hazards were present in these areas already. Much of Waitsburg is located in the 100-year flood zone but the infill development is minimal in Waitsburg.

Some of the cities have improved a variety of infrastructure over the recent past, some in part to mitigate flood damage. Wastewater treatment facilities, drinking water treatment facilities, backup generators in key facilities, and streets are some examples of improvements that have been hardened against flood potential. Bridges in the county have been repaired and improved since damage from the 2020 flooding, including the Mill Creek Bridge near Kooskooskie and the Del Sharpe Bridge near Prescott. The Bennington Lake and Mill Creek projects overseen by the US Army Corps of Engineers are some examples of flood risk mitigation projects in the county.

CLIMATE CHANGE

The Washington Department of Ecology discusses climate change and flooding on their website regarding planning for flood hazards. “Increased temperatures driven by climate change are influencing variables that contribute to flooding. Storm surges, sudden snowmelt, and atmospheric rivers can exacerbate flooding.”⁷⁴ Overall, increases in flood events or increases in severity of flood events due to climate change could result in more damage and higher costs of recovery. This would also necessitate greater need for pre-disaster mitigation.

⁷⁴ <https://ecology.wa.gov/air-climate/responding-to-climate-change/flood-impacts>

SOCIAL VULNERABILITY

Social Vulnerability refers to the demographic and socioeconomic factors (such as poverty, lack of access to transportation, and crowded housing) that adversely affect communities that encounter hazards and other community-level stressors.⁷⁵ The FEMA National Risk Index reports that Social Vulnerability in Walla Walla County is “Relatively High”. This is based on social groups in Walla Walla County having a “Relatively High susceptibility to the adverse impacts of natural hazards when compared to the rest of the U.S.”⁷⁶ This calculation is not specific to any one hazard.

Areas of Walla Walla County that are subject to flooding have a strong possibility of disproportionately impacting socially vulnerable populations, including those experiencing poverty, those with compromised health, and the disabled. Flooding events in the county impact everyone, however, those who are not financially stable might experience greater challenges in recovering from flood damage to their homes and properties. Disruptions in services, utilities, and transportation due to flooding might compromise the safety of people who rely on those services for medical supplies, food and water, and healthcare. Those who do not have the means or physical ability to evacuate quickly from a flooded area are at risk to injury or death during a serious flood event.

⁷⁵ <https://hazards.fema.gov/social-vulnerability>

⁷⁶ <https://hazards.fema.gov/nri/map>

6 MULTI-JURISDICTION HAZARD MITIGATION STRATEGY

Mitigation Action Items (MAIs) are central to the overall purpose of the Multi-Hazard Mitigation Plan (MHMP). As these MAIs are developed, implemented, and reviewed, Walla Walla County will build disaster resistance into everyday operations and become more protected from potential losses. For the purposes of this document, mitigation action items are defined as activities designed to reduce or eliminate losses resulting from natural hazards. Losses can include life, physical property, and monetary value.

WALLA WALLA COUNTY

This section focuses on jurisdiction-specific mitigation action items for unincorporated Walla Walla County. Action items from the 2018 HMP were reviewed by the planning team and were either updated for the 2024 plan update or they were removed if they had been completed or are no longer relevant. New action items were also considered and included when appropriate.

CURRENT POLICIES, CODES AND ORDINANCES

Walla Walla County has adopted the most current state-adopted versions of the International Building Code (IBC) and International Fire Code (IFC) (Walla Walla County Code Title 15.04). The purpose of this is to provide minimum standards to protect public health and safety. The IBC provides general standards for seismic design, high wind design and high snow load design based on local characteristics. Both the building and fire codes are enforced through the County's Community Development Department.

Listed below are other applicable codes, plans, ordinances, and programs:

- Walla Walla County Comprehensive plan
- Countywide planning Policies (CPPs)
- Title 8, Health and Safety
- Title 11, Stormwater
- Title 15, Buildings and Construction
- Title 16, Subdivisions
- Title 17, Zoning
- Chapter 18.08, Critical Areas
- Chapter 18.12, Flood Damage Prevention
- Participation in the National Flood Insurance Program (NFIP)

JURISDICTION-SPECIFIC MITIGATION STRATEGIES AND ACTION ITEMS

Although the various mitigation strategies and/or projects listed on the following pages are contained in the Unincorporated Walla Walla County portion of this plan, many of these strategies and/or projects would most likely benefit multiple jurisdictions, special purpose districts or agencies, and may ultimately be funded by a variety of sources.

While these mitigation strategies and/or projects have been suggested by various county officials and staff through the planning process, they have not been officially approved by the Walla Walla County Board of Commissioners and funding has not been allocated. In many cases, funding for these is dependent upon Walla Walla County receiving future federal and/or state hazard mitigation grant funding.

Walla Walla County also supports and recommends the multi-jurisdictional mitigation measures contained in this plan.

MULTIPLE HAZARDS

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

One of Walla Walla County’s top mitigation priorities is increasing public awareness regarding all hazards within the County. The Walla Walla County Emergency Management Department (EMD) is the lead, working closely with other County departments, as well as local, state and federal agencies. Throughout the year EMD provides information through the County website, informational meetings, educational presentations, and written materials.

Walla Walla County also participates in annual Building Safety Month, which is organized by the International Code Council, every May. The Walla Walla County Community Development Department provides information to the public regarding building and fire safety. Information on creating disaster supply kits, developing a family action/evacuation plan, and where to get up-to-date information regarding hazards and events was provided to members of the public. Tips for easy non-structural hazard mitigation were also provided.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: CO-1			
Hazard	Priority	Cost	Timeline
Multi-Hazard	Medium		Ongoing
Relocate the Emergency Management Department and Walla Walla Emergency Services Communications Center (WESCOM/911 dispatch) offices to a seismically sound building. Additional office space and communication facility space are needed to continue to support			

the growing needs of the County. Therefore, this mitigation goal will continue to further support Walla Walla County hazard risk mitigation efforts.

Lead Agency	Emergency Management Department
Potential Resources	County budget

Project ID: CO-2

Hazard	Priority	Cost	Timeline
Multi-Hazard	High		Partially Funded, long term from funding

Conduct structural mitigation projects to protect public roadways and bridges from flooding and earthquake hazards and ensure that critical transportation routes are intact, including, but not limited to the following projects:

- McEntrye Bridge
- Gardena Bridge – Touchet Gardena Road
- Cottonwood Road MP 0.47 – 0.81
- Reser Road MP 0.00 – 0.50
- Lewis Peak Road MP 0.00 – 9.24
- Sudbury Road MP 11.6 – 17.0
- Touchet Gardena Road – MP 0.00 – 1.53
- Goble Bridge MP 0.62 – 1.40
- Harvey Shaw Road MP 3.40 – 3.50
- Hart Road at Walter Bridge
- Paxton Bridge
- Lower Whetstone Road MP 0.00 – 2.20
- CM Rice Road MP 6.40 – 6.80
- Depping Culvert on Depping Road
- Substation Bridge on Lower Hogeeye Road

This mitigation measure incorporates several measures from the 2018 plan. The list of road and bridge projects included above is based on current knowledge from the County Public Works Department. The Department has procedures in place to conduct assessments of roads and bridges and maintains an internal list of projects. This mitigation measure was modified during the 2018 planning cycle to incorporate several different measures including upgrades to transportation facilities to reduce possible damage from multiple hazards. This mitigation objective has been re-affirmed for the 2025-2029 planning cycle.

Lead Agency	Emergency Management Department
Potential Resources	Local, State, and Federal

FLOOD HAZARDS

A significant portion of the County is located within the 100-year floodplain and there are also parts of the County located within the floodway and the 500-year floodplain. The most significant losses due to flooding occurred in 1996, 2012, and 2020.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

Walla Walla County has adopted floodplain development standards under **Walla Walla County Code Chapter 18.12, Flood Damage Prevention**, which is enforced by the Community Development Department and contains methods and provisions to minimize the potential public and private losses from flooding. It also promotes the public health, safety and welfare of all citizens through:

- Restricting or prohibiting uses which are dangerous to health, safety and property due to water or erosion hazards, or which result in damaging increases in erosion or in flood heights or velocities;
- Requiring that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;
- Controlling the alteration of natural floodplains, stream channels and natural protective barriers, which help accommodate or channel floodwaters;
- Controlling filling, grading, dredging and other development which may increase flood damage; and
- Preventing or regulating the construction of flood barriers which will unnaturally divert floodwaters, or which increase flood hazards in other areas.

In 2008-2009 the County completed a mandatory update of the Walla Walla County Critical Area Ordinance (CAO) which was based on a review of best available science (BAS). This review recommended a few minor updates to conduct in order to meet FEMA and Department of Ecology minimum requirements for the NFIP program. Primary recommendations were to:

1. Update Chapter 18.12 to incorporate the most recent revisions to the Ecology requirements contained in Chapter 173-158 WAC, Floodplain Management; and
2. Check cross references to other sections.

The County employs the following specific food hazard mitigation policies, standards and planning mechanisms:

- The **Walla Walla County County-wide Planning Policies (CPPs)**, adopted in 1993, form a basis for planning and multi-jurisdictional coordination within the County and have been adopted by Walla Walla County as well as each of the cities within the County who are all planning partners in this plan. The following CPPs directly address flood hazard mitigation:
 - CPP 11.3 Priority should be given to preserving and protecting resource and critical lands. Development that is permitted that is associated or adjacent to these areas should be properly managed.
 - CPP 11.5 The County will continue to utilize the Federal Emergency Management Agency program for floodplain management.
- The **Walla Walla County Comprehensive Plan** serves as a guide to make decisions about future development within unincorporated Walla Walla County. In addition to the annual amendment process, since the Hazard Mitigation plan was adopted in 2018 the County completed the update to the Comprehensive Plan in 2019. As required by the Washington State Growth Management Act, in addition to providing a land use policy framework for accommodating growth in the County, the Comprehensive Plan also provides policies for critical areas, including flood hazard areas, and serves as the basis for the County development standards. Past planning efforts, including the 2018 HMP were considered during the update to the Comprehensive Plan. The following goals and policies related to flood hazards are included in the Comprehensive Plan:
 - Goal CA-1 Promote public health, safety, welfare, economic and environmental well-being in the County for present and future citizens by identifying and protecting critical areas.
 - Policy CA-1.2 Update studies on a regular basis to identify critical areas and make the information available to the public.
 - Policy CA-1.7 Convert, update, and maintain critical area/flood mapping in a digital format whenever possible. Make this data available to the public via the Internet if feasible.
 - Policy CA-1.8 Promote public health and welfare by instituting local measures to protect, preserve and enhance where applicable, wetlands for their associated values that exist in this county. Wetlands serve a variety of vital functions, including, but not limited to: flood storage and conveyance, water quality protection, recharge and discharge areas for groundwater, erosion control, sediment control, fish and wildlife habitat, recreation, education, and scientific research.

- Policy CA-2.1 Minimize construction of structural shoreline stabilization and flood control works in favor of methods utilizing setback levees and bioengineering.
- Policy CA-2.2 Provide suitable wildlife corridors to prevent isolation of populations by utilizing land features such as riparian zones/floodplains and ridges which provide natural connecting corridors.
- Goal CA-3 Utilize floodplain planning to protect human life and health as well as the riparian ecosystem in order to minimize public and private economic losses and expenditures related to flood control and to protect and preserve wildlife habitat.
- Policy CA-3.1 Use the FEMA supplied Flood Insurance Rate Maps and Floodway maps to determine areas of special flood hazard and manage these areas through the National Flood Insurance Program (NFIP).
- Policy CA-3.2 Refine and improve upon FEMA flood mapping whenever possible by working with the Corps of Engineers, FEMA, individual agencies, and landowners.
- Walla Walla County has adopted and implemented **Flood Damage Prevention Standards**, at Walla Walla County Code Chapter 18.12. These standards guide new development and growth within unincorporated Walla Walla County in such a way as to reduce potential damage. Included below is a summary of the key components of these development standards.
 - All new construction and substantial improvements shall be anchored to prevent flotation, collapse or lateral movement of the structure (WWCC 18.12.190A).
 - All new construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage and using methods and practices that minimize flood damage (WWCC 18.12.200A-B).
 - Electrical heating, ventilation, plumbing and/or air-conditioning equipment or other service facilities shall be designed and/or otherwise elevated or located so as to prevent water from entering or accumulating within the components during conditions of flooding (WWCC 18.12.200C).
 - All new and replacement water supply systems, sanitary sewage systems, and on-site waste disposal systems shall be located and designed to minimize infiltration of floodwaters and avoid impairment and contamination (WWCC 18.12.210A-C).
 - All subdivision proposals shall be consistent with the need to minimize flood damage (WWCC 18.12.220A-E).

- Within the 100-year floodplain, new construction and substantial improvement of any residential structure shall have the lowest floor, including basements, elevated to one foot above base flood elevation. Additionally, fully enclosed areas below the lowest floor that are subject to flooding are prohibited or must be flood proofed and accommodate the entrance and exit of flood waters (WWCC 18.12.250).
 - Within the 100-year floodplain, new construction and substantial improvement of any commercial, industrial or other nonresidential structure shall have either the lowest floor, including basements, elevated to the level of one foot above the base flood elevation or be flood proofed so that below the base flood level the structure is watertight and has structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy (WWCC 18.12.260).
 - Encroachments and obstructions, including fill, new construction, substantial improvement and other uses are generally prohibited. Construction and reconstruction within the designated floodway is generally limited to only projects where it has been certified by a registered professional engineer or architect that the construction will not result in any increase in flood levels and where all applicable flood hazard reduction provisions are met. Minor repairs and reconstruction if the structure has been damaged and if the ground floor area will not increase are permitted (WWCC 18.12.290).
- Walla Walla County completed a mandatory update of **Walla Walla County Chapter 18.08, Critical Areas**, which satisfies the Growth Management Act requirement to have a Critical Areas Ordinance (CAO). All areas within the County meeting the frequently flooded designation criteria –in the Identification and Delineation Manual, regardless of any formal identification, are designated critical areas. Both the floodway and floodplain are subject to regulation under Chapter 18.12. These frequently flooded areas are the same areas regulated by Chapter 18.12 and Title 15 and no additional development standards are provided in Chapter 18.08.
 - The plan rewrite of the **Walla Walla County Flood Response Plan (FRP)** was completed in 2022 and builds on tprevious **Walla Walla Comprehensive Flood Hazard Management Plan (CFHMP)** completed in 1999. The FRP primarily focuses on areas within the County that have been determined to be at risk of flooding due to either seasonal hydrological fluctuations or flash flooding resulting from storm-water run-off. The current FRP provides valuable information regarding flood hazards within Walla Walla County and, as part of the implementation component, provides guidance on mitigation measures. The plan incorporates planning efforts conducted during the 2018 HMP update.

The Walla Walla County Public Works Department administers the **Mill Creek Flood Control Zone District**, working closely with the U.S. Army Corps of Engineers and other local, state and federal agencies to manage flood risk.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: CO-3			
Hazard	Priority	Cost	Timeline
Flood	High		Unfunded, Long term based on funding
Conduct embankment enhancement to alleviate Mill Creek Flooding near the intersection of Wallula Avenue and Highway 12. This mitigation measure was new in the 2010 plan and this area along with three others have been identified as needing additional flood mitigation work. The additional three priority areas for the 2018-2022 planning period are: The Touchet River between Hwy 125 and Donnelly Rd; Mill Creek from Blue Creek Road extending upstream approximately three (3) miles between Gose Street and the Walla Walla River (which includes the Wallula Avenue flooding concern location), and; Coppei Creek throughout the majority of its length. These three areas have a direct impact on adjacent infrastructure and residences.			
Lead Agency	County Public Works Department and City of Walla Walla		
Potential Resources	Local, State, and Federal		

Project ID: CO-4			
Hazard	Priority	Cost	Timeline
Flood	Medium		Partially funded, long term from funding
Make physical dam safety modifications and conduct non-structural maintenance to Mill Creek Storage Dam. This mitigation measure is on-going for the 2018-2022 planning cycle.			
Lead Agency	US Army Corps of Engineers		
Potential Resources	Federal		

Project ID: CO-5			
Hazard	Priority	Cost	Timeline
Flood	High		Partially funded, long term from funding

Plan and conduct mitigation projects to protect critical bridges and roadways threatened by flooding based on semi-annual inspections and evaluations. This mitigation measure has been re-worded based on discussions with the County Public Works Department and is re-affirmed for the 2018-2022 planning cycle.	
Lead Agency	County Public Works Department
Potential Resources	Local, State, and Federal

Project ID: CO-6			
Hazard	Priority	Cost	Timeline
Flood	Medium		Current and ongoing
Conduct public outreach to increase the awareness of the State-provided system for identification of culverts in need of maintenance. This mitigation measure has been modified from the 2010 plan to focus on public outreach and increasing awareness of this tool for the 2018-2022 planning cycle. Better use of this system will ensure the County has more up-to-date information and enable the more efficient dispatching of resources.			
Lead Agency	County Public Works Department		
Potential Resources	Local		
Project ID: CO-7			
Hazard	Priority	Cost	Timeline
Flood	Medium		Current and ongoing
Improve and maintain the capacity of storm water ditches and drainages as part of on-going maintenance program. This mitigation measure is on-going for the 2018-2022 planning cycle.			
Lead Agency	County Public Works Department		
Potential Resources	Local budgets		

WILDFIRE HAZARDS

In Walla Walla County the highest wildfire hazard area is in the wildland urban interface (WUI) in the eastern part of the County. This area has been the primary focus of wildfire hazard mitigation in the past. There are, however, dry-land portions of the County which also have an elevated wildfire risk. Recognizing this fact, the Planning Team added a mitigation measure during the

2010 update to prepare a wildfire protection plan addressing risk throughout the rest of the County. This mitigation measure was completed in 2017.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

The County has participated in wildfire hazard mitigation through a variety of different mechanisms:

- The City of Walla Walla receives 90% of its municipal water supply from the Mill Creek Municipal Watershed which is located adjacent to the wildland urban interface (WUI). The watershed is characterized by forest conditions with heavy fuel loads and is vulnerable to wildfire. A destructive wildfire could have serious negative effects on water quality. The city completed a **County-wide Community Wildfire Protection Plan in 2017** that included a reassessment of the Mill Creek watershed and associated fire risk ratings. During the 2024 update to the HMP, the 2017 CWPP was also updated and serves as an appendix to this plan. This plan contains many mitigation measures to be implemented within the WUI which will reduce wildfire vulnerability within the unincorporated areas of Walla Walla County.
- Walla Walla County works closely with the Washington State Department of Ecology, local fire districts, and the Walla Walla County Conservation District to implement the local **burn program**. The Community Development Department issues residential burn permits and works with other agencies to conduct enforcement and provide valuable information to property owners regarding alternatives to burning and recommendations on safe practices that can reduce risk. A daily burn decision is issued by the Department of Ecology Eastern Regional Office.
- Walla Walla County has adopted the International Code Council family of codes through Walla Walla County Code Title 15. The County has incorporated the most current state-adopted version of the **International Fire Code (IFC)** into Chapter 15.04 of its Code. The IFC provides regulations to protect life and property from all types of fire and explosion hazards. The regulations include general precautions against fire, emergency planning and preparedness, fire department access, hydrants, sprinkler and alarm systems, hazardous materials storage and use, etc. The fire code applies to all new construction and land development and some modifications to existing buildings.
- In addition to access requirements in the fire code, the County has also adopted standards in **Walla Walla County Code (WWCC)** Title 12 for access and road/address marking which are enforced through the County Public Works Department. The Community Development Department ensures through **Title 16, Subdivisions**, that all lots in new land divisions have necessary ingress/egress and meet fire protection and access standards.

- In 2010 the County adopted new **development standards** to reduce wildfire vulnerability for new construction in the Wildland-urban Interface and additionally adopted wildfire protection standards later that year that apply to the Mill Creek area. The County has also adopted access standards, road standards, and address marking requirements and is continuing to adapt and apply them.
- The 2019 Comprehensive Plan contains the following goals and policies that pertain to wildfire:
 - Goal RL-6
 - Protect the environmentally sensitive features that are present in Rural Remote lands and reduce the threat of hazards such as flooding, slope failure, and wildfire.
 - Policy RL 6.1
 - Implement the Community Wildfire Protection Plan to reduce the risk of wildfire and mitigate the impacts if a fire occurs.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: CO-8			
Hazard	Priority	Cost	Timeline
Wildfire	High		Unfunded, long term reoccurring funding need
Walla Walla County will continue working on implementation of fire mitigation measures following the updated recommendations of the Mill Creek and Walla Walla County Community Wildfire Protection Plan updated in 2024, that includes a reassessment of the fire risks in the Mill Creek Municipal Watershed. This mitigation measure is renewed for the 2024-2029 planning period.			
Lead Agency	Emergency Management Department and Fire Districts		
Potential Resources	Local, State, and Federal		

EARTHQUAKE HAZARDS

There are several indicators which suggest that Walla Walla County could experience a large earthquake: proximity to large faults, evidence of large earthquakes in the recent geologic past and historical seismicity. Although it is very difficult to predict when an earthquake will occur, we do have valuable information regarding vulnerability which helps focus hazard mitigation efforts. Although Walla Walla County has significant geologic hazard, damage and loss from an earthquake has not occurred recently.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

Other plans, policies, and development standards relevant to mitigation of earthquake and other geologic hazards include the following:

- As part of the 2008 **Critical Areas Ordinance** update completed by the County in 2009 the County adopted new standards and background information related to various geologic hazards including landslide, erosion, and seismic hazard areas. In areas with steep or unstable slopes or with soil characteristics prone to liquefaction, geotechnical reports are required as part of development permits. When design and construction methods cannot reduce the risk to acceptable levels development may be prohibited.
- Walla Walla County has adopted the **International Building Code** which classifies the County as seismic zone D0. The IBC also provides design/construction requirements for geologic hazard areas including areas with steep slope which are landslide and erosion hazards which could be exacerbated by an earthquake.
- The 2019 Comprehensive Plan contains the following goals and policies that pertain to earthquake hazards:
 - Goal CA-4 Reduce the threat posed to the health and safety of citizens that could occur when development is sited in areas of significant geologic hazard.
 - Policy CA-4.1 Implement development regulations that minimize risk to the public health, safety, and welfare in areas of significant geologic hazard.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: CO-9			
Hazard	Priority	Cost	Timeline
Earthquake	High		Unfunded, Long term from funding
Conduct non-structural mitigation in County-owned buildings. This mitigation action is current and on-going and has been re-affirmed for the 2018-2022 planning cycle.			
Lead Agency	Walla Walla County		
Potential Resources	Local, State, and Federal (Defined by entity in Section 3.5 on Page 25)		

Project ID: CO-10			
Hazard	Priority	Cost	Timeline
Earthquake	High		Partially funded, Current and on-going

Plan and conduct mitigation projects to protect critical roadways threatened by earthquakes based on semi-annual inspections and evaluations. This mitigation action is current and on-going and has been re-affirmed for the 2018-2022 planning cycle.	
Lead Agency	County Public Works Department
Potential Resources	Local, State, and Federal (Defined by entity in Section 3.5 on Page 25)

Project ID: CO-11			
Hazard	Priority	Cost	Timeline
Earthquake	High		Partially funded, Current and on-going
Plan and conduct mitigation projects to protect critical bridges threatened by earthquakes based on semi-annual inspections and evaluations. This mitigation action is current and on-going and has been re-affirmed for the 2018-2022 planning cycle.			
Lead Agency	County Public Works Department		
Potential Resources	Local, State, and Federal (Defined by entity in Section 3.5 on Page 25)		

SEVERE WEATHER HAZARDS

Walla Walla County experienced notable damage and loss from severe weather events that have caused millions of dollars in damage because of high winds, flooding, ice, cold waves, and other severe weather events. *Expected Annual Loss* values calculated by FEMA have the potential to reach hundreds of thousands or millions.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

Walla Walla County implements the following mitigation measures through other planning and enforcement mechanisms:

- Through adoption of the International Building Code (IBC) Walla Walla County requires structures to be built to resist wind speeds up to 110 mph and allows installation of wind-resistant roofing. The building code also provides snow load, winter design, and severe weathering design requirements.

MITIGATION OBJECTIVES AND ACTION ITEMS

Walla Walla County does not have any jurisdiction specific mitigation projects but does commit to all the severe weather multi-jurisdictional mitigation measures.

CITY OF COLLEGE PLACE

This plan is an update of the 2018 Walla Walla County Multi-Jurisdictional Hazard Mitigation Plan (HMP). This section has been updated through Planning Team efforts and collaboration by city staff. All previous mitigation action items from the 2018 plan were removed because they are outdated and no longer a priority. New action items are listed by identified natural hazard category.

CURRENT POLICIES, CODES AND ORDINANCES

The City of College Place has adopted the 2009 editions of the International Building Code (IBC) as adopted by Washington State with the Washington State Amendments, effective July 1, 2018 and International Fire Code (IFC). The purpose of these codes is to provide minimum standards to protect public health and safety. The IBC provides general standards for seismic design, wind design and snow load design based on local characteristics. As a city, College Place enforces all building and fire codes as adopted by the State of Washington.

Listed below are other applicable codes, plans, ordinances, and programs:

- City of College Place Comprehensive Plan
- Countywide Planning Policies (CPPs)
- Title 15, Buildings and Construction
- Chapter 18.10, Critical Area Protection
- Ordinance No. 867, Flood Protection Measures

JURISDICTION-SPECIFIC MITIGATION STRATEGIES AND ACTION ITEMS

It should be noted that although the various mitigation strategies and/or projects listed on the following pages are contained in the City of College Place portion of this plan, many of these strategies and/or projects would most likely benefit multiple jurisdictions, special purpose districts or agencies and may ultimately be paid for through a variety of sources.

While these mitigation strategies and/or projects have been recommended by various city officials and staff through the planning process, these strategies and/or projects have not been officially approved by the city of College Place City Council and funding for these strategies and/or projects has not been allocated. In many cases, funding for these mitigation strategies and/or projects is dependent upon the city receiving future federal and/or state hazard mitigation grant funding.

The city also supports and recommends the multi-jurisdictional mitigation measures contained in this plan that cover the extent of Walla Walla County.

MULTIPLE HAZARDS

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: CP-1			
Hazard	Priority	Cost	Timeline
Severe Weather/ Wildfire	High	\$2,899,000	Unfunded, Short term from funded
Reservoir #4 improvement. Add a 1-million-gallon water storage tank to increase water supplies and support community resiliency.			
Lead Agency	City of College Place		
Potential Resources	Local, State, and Federal		

Project ID: CP-2			
Hazard	Priority	Cost	Timeline
Earthquake/ Flooding/ Severe Weather	High	\$9,000,000	Unfunded, Short term from funded
Public works yard relocation. The Public Works yard has issues and concerns related to water as it is situated in a surface depression and a creek runs through it (the lot was originally used for chicken coops). The yard needs to be relocated and upgraded.			
Lead Agency	City of College Place		
Potential Resources	Local, State, and Federal		

Project ID: CP-3			
Hazard	Priority	Cost	Timeline
Multi-Hazard	High	\$8,054,051	Unfunded, Short term from funded
SE 12th Street (College to Myra). SE12th street needs to be rebuilt as it is a designated evacuation route. Utilities should be buried so they are better protected and less likely to be interrupted or compromised due to a natural disaster.			
Lead Agency	City of College Place		

Potential Resources	Local, State, and Federal
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Project ID: CP-4			
Hazard	Priority	Cost	Timeline
Multi-Hazard	High	\$1,048,617	Unfunded, Short term from funded
West Whitman Drive (Academy Way west to City Limits). Reconstruct West Whitman Drive so it is fully in appropriate condition since it is a designated evacuation route.			
Lead Agency	City of College Place		
Potential Resources	Local, State, and Federal		

FLOOD HAZARDS

No frequently flooded areas are located within the City of College Place at this time, although the city still has potential to experience losses due to flood events, including flash flooding.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

- As mentioned above, Ordinance No. 867 provides **flood protection measures** for the City of College Place. This ordinance provides standards which regulate all new development in the 100-year floodplain in an effort to reduce potential damage. These regulations were adopted as an element of the requirements for the City's participation in FEMA's NFIP Program.
- The city adheres to the **Walla Walla County Flood Response Plan (FRP), 2022**. See the section under Walla Walla County above.
- The **Walla Walla County County-wide Planning Policies (CPPs)**, adopted in 1993, form a basis for planning and multi-jurisdictional coordination within Walla Walla County and have been adopted by the City of College Place. The following CPP directly addresses flood hazard mitigation:

CPP 11.5 – The County will continue to utilize the Federal Emergency Management Agency program, FRIMs and NFIP requirements for guidance and floodplain management.

MITIGATION OBJECTIVES AND PROJECTS

In addition to the objectives identified below there are action items that address flooding under the *Multiple Hazards* heading. The City of College Place additionally commits to participating in the countywide flood mitigation measures where applicable.

Project ID: CP-5			
Hazard	Priority	Cost	Timeline
Flood	Medium	\$2,000,000	Unfunded, Short-term type of funding
Outfall replacements. Reconstruct outfalls to correctly pass and filter stormwater. Replacement priorities include Garrison Creek, Stone Creek, and Military Springs Watersheds.			
Lead Agency	Public Works		
Potential Resources	Local, State, and Federal		

Project ID: CP-6			
Hazard	Priority	Cost	Timeline
Flood	Medium	\$1,998,600	Unfunded, Short-term type of funding
Drywell installations. Install drywells in flood prone areas surrounded by Date, Academy, 11th, and Rose.			
Lead Agency	Public Works		
Potential Resources	Local, State, and Federal		

WILDFIRE HAZARDS

Due to thick vegetation in some places within the city and proximity to wildland fuels on the outskirts of the city, there are properties within College Place at some risk to damage from a wildfire event.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

- The **Walla Walla County and Mill Creek Community Wildfire Protection Plan (CWPP)**, updated in **2024**. This Plan contains wildfire mitigation action items that are supported by the city of College Place, where appropriate.

MITIGATION OBJECTIVES AND PROJECTS

The City of College Place does not house any jurisdiction specific mitigation projects specific only to wildfire here but does include a multi-hazard action item (CP-1) that addresses wildfire hazards. College Place also commits to all the wildfire multi-jurisdictional mitigation measures of the County and is in support of the recently completed Mill Creek and Walla Walla County Community Wildfire Protection Plan as it includes recommendations for the Mill Creek Watershed that could influence the City's municipal water.

EARTHQUAKE HAZARDS

There are indicators which suggest that the city of College Place could experience a large earthquake: proximity to large faults, evidence of large earthquakes in recent geologic past, and historical seismicity. Although it is very difficult to predict when an earthquake will occur, we do have valuable information regarding vulnerability which helps focus hazard mitigation efforts. Although the area has significant geologic hazards, damage and loss from an earthquake has not occurred recently.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

Other plans, policies, and development standards relevant to mitigation of earthquake and other geologic hazards include the following:

- As part of the 2008 **Critical Areas Ordinance** update completed in 2008 the city adopted new standards and background information related to various geologic hazards including landslide, erosion, and seismic hazard areas. In areas with steep or unstable slopes or with soil characteristics prone to liquefaction, geotechnical reports are required as part of development permits. When design and construction methods cannot reduce the risk to acceptable levels development may be prohibited.
- Walla Walla County has adopted the **International Building Code** which classifies the city as seismic zone D0. The IBC also provides design/construction requirements for geologic hazard areas including areas with steep slope which are landslide and erosion hazards which could be exacerbated by an earthquake.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: CP-7			
Hazard	Priority	Cost	Timeline
Earthquake	High	\$960,000	Unfunded, Short term from funding

Establish information technology room. There is a need for a temperature controlled fanned room for Information Technology infrastructure in City Hall. Security also needs to be upgraded.	
Lead Agency	Administration
Potential Resources	Local, State, and Federal

Project ID: CP-8			
Hazard	Priority	Cost	Timeline
Earthquake	Medium	\$15 million	Unfunded, Short term from funding
Replace building for the police department. A new facility with proper security would increase the resiliency of the city. The current building is a former apartment building that is highly susceptible to natural hazards, particularly earthquake, flooding, and fire.			
Lead Agency	Police		
Potential Resources	Local, State, and Federal		

Project ID: CP-9			
Hazard	Priority	Cost	Timeline
Earthquake	Medium	\$1,532,720	Unfunded, Short term from funding
Fire station renovation. Upgrade Fire Department with improvements that address issues related to natural hazard resiliency. Upgrade cooling tower, heat exchanger, lighting, and boiler.			
Lead Agency	Fire		
Potential Resources	Local, State, and Federal		

Project ID: CP-10			
Hazard	Priority	Cost	Timeline
Earthquake	Medium	\$3,049,361	Unfunded, Short term from funding
Elevated water tank #1 seismic retrofit and upgrade. The tank dates from 1947. It needs cross bracing and additional work to address stabilization concerns.			
Lead Agency	Public Works		
Potential Resources	Local, State, and Federal		

SEVERE WEATHER HAZARDS

The City of College Place last experienced significant damage and loss from a severe storm event on January 4, 2008, when central Oregon and the foothills of the Blue Mountains experienced a windstorm. The strongest gust speed at the Walla Walla airport was 78 mph and the strongest sustained wind speed was 55 mph. Estimates were that 4.9 million dollars in damage was experienced within Walla Walla County (not just unincorporated). In the Walla Walla Valley approximately 4 in 10 homes received damage from the storm. Much of the damage was due to falling trees.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

The City of College Place implements the following mitigation measures through other planning and enforcement mechanisms:

Through adoption of the **International Building Code (IBC)** the City of College Place requires structures to be built to resist wind speeds up to 110 mph and allows installation of wind-resistant roofing. The building code also provides snow load, winter design, and severe weathering design requirements.

The City of College Place ensures that trees and vegetation are pruned and trimmed as necessary to protect roads, bridges and other infrastructure from damage. In past years the City has conducted a semi- annual **“Yard Debris Collection”** to work with citizens to prune and trim trees and reduce other yard debris which might result in damage during a severe storm event.

The City of College Place encourages the installation of **underground utilities** in all areas and included the policy outlined in item CP-5 in the Comprehensive plan regarding the City’s primary commercial area.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: CP-11			
Hazard	Priority	Cost	Timeline
Severe Weather	Medium	\$373,680	Unfunded, Short to Long-term from funding
Well #3 generator. The most reliable drinking water well is in need of an electricity generator.			
Lead Agency	Public Works		
Potential Resources	Local, State, and Federal		

Project ID: CP-12			
Hazard	Priority	Cost	Timeline
Severe Weather	High	\$4,036,000	Unfunded, Short term from funding
Well #7. An additional well is needed to provide water to parts of the city that currently lack or have inadequate service. An additional well would also increase the natural hazard resiliency of the water system.			
Lead Agency	Public Works		
Potential Resources	Local, State, and Federal		

Project ID: CP-13			
Hazard	Priority	Cost	Timeline
Severe Weather	Low	\$1,000,000	Unfunded, long range planning project
Aquifer Storage and Feasibility Study. Declining aquifers are a potential concern, especially if persistent drought occurs. This study could investigate solutions, such as taking water from the Walla Walla system in the winter and injecting existing groundwater wells for underground storage to be pumped out during the summer. This would require water purchase from Walla Walla and an agreement.			
Lead Agency	Public Works		
Potential Resources	Local, State, and Federal		

Project ID: CP-14			
Hazard	Priority	Cost	Timeline
Severe Weather	Low	\$100,000,000	Unfunded, long range planning project
Irrigation System (Class A) Upgrade at Wastewater Treatment Plant. Upgrades at the WWTP to produce Class A Reuse effluent to send to Gardena. That water could someday be used to irrigate areas in the city instead (depending on if any agreement with Gardena has a sunset). This would require building a second water distribution system to convey the water where it is needed. The benefit of this is reducing demand on the potable water system.			
Lead Agency	Public Works		
Potential Resources	Local, State, and Federal		

Project ID: CP-15			
Hazard	Priority	Cost	Timeline
Severe Weather	Medium	\$20,000,000	Unfunded, mid-range planning project
Wastewater Treatment Plant Solids. City currently dewater solids and stores on a drying pad where they are annually hauled off and land applied. This is a large source of odors and pending regulations may make land application of biosolids less feasible in the future. At the very least, adding a cover for the biosolids storage area to prevent re-wetting of the dried solids would be a good idea to minimize odors and reduce haul cost for disposal. Even better would be adding some further treatment/processing (digestion) to reduce odors and potentially create Class A solids that can be used as fertilizer.			
Lead Agency	Public Works		
Potential Resources	Local, State, and Federal		

CITY OF PRESCOTT

This plan is an update of the 2018 Walla Walla County Multi-Jurisdictional Hazard Mitigation Plan (HMP). Although it is only an update, the plan has been redesigned and reorganized so it is easier to use. This section has been updated through Planning Team efforts to include new and reconfirmed mitigation measures by identified natural hazard category.

CURRENT POLICIES, CODES AND ORDINANCES

The City of Prescott has adopted the most recent editions of the International Building Code (IBC) and International Fire Code (IFC). The purpose of these codes is to provide minimum standards to protect public health and safety. The IBC provides general standards for seismic design, high wind design and high snow load design based on local characteristics.

Listed below are other applicable codes, plans, ordinances, and programs applicable to the City of Prescott jurisdiction:

- City of Prescott Comprehensive plan
- Countywide planning Policies (CPPs)
- International Building Code (IBC)
- International Fire Code (IFC)
- Critical Areas Regulations
- Floodplain Development Standards

JURISDICTION-SPECIFIC MITIGATION STRATEGIES AND ACTION ITEMS

It should be noted that although the various mitigation strategies and/or projects listed on the following pages are contained in the City of Prescott portion of this plan, many of these strategies and/or projects would most likely benefit multiple jurisdictions, special purpose districts or agencies and may ultimately be paid for from a variety of sources.

While these mitigation strategies and/or projects have been recommended by various city officials and staff through the planning process, these strategies and/or projects have not been officially approved by the City of Prescott City Council and funding for these strategies and/or projects has not been allocated. In many cases, funding for these mitigation strategies and/or projects is dependent upon the City receiving future federal and/or state hazard mitigation grant funding.

The city also supports and recommends the multi-jurisdictional mitigation measures contained in this plan that cover the extent of Walla Walla County.

MULTIPLE HAZARDS

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: PR-1			
Hazard	Priority	Cost	Timeline
Earthquake/ Severe Weather	High		Unfunded, 2025-2029
Evaluate structural integrity of City Hall and conduct structural mitigation to ensure the building meets current seismic design standards and is wind resistant. During the update process in 2024 the Planning Team did not feel this project was completed to satisfaction and so the project was re-affirmed in the 2024 plan.			
Lead Agency	City of Prescott		
Potential Resources	Local, State, and Federal		

Project ID: PR-2			
Hazard	Priority	Cost	Timeline
Multi-Hazard	High		Unfunded, 2025-2029
Acquire emergency power to serve fire station and public water system. The 2010 and 2018 plans sought to provide an emergency power source for critical facilities. During the update process in 2024 the Planning Team did not feel this project was completed to satisfaction and so the project was re-affirmed in the 2024 plan.			
Lead Agency	City of Prescott		
Potential Resources	Local, State, and Federal		

FLOOD HAZARDS

A few properties on the north side of the city are located within the 100-year floodplain for Whetstone Creek on a portion of the city on the south side is in the 100-year floodplain for the Touchet River. The last time there were significant losses due to flooding was in 1996.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

- The city adheres to the **Walla Walla County Flood Response Plan (FRP), 2022**. See the section under Walla Walla County above.

- The **Walla Walla County County-wide Planning Policies (CPPs)**, adopted in 1993, form a basis for planning and multi-jurisdictional coordination within Walla Walla County and have been adopted by the City of Prescott. The following CPPs directly address flood hazard mitigation:

CPP 11.5 The County will continue to utilize the Federal Emergency Management Agency program for floodplain management.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: PR-3			
Hazard	Priority	Cost	Timeline
Flood	High		2025-2029
Improve culverts on the north side of the City to accommodate a 100-year flood event from Whetstone Creek. This mitigation measure was carried over from the 2018 plan. Planning team members did not deem this project to be completed as of the 2024 planning effort.			
Lead Agency	City of Prescott		
Potential Resources	Local, State, and Federal		

WILDFIRE HAZARDS

Direct damage to properties within the City of Prescott is not likely to result from a wildfire event. Participation in a joint effort to develop a community wildfire protection plan will help the city reduce vulnerability.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

- The City of Prescott has adopted the International Code Council family of codes. This includes the **International Fire Code (IFC)**. The IFC provides regulations to protect life and property from all types of fire and explosion hazards. The regulations include general precautions against fire, emergency planning and preparedness, fire department access, hydrants, sprinkler and alarm systems, hazardous materials storage and use, etc. The fire code applies to all new construction and land development and some modifications to existing buildings.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: PR-4			
Hazard	Priority	Cost	Timeline
Wildfire	Medium		Some funding from CWPP, 2025-2029
The City of Prescott will work toward implementation of the Mill Creek and Walla Walla County Community Wildfire Protection Plan recommendations from the 2017 update to reduce wildfire vulnerability. This mitigation measure is new for the 2018-2022 planning period.			
Lead Agency	City of Prescott		
Potential Resources	Local, State, and Federal		

EARTHQUAKE HAZARDS

There are indicators which suggest that the city of Prescott could experience a large earthquake: proximity to large faults, evidence of large earthquakes in the recent geologic past, and historical seismicity. Although it is very difficult to predict when an earthquake will occur, we do have valuable information regarding vulnerability which helps focus hazard mitigation efforts. Although the area has significant geologic hazards, damages and losses from an earthquake have not occurred recently.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

Other plans, policies, and development standards relevant to mitigation of earthquake and other geologic hazards include the following:

- The City of Prescott has adopted a **Critical Areas Ordinance** which includes standards and information related to various geologic hazards including areas that could be prone to landslides and erosion during earthquakes.
- The City of Prescott has adopted the **International Building Code** which classifies the City as seismic zone D0. The IBC also provides design/construction requirements for geologic hazard areas including areas with steep slope which are landslide and erosion hazards which could be exacerbated by an earthquake.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: PR-5			
Hazard	Priority	Cost	Timeline
Earthquake	High		Short term and ongoing

Conduct structural assessment of water system to ensure that there are no leaks or weak sections which might be vulnerable to damage during an earthquake event. This mitigation measure has been carried over from the 2018 plan.	
Lead Agency	City of Prescott
Potential Resources	Local, State, and Federal

SEVERE WEATHER HAZARDS

Like the rest of the county, Prescott is likely to experience severe storms and other types of severe weather, although vulnerability is low.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

The City of Prescott implements the following mitigation measures through other planning and enforcement mechanisms:

- Through adoption of the **International Building Code (IBC)** the City of Prescott requires structures to be built to resist wind speeds up to 110 mph and allows installation of wind-resistant roofing. The building code also provides snow load, winter design, and severe weathering design requirements.
- The City of Prescott trims trees and other vegetation as necessary to protect roads and other infrastructure as part of an on-going maintenance program. The City also works with private property owners to ensure that trees and other vegetation do not increase vulnerability to severe storm damage.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: PR-6			
Hazard	Priority	Cost	Timeline
Severe Weather	Medium		Unfunded, Long term mitigation project
Install vegetative wind break surrounding the city. This was a new mitigation measure in the 2010 plan and was reaffirmed for the 2018-2022 planning period but was not completed. The planning team reaffirmed this project for the 2024 plan update.			
Lead Agency	City of Prescott		
Potential Resources	Local, State, and Federal		

CITY OF WAITSBURG

This plan is an update of the 2018 Walla Walla County Multi-Jurisdictional Hazard Mitigation Plan (HMP). Although it is only an update, the plan has been redesigned and reorganized so it is easier to use. This section has been updated through Planning Team efforts to include new and reconfirmed mitigation measures by identified natural hazard category.

Some action items from the 2018 plan were completed and one (previously WG-4) was removed because it is unattainable and no longer a priority. The remaining projects have all been carried over into the 2024 plan because they are ongoing or still needed. The new list of projects has been renumbered to reflect the new order and completed projects are listed below.

COMPLETED PROJECTS

Project ID: WG-3 (COMPLETED)			
Hazard	Priority	Cost	Timeline
Flood	High		Unfunded, Long term from funding
Participate in the 2018-2022 planning period update (Phase II) of the 2009 Flood Response Plan for the County. This mitigation measure is new for the 2018 update.			
Lead Agency	City of Waitsburg		
Potential Resources	Local, State, and Federal (Defined by entity in Section 3.5 on Page 25)		
Project ID: WG-6 (COMPLETED)			
Hazard	Priority	Cost	Timeline
Flood	High		Partially funded, Short term from funding
Reconstruct and improve road behind fairgrounds. This elevated road is critical during flood events because it allows equipment access necessary for flood protection and response. The road needs to be widened and armored.			
Lead Agency	City of Waitsburg and the US Army Corps of Engineers (USACE)		
Potential Resources	Local, State, and Federal (Defined by entity in Section 3.5 on Page 25)		
Project ID: WG-7 (COMPLETED)			
Hazard	Priority	Cost	Timeline
Flood	High		Unfunded, Short term from funding
Improve flood monitoring and warning systems for Coppei Creek and the Touchet River, support installation of river gauge near Dayton on Coppei Creek, south of the city limits. This measure is continued in the 2018 plan. The 2010 plan contained a general project to “improve flood monitoring and warning systems.” The Planning Team identified this mitigation measure as a specific project during the update and refined it to specify a particular location.			

Lead Agency	City of Waitsburg
Potential Resources	Local, State, and Federal (Defined by entity in Section 3.5 on Page 25)

CURRENT POLICIES, CODES AND ORDINANCES

The City of Waitsburg has adopted the most recent editions of the International Building Code (IBC) and International Fire Code (IFC) (Waitsburg Municipal Code Title 15). The purpose of these codes is to provide minimum standards to protect public health and safety. The IBC provides general standards for seismic design, high wind design and high snow load design based on local characteristics. Both the building and fire codes are enforced and regulated through the City's Development Services Department.

Listed below are other applicable codes, plans, ordinances, and programs:

- City of Waitsburg Comprehensive plan
- Countywide planning Policies (CPPs)
- Title 11, Building Codes
- Article 10.2, Critical Areas
- Article 10.7, Flood Hazard Areas

JURISDICTION-SPECIFIC MITIGATION STRATEGIES AND ACTION ITEMS

It should be noted that although the various mitigation strategies and/or projects listed on the following pages are contained in the City of Waitsburg portion of this plan, many of these strategies and/or projects would most likely benefit multiple jurisdictions, special purpose districts or agencies and may ultimately be paid for from a variety of sources.

While these mitigation strategies and/or projects have been recommended by various city officials and staff through the planning process, these strategies and/or projects have not been officially approved by the City of Waitsburg City Council and funding for these strategies and/or projects has not been allocated. In many cases, funding for these mitigation strategies and/or projects is dependent upon the City receiving future federal and/or state hazard mitigation grant funding.

The city also supports and recommends the multi-jurisdictional mitigation measures contained in this plan that cover the extent of Walla Walla County.

MULTIPLE HAZARDS

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: WG-1			
Hazard	Priority	Cost	Timeline
Multi-Hazard	Medium		Funded, Current and on-going
Protect government records and priority systems by archiving records electronically and backing-up of this system in an off-site location. This mitigation measure has been reworded and reaffirmed as a priority for the jurisdiction during the 2025-2029 planning cycle.			
Lead Agency	City of Waitsburg		
Potential Resources	City budget		

FLOOD HAZARDS

Significant portions of the city of Waitsburg are located within the 100-year floodplain. There are also parts of the city located within the floodway and the 500-year floodplain. Significant losses due to flooding for Waitsburg have occurred in 1996 and in 2012.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

- As mentioned above, Article 10.7 provides **flood protection measures** for the City of Waitsburg. This ordinance provides standards which regulate all new development in the 100-year floodplain in an effort to reduce potential damage.
- The city adheres to the **Walla Walla County Flood Response Plan (FRP), 2022**. See the section under Walla Walla County above.
- The **Walla Walla County County-wide planning Policies (CPPs)**, adopted in 1993, form a basis for planning and multi-jurisdictional coordination within Walla Walla County and have been adopted by the City of Waitsburg. The following CPPs directly address flood hazard mitigation:

CPP 11.5 The County will continue to utilize the Federal Emergency Management Agency program for floodplain management.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: WG-2			
Hazard	Priority	Cost	Timeline
Flood	High		Unfunded, Long term from funding

Relocate City shop building outside the floodplain. This mitigation measure was identified during the 2010 update, was carried over in 2018, and is re-affirmed for the 2025-2029 planning cycle.	
Lead Agency	City of Waitsburg
Potential Resources	Local, State, and Federal

Project ID: WG-3			
Hazard	Priority	Cost	Timeline
Flood	High		Unfunded, Long term planning project
Support reactivation of the Prescott-Bolles Flood Control District and encourage public participation for continued operation. The flood control district stalled after 1996 and has not been active since. There has been no levy and, therefore, no money available. It has also been difficult to get the necessary public participation to sustain the district. The Planning Team identified this mitigation measure during the 2018 HMP update confirming that planning and implementation would be more efficient with the flood control district in place and with resources to support it. This action item was considered incomplete in 2024 and thus carried over into the 2024 plan.			
Lead Agency	City of Waitsburg and Walla Walla County		
Potential Resources	Local, State, and Federal		

WILDFIRE HAZARDS

Direct damage to properties within the city of Waitsburg is not likely to result from a wildfire event. Vulnerability to wildfire for the city is primarily based on the location of the municipal watershed within the Wildland Urban Interface (WUI). The city has conducted hazard mitigation to reduce vulnerability within the watershed in the past, and it is critical that the city continue these efforts in order to protect water quality.

Participation in a joint effort to develop a community wildfire protection plan will help the city reduce vulnerability.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

- The City of Waitsburg has adopted the International Code Council family of codes through Waitsburg Municipal Code Title 11. This includes the **International Fire Code**

(IFC). The IFC provides regulations to protect life and property from all types of fire and explosion hazards. The regulations include general precautions against fire, emergency planning and preparedness, fire department access, hydrants, sprinkler and alarm systems, hazardous materials storage and use, etc. The fire code applies to all new construction and land development and some modifications to existing buildings.

- Between 2008 and 2009 the city conducted mitigation projects within the City of Waitsburg Watershed, cutting and trimming trees to reduce wildfire hazard. It will be necessary to continue such mitigation projects within the watershed. Assessments and planning are necessary to identify a comprehensive mitigation strategy for this critical area.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: WG-4			
Hazard	Priority	Cost	Timeline
Wildfire	Medium		2025-2029
The City of Waitsburg will work toward implementation of the Mill Creek and Walla Walla County Community Wildfire Protection Plan recommendations from the 2024 update to reduce wildfire vulnerability. This mitigation measure is continued for the 2025-2029 planning period.			
Lead Agency	City of Waitsburg		
Potential Resources	Local, State, and Federal		

EARTHQUAKE HAZARDS

There are indicators which suggest the city of Waitsburg could experience a large earthquake: proximity to large faults, evidence of large earthquakes in the recent geologic past, and historical seismicity. Although it is very difficult to predict when an earthquake will occur, we do have valuable information regarding vulnerability which helps focus hazard mitigation efforts. Although the area has significant geologic hazards, damage and losses from an earthquake have not occurred recently.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

Other plans, policies, and development standards relevant to mitigation of earthquake and other geologic hazards include the following:

- The city of Waitsburg has adopted a **Critical Areas Ordinance** via Article 10.2 which includes standards and information related to various geologic hazards including areas that could be prone to landslides and erosion during earthquakes.
- The city of Waitsburg has adopted the **International Building Code** which classifies the city as seismic zone D0. The IBC also provides design/construction requirements for geologic hazard areas including areas with steep slope which are landslide and erosion hazards which could be exacerbated by an earthquake.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: WG-5			
Hazard	Priority	Cost	Timeline
Earthquake	High		Partially funded, Current and on-going
Minimize damage to public sewer and storm water systems by making structural upgrades to systems including lining sewer lines. Although general goals to reduce vulnerability to critical facilities and infrastructure were included in the 2004, 2010, and 2018 plans, this mitigation measure has not been completed and was reaffirmed as a priority for the 2025-2029 planning period by the Planning Team.			
Lead Agency	City of Waitsburg		
Potential Resources	Local, State, and Federal		

SEVERE WEATHER HAZARDS

The city of Waitsburg last experienced significant damage and loss from a severe storm event on January 4, 2008, when central Oregon and the foothills of the Blue Mountains experienced a wind storm. The strongest gust speed at the Walla Walla airport was 78 mph and strongest sustained wind speed was 55 mph. Estimates were that \$4.9 million dollars in damage was experienced within Walla Walla County (not just unincorporated). In the Walla Walla Valley approximately 4 in 10 homes received damage from the storm. Much of the damage was due to falling trees.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

The City of Waitsburg implements the following mitigation measures through other planning and enforcement mechanisms:

- Through adoption of the **International Building Code (IBC)** the City of Waitsburg requires structures to be built to resist wind speeds up to 110 mph and allows installation of wind-resistant roofing. The building code also provides snow load, winter design, and severe weathering design requirements.

- The City of Waitsburg trims trees and other vegetation as necessary to protect roads and other infrastructure as part of an on-going maintenance program. The City also works with private property owners to ensure that trees and other vegetation do not increase vulnerability to severe storm damage. Letters are sent to property owners are problem areas are identified.

MITIGATION OBJECTIVES AND ACTION ITEMS

The City of Waitsburg does not have any jurisdiction specific mitigation projects for severe weather alone but does commit to all the severe storm multi-jurisdictional mitigation measures at the county level.

CITY OF WALLA WALLA

This plan is an update of the 2018 Walla Walla County Multi-Jurisdictional Hazard Mitigation Plan (HMP). Although it is only an update, the plan has been redesigned and reorganized so it is easier to use. This section has been updated through Planning Team efforts to include new and reconfirmed mitigation measures by identified natural hazard category.

Some action items from the 2018 plan were completed and two (formerly WW-1 and WW-2) were removed because they are no longer priorities. Several projects have been retained but with updated language to reflect either the progress in the project or new realities. Those action items that have been retained are listed below by their new Project ID:

WW-5, WW-7, WW-11, WW-12, WW-13, WW-14

The new projects developed for this plan update are listed below by their new Project ID:

WW-1, WW-2, WW-3, WW-4, WW-6, WW-8, WW-9, WW-10

COMPLETED PROJECTS

Project ID: WW-4 (COMPLETED)			
Hazard	Priority	Cost	Timeline
Flood	High		Unfunded, Short term from funding
The City of Walla Walla in cooperation with multiple stakeholders is planning to complete an update on the 2009 Flood Response Plan (FRP) that includes the addition of other jurisdictions within the County (Phase 2). This is a new mitigation goal as of the 2018 update process.			
Lead Agency	City of Walla Walla		
Potential Resources	Local, State, and Federal (Defined by entity in Section 3.5 on Page 25)		
Project ID: WW-5 (COMPLETED)			
Hazard	Priority	Cost	Timeline
Flood	High		Unfunded, Short term from funding
Conduct flood vulnerability assessment of Cottonwood Sewage Lift Station. This station is an identified critical facility. Through the 2018 risk assessment it was noted that the facility is located within the 100-year floodplain, and it was unknown what the vulnerability level for the lift station is. This project is continued from the 2018 plan.			
Lead Agency	City of Walla Walla		
Potential Resources	Local, State, and Federal (Defined by entity in Section 3.5 on Page 25)		

CURRENT POLICIES, CODES AND ORDINANCES

The City of Walla Walla has adopted the 2021 editions of the International Building Code (IBC) and International Fire Code (IFC) (Walla Walla Municipal Code Title 15). The purpose of these codes is to provide minimum standards to protect public health and safety. The IBC provides general standards for seismic design, high wind design and high snow load design based on local characteristics. Both the building and fire codes are enforced and regulated through the City's Development Services Department.

Listed below are other applicable codes, plans, ordinances, and programs:

- City of Walla Walla Comprehensive plan
- Countywide planning Policies (CPPs)
- Title 15, Buildings and Construction
- Chapter 21.04, Critical Areas
- Chapter 21.08, State Environmental Policy Act
- Chapter 21.10, Floodplain Management

JURISDICTION-SPECIFIC MITIGATION STRATEGIES AND ACTION ITEMS

It should be noted that although the various mitigation strategies and/or projects listed on the following pages are contained in the City of Walla Walla portion of this plan, many of these strategies and/or projects would most likely benefit multiple jurisdictions, special purpose districts or agencies and may ultimately be funded from a variety of sources.

While these mitigation strategies and/or projects have been suggested by various city officials and staff through the planning process, these strategies and/or projects have not been officially approved by the City of Walla Walla City Council and funding for these strategies and/or projects has not been allocated. In many cases, funding for these mitigation strategies and/or projects is dependent upon the City receiving future federal and/or state hazard mitigation grant funding.

The city also supports and recommends the multi-jurisdictional mitigation measures contained in this plan that cover the extent of Walla Walla County.

MULTIPLE HAZARDS

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: WW-1			
Hazard	Priority	Cost	Timeline
Multi Hazard	High		Unfunded, Short term from funding

Plan and construct emergency generators and automatic transfer switches at drinking water wells.

The city requires emergency generators at two key wells to ensure a reliable water supply during power outages, floods, or earthquakes. These natural and man-made disasters can disrupt the power grid, leaving essential infrastructure, such as water wells, without electricity. In the absence of power, the city's ability to pump water from the wells would be compromised, leading to a shortage of potable water for residents and businesses. Emergency generators would provide the necessary backup power, allowing the wells to continue operating, thus maintaining a steady water supply during critical times

In addition to ensuring access to drinking water, having emergency generators at these wells is vital for fire protection. During a power outage, particularly in the aftermath of a natural disaster, the risk of fire can increase due to compromised infrastructure and emergency situations. The availability of water for firefighting efforts becomes even more crucial. By equipping the wells with backup generators, the city can ensure that firefighters have access to sufficient water pressure and volume to combat fires effectively, thereby protecting lives, property, and the overall safety of the community.

Lead Agency	City of Walla Walla
Potential Resources	Local, State, and Federal

Project ID: WW-2

Hazard	Priority	Cost	Timeline
Multi Hazard	High		Unfunded, Short term from funding

Acquire emergency power generation for the city's seven deep basalt wells.

These wells are used to supplement supply when stream levels decline in summer months. More importantly, in an emergency these wells would completely supply the city's needs for water should the Mill Creek Watershed become compromised due to a natural disaster. During the 2024 update process, the need for emergency power at these facilities was specifically identified by the City's Planning Team.

Lead Agency	City of Walla Walla
Potential Resources	Local, State, and Federal

Project ID: WW-3			
Hazard	Priority	Cost	Timeline
Multi Hazard	Medium		Unfunded, Short term from funding
<i>Develop a Disaster Debris Management Plan.</i> Safe, proper and timely management of debris is an essential but often overlooked component of an emergency response or disaster incident. Debris management is also one of many competing priorities agencies must manage during such events. It is important that disaster debris be properly managed so as to protect human health, comply with regulations, conserve disposal capacity, reduce injuries, and minimize or prevent environmental impacts.			
Lead Agency	City of Walla Walla		
Potential Resources	Local, State, and Federal		

Project ID: WW-4			
Hazard	Priority	Cost	Timeline
Multi Hazard	High		Unfunded, Short term from funding
To ensure that the local emergency communication system remains operational and remains resilient should a disaster take place. The City of Walla Walla currently utilizes a colocation data center for its critical network and server infrastructure. The City of Walla Walla does not have a secondary datacenter or disaster recovery site. For business continuity, a secondary datacenter or disaster recovery site would be a critical asset in the event of a natural or manmade disaster. A secondary datacenter would reduce downtime and provide a high availability for 24/7 operations, in particular, public safety services. SaaS solutions are being explored for the public safety system. Although the City of Walla Walla has invested in SaaS applications, not all business systems and operational systems are cloud hosted. The City of Walla Walla continues to explore a secondary and cloud disaster recovery solution. Investment in a secondary datacenter or a cloud disaster recovery solution should be highly considered.			
Lead Agency	City of Walla Walla		
Potential Resources	Local, State, and Federal		

FLOOD HAZARDS

No frequently flooded areas are located within the city of Walla Walla at this time although the city still has potential to experience losses due to flood events, including flash flooding. The infrastructure associated with Mill Creek is of concern and the multiple jurisdictions controlling parts of the hydrologic control system associated with it have come together to begin a plan to address these concerns. A breakdown of the authorities involved, and the location of their stream reaches and infrastructure are included in the following.

- The **Walla Walla County County-wide planning Policies (CPPs)**, adopted in 1993, form a basis for planning and multi-jurisdictional coordination within Walla Walla County and have been adopted by the City of Walla Walla. The following CPPs directly address flood hazard mitigation:

CPP 11.5 The County will continue to utilize the Federal Emergency Management Agency program for floodplain management.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

- The city adheres to the **Walla Walla County Flood Response Plan (FRP), 2022**. See the section under Walla Walla County above.
- The 2020 Mill Creek flood inflicted significant damage on both the intake structures and the City's water transmission main and took the City's surface water supply offline. In February 2022, the city enlisted the services of Perteet Inc. to aid in the application process for FEMA Hazard Mitigation grants. In 2023 the city was awarded a hazard mitigation grant to evaluate strategies to improve resiliency to/from natural disasters. The Consor consultant team will prepare a ten-chapter hazard mitigation project/plan that aims to prioritize the protection of the watershed and enhance water supply resilience while safeguarding fish and wildlife habitat. To achieve these goals, the consultant will conduct a comprehensive study, encompassing the identification of problems, proposed strategies, and available funding options. The primary focus will be on fortifying critical water supply infrastructure against a spectrum of threats including wildfires, floods, earthquakes, droughts, and the impacts of climate change. The plan will entail an examination of the watershed and various drinking water system components, with the aim of identifying future projects and the corresponding grant funding requirements necessary to strengthen these vital assets against natural disasters and climate change. This project is expected to span approximately two years and will involve consultations with various local, state, and federal partners.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: WW-5			
Hazard	Priority	Cost	Timeline
Flood	High		Federal funding recently acquired
In 2021, the City of Walla Walla, in cooperation with local, State, and Federal Legislators, worked with the United States Corps of Engineers to complete a General Investigative Study of the Mill Creek Channel. This Study addressed structural improvement needs for the existing channel. This initiative has since been moved to the CAP 205 program with planned construction to begin on or after July 1, 2026			
Lead Agency	Mill Creek Flood Control Zone District		
Potential Resources	Federal		

Project ID: WW-6			
Hazard	Priority	Cost	Timeline
Flood	High		Unfunded, Short term from funding
<i>Construct a large slide gate at the city water intake dam as a Water System Flood Risk Reduction project.</i> Installing a large slide gate at the city water intake dam and reservoirs is vital for protecting the intake/fish screens and the intake building from gravel deposition and high-water damage during flood events. During floods, the force of the water can carry significant amounts of gravel, sediment, and debris downstream, which can accumulate around the intake structures. This gravel deposition can clog the intake screens, obstructing water flow, and potentially damaging the fish screens designed to protect aquatic life. Other elements of this project should include a river gaging site at the intake dam and a weather station at the site. A large slide gate can be opened during flood events to temporarily This helps to avoid clogging and reduces the risk of damage to both the screens and the intake infrastructure. Additionally, by controlling the flow of water into the intake, the slide gate can protect the intake building from being inundated by high water levels, which could lead to structural damage and disrupt the water supply. Overall, the slide gate serves as a critical defense mechanism, ensuring that the intake system remains functional and secure even during severe flood conditions, thereby safeguarding the City's water supply and infrastructure.			
Lead Agency	City of Walla Walla		

Potential Resources	Local, State, and Federal
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WILDFIRE HAZARDS

Direct damage to properties within the City of Walla Walla is not likely to result from a wildfire event. Vulnerability to wildfire for the city is primarily based on the location of the Mill Creek Municipal Watershed adjacent to the Wildland Urban Interface (WUI). The municipal watershed provides approximately 90 percent of the City's municipal water supply. Large fires in the watershed have been avoided for the past 100 years due to effective USFS fire suppression. The City has completed fire fuels reduction projects in 2008, 2015, and 2018 on areas within the watershed it has ownership. It is critical that the City continue the maintenance and progress of these efforts into the future in order to protect water quality.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

The City has participated in wildfire hazard mitigation through a variety of different mechanisms:

- The watershed is characterized by forest conditions with heavy fuel loads and is vulnerable to wildfire. A destructive wildfire could have serious negative effects on water quality. The City and Walla Walla County completed and adopted the **Mill Creek and Walla Walla County Community Wildfire Protection Plan (CWPP)** in 2024. The CWPP contains many mitigation measures to be implemented within the WUI which will reduce wildfire vulnerability to the municipal watershed. Additionally, the USFS has jurisdiction over more than 90% of the Mill Creek watershed and the City is dependent on the fire protection services of that agency for those areas.
- The USFS has implemented a prescribed fuels treatment with additional treatments planned in the Tiger Creek Drainage that lies adjacent to the Mill Creek Watershed. The first phase of this project included prescribed fire treatment on USFS and City of Walla Walla lands which was conducted in the fall of 2022. The USFS is also in the planning process of the Tiger-Mill Fuels Reduction project with the intent to reduce fuels in and around the Mill Creek Watershed. Implementation of the Tiger-Mill project is anticipated to start in 2025.
- The City of Walla Walla has adopted the International Code Council family of codes through Walla Walla Municipal Code Title 15. This includes the **International Fire Code (IFC)**. The IFC provides regulations to protect life and property from all types of fire and explosion hazards. The regulations include general precautions against fire, emergency planning and preparedness, fire department access, hydrants, sprinkler and alarm systems, hazardous materials storage and use, etc. The fire code applies to

all new construction and land development and some modifications to existing buildings.

- By ordinance 2024-01 the City of Walla Walla adopted by reference the 2021 edition of the International Wildland-Urban Interface Code published by the International Code Council, Inc., and as amended by Chapter 51-55 of the Washinton Administrative Code.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: WW-7			
Hazard	Priority	Cost	Timeline
Wildfire	Medium		Partially funded, Current and on-going
Continue with implementation of the Mill Creek and Walla Walla County Community Wildfire Protection Plan recommendations from the 2024 update to reduce county and city wildfire vulnerability and risk to the Mill Creek Municipal Watershed. This mitigation measure only included Mill Creek during the 2010 HMP and has been expanded to include all of Walla Walla County and an updated assessment of the Mill Creek Municipal Watershed for the 2025-2029 planning period.			
Lead Agency	City of Walla Walla		
Potential Resources	Local, State, and Federal		

Project ID: WW-8			
Hazard	Priority	Cost	Timeline
Wildfire	High		Unfunded, Short term from funding
A helicopter hydrant located near the city watershed intake facility is essential for protecting the drinking water supply from wildfires and controlled burns. This strategic placement allows helicopters to quickly refill and make repeated water drops, which is crucial for controlling fire spread and preventing it from reaching critical zones within the watershed. The rapid response helps safeguard the area from potential contamination caused by wildfire-induced erosion and ash deposition. Additionally, during controlled burns, the proximity of the hydrant to the intake facility ensures that any fire remains within intended boundaries, reducing the risk of it spreading and damaging the watershed. By protecting both the area and its infrastructure, such as the intake facility and nearby water storage tanks, the hydrant plays a key role in maintaining the integrity of the City's water supply.			

Lead Agency	City of Walla Walla
Potential Resources	Local, State, and Federal

Project ID: WW-9			
Hazard	Priority	Cost	Timeline
Wildfire	High		Unfunded, Short term from funding
An emergency coagulation station at the City's drinking water raw water reservoirs is crucial for protecting the water treatment plant from potential contamination caused by a watershed wildfire induced erosion and ash deposition. Wildfire can significantly alter the landscape, leading to increased erosion and the release of large amounts of ash and debris into the water supply. These contaminants can overwhelm the natural filtration processes, posing a serious risk to water quality. The emergency coagulation station would allow for the rapid addition of coagulants to the raw water. Coagulants are chemicals that cause suspended particles, including ash and sediment, to clump together and settle out of the water more quickly. By removing these contaminants before the water reaches the treatment plant, the coagulation process helps prevent clogging, reduces the burden on filtration systems, and ensures that the plant can continue to produce safe drinking water even in the aftermath of a wildfire. This proactive measure is essential for maintaining water quality and protecting public health.			
Lead Agency	City of Walla Walla		
Potential Resources	Local, State, and Federal		

Project ID: WW-10			
Hazard	Priority	Cost	Timeline
Wildfire	High		Unfunded, Short term from funding
Installing membrane filtration at the city water plant is essential for protecting the water treatment process from potential contamination caused by wildfire-induced erosion and ash deposition. When a wildfire occurs, it can lead to significant erosion and the introduction of large amounts of ash, sediment, and other debris into the water supply. These contaminants can overwhelm traditional water treatment methods, compromising water quality. Membrane filtration offers a highly effective barrier against these contaminants. It uses semi-permeable membranes to physically separate fine particles, including ash and sediment, from			

the water. This process ensures that only clean water passes through, while harmful particles are removed before they can reach the main treatment plant. By installing membrane filtration, the City can enhance its ability to produce safe drinking water even under challenging conditions, such as those following a wildfire. This added layer of protection is crucial for ensuring the reliability and safety of the water supply.

Lead Agency	City of Walla Walla
Potential Resources	Local, State, and Federal

EARTHQUAKE HAZARDS

There are indicators which suggest that City of Walla Walla could experience a large earthquake: proximity to large faults, evidence of large earthquakes in the recent geologic past, and historical seismicity. Although it is very difficult to predict when an earthquake will occur, we do have valuable information regarding vulnerability which helps focus hazard mitigation efforts. Although the area has significant geologic hazard, damage and loss from an earthquake has not occurred recently.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

Other plans, policies, and development standards relevant to mitigation of earthquake and other geologic hazards include the following:

- As part of the 2008 Critical Areas Ordinance update completed in 2008 the city adopted new standards and background information related to various geologic hazards including landslide, erosion, and seismic hazard areas. In areas with steep or unstable slopes or with soil characteristics prone to liquefaction, geotechnical reports are required as part of development permits. When design and construction methods cannot reduce the risk to acceptable levels development may be prohibited.
- The City of Walla Walla has adopted the International Building Code which classifies the city as seismic zone D. The IBC also provides design/construction requirements for geologic hazard areas including areas with steep slope which are landslide and erosion hazards which could be exacerbated by an earthquake.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: WW-11			
Hazard	Priority	Cost	Timeline
Earthquake	Medium		Project in progress

Conduct structural assessment and necessary improvements to City Hall to reduce potential earthquake damage.

Update: Structural assessment was completed in 2024. Areas with necessary improvements needed will be noted in that assessment when finalized. This project will be retained for the 2024 update until the assessment is finalized.

Lead Agency	City of Walla Walla
Potential Resources	Local, State, and Federal

Project ID: WW-12

Hazard	Priority	Cost	Timeline
Earthquake	High		Unfunded, Short term from funding
Conduct structural assessment and necessary improvements to city public parking infrastructure nearby and overlaying the Mill Creek diversion canal under the city to reduce potential earthquake damage has been identified as a new mitigation need. Although general goals to reduce structural vulnerability were included in 2010, this specific mitigation measure was new in the 2018 HMP. Update: Since its inclusion, some actions have been taken to protect the public from accessing the most significant areas of concern, however, the fate of some of the more vulnerable areas/buildings may depend on the GI study performed by the USACE. This project has been retained for the 2024 update.			
Lead Agency	City of Walla Walla		
Potential Resources	Local, State, and Federal		

Project ID: WW-13

Hazard	Priority	Cost	Timeline
Earthquake	High		Unfunded, Short term from funding
To ensure above-ground water storage tanks remain operational after an earthquake, a comprehensive seismic retrofit is necessary. This includes installing flexible earthquake joints to connect the two (2) Mill Creek water tanks and the one (1) Clinton Street tank to the pipelines, preventing disconnection due to ground movement. An earthquake anchor system with base isolators, tie-down anchors, and shear keys will secure the tanks to their foundations,			

avoiding sliding or tipping. Larger tank vents will prevent vacuum collapse by allowing air to enter as water exits rapidly. Additionally, automatic shutoff valves with seismic sensors will immediately close to prevent water loss and contamination. These upgrades collectively enhance the resilience of the water storage system, ensuring it can continue providing drinking water and fire protection post-earthquake.

This project was updated by the City Engineer and retained for the 2024 plan update.

Lead Agency	City of Walla Walla
Potential Resources	Local, State, and Federal

Project ID: WW-14			
Hazard	Priority	Cost	Timeline
Earthquake	High		Unfunded, Short term from funding
Replace 22,000 linear feet of 24" water main. The city water system is fed with dual transmission mains from the water treatment plant. One main was constructed in 1928 the other in 1953. The former is a 1928 riveted steel water main that is highly susceptible to earthquake damage. The latter is a steel line at the end of its service life requiring frequent repairs. The project would replace both these pipelines with new earthquake resistant transmission mains. (Version 2 revision)			
Lead Agency	City of Walla Walla		
Potential Resources	Local, State, and Federal		

SEVERE WEATHER HAZARDS

The City of Walla Walla last experienced significant damage and loss from a severe weather event on January 4, 2008, when Central Oregon and the foothills of the Blue Mountains experienced a wind storm. The strongest gust speed at the Walla Walla airport was 78 mph and strongest sustained wind speed was 55 mph. Estimates were that 4.9 million dollars in damage was experienced within Walla Walla County (not just unincorporated). In the Walla Walla Valley approximately 4 in 10 homes received damage from the storm. Much of the damage was due to falling trees.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

The City of Walla Walla implements the following mitigation measures through other planning and enforcement mechanisms:

- Through adoption of the International Building Code (IBC) the city requires structures to be built to resist wind speeds up to 110 mph and allows installation of wind-resistant roofing. The building code also provides snow load, winter design, and severe weathering design requirements.
- The City of Walla Walla ensures that trees and vegetation are pruned and trimmed as necessary to protect roads, bridges and other infrastructure from damage.

MITIGATION OBJECTIVES AND ACTION ITEMS

The City of Walla Walla does not have any jurisdiction specific mitigation projects that address severe weather alone but does have four Multi-Hazard action items that address severe weather hazards as part of their mitigation objective. Walla Walla also commits to supporting all severe weather multi-jurisdictional mitigation measures at the county level, where appropriate.

WALLA WALLA PUBLIC SCHOOL DISTRICT

This plan is an update of the 2018 Walla Walla County Multi-Jurisdictional Hazard Mitigation Plan (HMP). Although it is only an update, the plan has been redesigned and reorganized so it is easier to use. This section has been updated through Planning Team efforts to include new and reconfirmed mitigation measures by each identified natural hazard category.

CURRENT POLICIES, CODES AND ORDINANCES

The Walla Walla Public School District has adopted the 2017 editions of the International Building Code (IBC) and International Fire Code 2018 (IFC) (Walla Walla Municipal Code Title 15 2018) in alignment with the City of Walla Walla. The purpose of these codes is to provide minimum standards to protect public health and safety. The IBC provides general standards for seismic design, high wind design and high snow load design based on local characteristics. Both the building and fire codes are enforced and regulated through the City's Development Services Department.

Listed below are other applicable codes, plans, ordinances, and programs:

- The Walla Walla Municipal Code is current through Ordinance 2018-03, passed January 10, 2018
- City of Walla Walla Comprehensive plan, passed June 2018
- Title 15, Buildings and Construction
- Chapter 21.04, Critical Areas
- Walla Walla County Comprehensive plan, adopted August 2019

On February 13, 2024, voters passed a learning levy and a capital levy. The short-term, six-year capital levy is being implemented to update outdoor space for athletics and various other activities and programs.

JURISDICTION-SPECIFIC MITIGATION STRATEGIES AND ACTION ITEMS

It should be noted that although the various mitigation strategies and/or projects listed on the following pages are contained in the Walla Walla Public School District portion of this plan, many of these strategies and/or projects would most likely benefit multiple jurisdictions, special purpose districts or agencies and may ultimately be paid for from a variety of sources.

While these mitigation strategies and/or projects have been recommended by various city officials and staff through the planning process, these strategies and/or projects have not been officially approved by the Walla Walla Public School District and funding for these strategies and/or projects has not been allocated. In many cases, funding for these mitigation strategies

and/or projects is dependent upon the district receiving future federal and/or state hazard mitigation grant funding.

Walla Walla Public School District also supports and recommends the multi-jurisdictional mitigation measures presented at the county level.

FLOOD HAZARDS

The Walla Walla Public School District does not have any infrastructure located in frequently flooded areas at this time, although the City of Walla Walla has potential to experience losses due to flood events and this would impact the operations of the Walla Walla Public School District. The infrastructure associated with Mill Creek is of mutual concern and the multiple jurisdictions controlling parts of the hydrologic control system associated with it have come together to begin a plan to address these concerns.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

- The Walla Walla County County-wide planning Policies (CPPs), adopted in 1993, form a basis for planning and multi-jurisdictional coordination within Walla Walla County and have been adopted by the City of Walla Walla and the Walla Walla Public School District. The following CPP directly addresses flood hazard mitigation:

CPP 11.5 The Walla Walla Public School District will continue to work with the County in their efforts to continue utilization of the Federal Emergency Management Agency program for floodplain management.

MITIGATION OBJECTIVES AND ACTION ITEMS

The school district does not have any jurisdiction specific mitigation projects that address flood, but they do commit to supporting all flood related multi-jurisdictional mitigation measures at the county level, where appropriate.

WILDFIRE HAZARDS

Direct damage to properties within the Walla Walla Public School District is not likely to result from a wildfire event. Vulnerability to wildfire for the School District is primarily based on the location of the municipal watershed within the Wildland Urban Interface (WUI) and the impacts a wildfire may have on municipal water supplies. Walla Walla County has conducted hazard mitigation measures to reduce vulnerability within the watershed in the past and plans to continue these efforts into the future in order to protect water quality.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

- The Walla Walla Public School District has adopted the International Code Council family of codes through local Municipal Codes for Walla Walla County. This includes the **International Fire Code (IFC)**. The IFC provides regulations to protect life and property from all types of fire and explosion hazards. The regulations include general precautions against fire, emergency planning and preparedness, fire department access, hydrants, sprinkler and alarm systems, hazardous materials storage and use, etc. The fire code applies to all new construction and land development and some modifications to existing buildings.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: PS-1			
Hazard	Priority	Cost	Timeline
Wildfire	Low		Unfunded, Long term from funding
The Walla Walla Public School District will work with other County jurisdictions and continue to support efforts that implement the Mill Creek and Walla Walla County Community Wildfire Protection Plan recommendations from the 2024 update to reduce wildfire vulnerability. This mitigation measure is new for the 2024-2028 planning period.			
Lead Agency	City of Walla Walla and Walla Walla County EMD		
Potential Resources	Local, State, and Federal		

EARTHQUAKE HAZARDS

The primary hazard facing the school district is a threat from earthquakes. Walla Walla Public School District has been part of a pilot project to assess the seismic risk of all schools in the district. This project is a cooperative effort between many agencies, including: Washington State Department of Natural Resources (DNR), Washington State Emergency Management Division (EMD), the Office of Superintendent of Public Instruction (OSPI), and the Washington State Seismic Safety Team. Seismic assessments were completed in August 2018 and at the close of the project the district will receive a study report that details the findings for each school facility (estimated to be delivered in 2019). The report will include an ordered list of structures that should be targeted for retrofitting.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: PS-2			
Hazard	Priority	Cost	Timeline
Earthquake	High		2018-2019
Conduct assessment of seismic integrity for all school facilities. This mitigation project has been modified from the 2010 plan and is anticipated to be completed within 2018 and reported on in early 2019.			
Lead Agency	Washington State Department of Natural Resources Walla Walla Public School District		
Potential Resources	State		

Project ID: PS-3			
Hazard	Priority	Cost	Timeline
Earthquake	High		Current and ongoing
Conduct non-structural mitigation in all Walla Walla Public Schools buildings. This mitigation project has been modified from the 2010 plan and following the report anticipated for 2019 the District will update their mitigation targets and goals for the 2018-2022 planning period.			
Lead Agency	Washington State Department of Natural Resources Walla Walla Public School District		
Potential Resources	Local		

Project ID: PS-4			
Hazard	Priority	Cost	Timeline
Earthquake	High		Unfunded, Long term from funding
Retrofit school buildings to meet current seismic design standards based on 2018 seismic assessments using prioritization outlined in final report. The results of the seismic assessment being conducted by the Washington State Department of Natural Resources and other state, local and federal agencies will inform this project. This mitigation goal is new for the 2018 plan and has been modified from the 2010 plan.			
Lead Agency	Washington State Department of Natural Resources Walla Walla Public School District		

Potential Resources	Local, State, and Federal (Defined by entity in Section 3.5 on Page 25)
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SEVERE WEATHER HAZARDS

Walla Walla Public School District was last threatened by severe weather events on January 4, 2008, when Central Oregon and the foothills of the Blue Mountains experienced a windstorm. The strongest gust speed at the Walla Walla airport was 78 mph and the strongest sustained wind speed was 55 mph. In the Walla Walla Valley approximately 4 in 10 homes received damage from the storm. Much of the damage was due to falling trees.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

The Walla Walla Public School District implements the following mitigation measures through City and County planning and enforcement mechanisms:

- Through adoption of the **International Building Code (IBC)** the School District complies with the requirements of structures to be built to resist wind speeds up to 110 mph and the installation of wind-resistant roofing. Local building codes also provide snow load, winter design, and severe weathering design requirements.
- Walla Walla Public School District works with other entities such as the City of Walla Walla to ensure trees and vegetation are pruned and trimmed as necessary to protect roads, bridges and other infrastructure associated with School District facilities.

MITIGATION OBJECTIVES AND ACTION ITEMS

The Walla Walla Public School District does not have any jurisdiction specific mitigation projects but does commit to all severe weather multi-jurisdictional mitigation measures.

WALLA WALLA COUNTY CONSERVATION DISTRICT

This plan is an update of the 2018 Walla Walla County Multi-Jurisdictional Hazard Mitigation Plan (HMP). Although as a new adoption jurisdiction with this plan update, the conservation district developed its own new mitigation strategy and has included new and mitigation measures by each identified natural hazard category.

CURRENT POLICIES, CODES AND ORDINANCES

The conservation district is a countywide organization. Listed below are some applicable codes, plans, ordinances, and programs:

- Walla Walla County Comprehensive plan, 2019
- Countywide planning Policies (CPPs)
- Chapter 18.08, Critical Areas
- Chapter 18.12, Flood Damage Prevention

JURISDICTION-SPECIFIC MITIGATION STRATEGIES AND ACTION ITEMS

Many of these strategies and/or projects would most likely benefit multiple jurisdictions, agencies, and unincorporated communities in Walla Walla County. While these mitigation strategies and/or projects have been developed by district staff during the planning process, they have not been officially approved by the Walla Walla County Conservation District and funding has not been allocated. In many cases, funding for these is dependent upon the district receiving future federal and/or state hazard mitigation grant funding.

Walla Walla County Conservation District also supports and recommends the multi-jurisdictional mitigation measures contained in this plan at the county level.

FLOOD HAZARDS

A significant portion of the county is located within the 100-year floodplain and there are also parts of the county located within the floodway and the 500-year floodplain. The most significant losses due to flooding occurred in 1996, 2012, and 2020.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: CD-1			
Hazard	Priority	Cost	Timeline
Flood	Medium		On-going

Work with landowners on instream projects and Best Management Practices (BMPs) that increase resiliency to floods. Continue to pursue funds that allow WWCCD to complete instream restoration projects that increase floodplain availability.	
Lead Agency	WWCCD
Potential Resources	State and Federal funds

WILDFIRE HAZARDS

In Walla Walla County the highest wildfire hazard area is in the wildland urban interface (WUI) in the eastern part of the county. This area has been the primary focus of wildfire hazard mitigation in the past. There are, however, dry-land portions of the county which also have an elevated wildfire risk. Recognizing this fact, the Planning Team added a mitigation measure during the 2010 update to prepare a wildfire protection plan addressing risk throughout the rest of the county. This mitigation measure was completed in 2017 and then updated in 2024.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

The conservation district has participated in wildfire hazard mitigation through a variety of different mechanisms:

- The City of Walla Walla receives 90% of its municipal water supply from the Mill Creek Municipal Watershed which is located adjacent to the wildland urban interface (WUI). The watershed is characterized by forest conditions with heavy fuel loads and is vulnerable to wildfire. A destructive wildfire could have serious negative effects on water quality. The city completed a **County-wide Community Wildfire Protection Plan in 2017** that included a reassessment of the Mill Creek watershed and associated fire risk ratings. During the 2024 update to the HMP, the 2017 CWPP was also updated and serves as an appendix to this plan. This plan contains many mitigation measures to be implemented within the WUI which will reduce wildfire vulnerability within the unincorporated areas of Walla Walla County.
- Walla Walla County Conservation District works closely with the Washington State Department of Ecology, local fire districts, and the county to implement the local **burn program**. The Community Development Department issues residential burn permits and works with other agencies to conduct enforcement and provide valuable information to property owners regarding alternatives to burning and recommendations on safe practices that can reduce risk. A daily burn decision is issued by the Department of Ecology Eastern Regional Office.

- The 2019 Comprehensive Plan contains the following goals and policies that pertain to wildfire:
 - Goal RL-6
 - Protect the environmentally sensitive features that are present in Rural Remote lands and reduce the threat of hazards such as flooding, slope failure, and wildfire.
 - Policy RL 6.1
 - Implement the Community Wildfire Protection Plan to reduce the risk of wildfire and mitigate the impacts if a fire occurs.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: CD-2			
Hazard	Priority	Cost	Timeline
Wildfire	High		On-going
Work with landowners to address forest health. This includes home assessments for wildfire prone areas as well as offer cost-share programs to assist in forest thinning/forest health.			
Lead Agency	WWCCD		
Potential Resources	State and Federal funds		

EARTHQUAKE HAZARDS

There are several indicators which suggest that Walla Walla County could experience a large earthquake: proximity to large faults, evidence of large earthquakes in the recent geologic past and historical seismicity. Although it is very difficult to predict when an earthquake will occur, we do have valuable information regarding vulnerability which helps focus hazard mitigation efforts. Although Walla Walla County has significant geologic hazards, damage and losses from an earthquake has not occurred recently.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

Other plans, policies, and development standards relevant to mitigation of earthquake and other geologic hazards include the following:

- As part of the 2008 **Critical Areas Ordinance** update completed by the county in 2009 the county adopted new standards and background information related to various geologic hazards including landslide, erosion, and seismic hazard areas. In areas with steep or unstable slopes or with soil characteristics prone to liquefaction, geotechnical reports are

required as part of development permits. When design and construction methods cannot reduce the risk to acceptable levels development may be prohibited.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: CD-3			
Hazard	Priority	Cost	Timeline
Earthquake	Low		On-going
Continue education and outreach surrounding liquefaction of soils associated with earthquake activity as mentioned in the VSP guide.			
Lead Agency	WWCCD		
Potential Resources	State funds		

SEVERE WEATHER HAZARDS

Walla Walla County experienced notable damage and loss from severe weather events that have caused millions of dollars in damage because of high winds, flooding, ice, cold waves, and other severe weather events. *Expected Annual Loss* values calculated by FEMA have the potential to reach the hundreds of thousands or millions.

OTHER PLANS, POLICIES, MITIGATION AND DEVELOPMENT STANDARDS

Walla Walla County implements the following mitigation measures through other planning and enforcement mechanisms:

- Through adoption of the International Building Code (IBC) Walla Walla County requires structures to be built to resist wind speeds up to 110 mph and allows installation of wind-resistant roofing. The building code also provides snow load, winter design, and severe weathering design requirements.

MITIGATION OBJECTIVES AND ACTION ITEMS

Project ID: CD-4			
Hazard	Priority	Cost	Timeline
Severe Weather	Medium		On-going
Educate private landowners on soil and water erosion prevention Best Management Practices (BMPs).			
Lead Agency	WWCCD		

Potential Resources	State and Federal funds
------------------------	-------------------------

7 APPENDIX A: NEWS RELEASES AND MEDIA POSTS



Figure 13: Facebook post from February 14, 2024



Walla Walla County Emergency Management

March 4 · 🌐

Media Release:

From: Walla Walla County Emergency Management Department

Date: March 4, 2024

RE: Walla Walla County Hazard Mitigation Plan Update and
Community Wildfire Protection Plan Update

Walla Walla County Initiates Project for Updating Hazard Plans

WALLA WALLA, WASHINGTON – Last month Walla Walla County began the process of updating its Hazard Mitigation Plan and Community Wildfire Protection Plan. The county hosted a “kickoff” meeting on February 13, at Station 41, Walla Walla Fire District 4 in Walla Walla, to assemble the planning team assigned to work on these updates. The Hazard Mitigation Plan examines risks posed by natural hazards, including flood, earthquake, wildfire, and severe weather. The Community Wildfire Protection Plan takes a focused view of wildland fire. Both plans will also develop strategies to reduce the impacts from these respective hazards.

The planning team consists of representatives from a variety of local agencies, organizations, governments, and groups, who will meet regularly to complete the project. Northwest Management, Inc. has been retained by Walla Walla County to provide risk assessments, hazard mapping, research, and to collaborate with the planning team to update the plans. As part of the update process, the Community Wildfire Protection Plan will be incorporated into the wildfire section of the Hazard Mitigation Plan.

The Federal Emergency Management Agency (FEMA) requires counties to update the Hazard Mitigation Plan every five years to remain eligible for federal hazard funding. The incorporated cities in Walla Walla County are currently recognized as adopting jurisdictions in the plan and will also adopt this plan update, along with Walla Walla Public Schools. The Community Wildfire Protection Plan will be updated to meet state and federal requirements.

Community input will also play a key role throughout the planning process. Public meetings, reviews of the plans, and a public comment period will be announced in the future. The current version of the Walla Walla County Hazard Mitigation Plan can be accessed and viewed upon request. This update project is expected to be completed by December 2024.

Questions can be addressed to the Walla Walla County Emergency Management Department at 509-524-2900 or emd@co.walla-walla.wa.us.

Figure 14: Facebook post from March 4, 2024



Walla Walla County Emergency Management

March 6 · 🌐

Yesterday March 5th, we held the 2nd Planning Committee meeting for the update of the Walla Walla County Hazard Mitigation Plan and Community Wildfire Protection plan. Committee members shared and discussed local knowledge of hazards which have impacted Walla Walla County in the past and which can be expected to impact it in the future. Local knowledge of hazards is an important part of ensuring that the update reflects those hazards most impactful to the County. If you have ... [See more](#)



👍 16

2 ➡

👍 Like

💬 Comment

Figure 15: Facebook post from March 6, 2024



Walla Walla County Emergency Management

April 17 · 🌐

On April 9th we held planning committee meeting #3 for the update of Walla Walla County's Hazard Mitigation Plan and Community Wildfire Protection Plan. This meeting saw a review of the goals that were initially set for the update and some discussion about whether they should be updated now that committee members have had a chance to reflect on hazard impacts and vulnerabilities here in Walla Walla County. Committee members continue to discuss how to update our county's hazards, how they might change in the future, and how that knowledge might be used to guide efforts to make our community more resilient.



Walla Walla County Emergency Management

Government organization

 Send message



9



1

 Like

 Comment

Figure 16: Facebook post from April 17, 2024

Walla Walla County Emergency Management's Post



Walla Walla County Emergency Management

June 4 · 🌐

Walla Walla County Hazard & Preparedness Survey

As we update our local Hazard Mitigation Plan and our Community Wildfire Protection Plan, we will be sending out some simple surveys to gather the thoughts and concerns of Walla Walla County residents.

Your responses will be used to help inform planning discussions during the update process and help guide the creation of future surveys. We look forward to hearing from you.

<https://arcg.is/1nLDLj2>



Walla Walla County Emergency Management

Government organization

Send message

7

2 comments 6 shares

Like

Comment

Most relevant ▼



Author

Walla Walla County Emergency Management

<https://arcg.is/1nLDLj2>



SURVEY123.ARCGIS.COM

Walla Walla County Natural Hazard & Community Preparedness Survey

Figure 17: June 4, 2024, Facebook post advertising the survey

155



Walla Walla County Emergency Management

August 16 · 🌐

Here is the link. <https://arcg.is/0qyzju>

WE NEED YOUR HELP

WALLA WALLA County Hazard and Preparedness Survey #2

As we continue to update the Walla Walla County Hazard Mitigation Plan and the Community Wildfire Protection Plan, we are again asking Walla Walla County residents to take a few moments and fill out a very brief survey.

Your Responses will help inform discussions during the update process and provide input in creating a Plan that meets the needs of our community. <https://arcg.is/0qyzju>



Walla Walla County Emergency Management

Government organization

 Send message



Like



Comment

Figure 18: Facebook post from August 16, 2024 advertising the survey

Media Release**From:** Walla Walla County Emergency Management Department**Date:** March 1, 2024**RE:** Walla Walla County Hazard Mitigation Plan Update and Community Wildfire Protection Plan Update***Walla Walla County Initiates Project for Updating Hazard Plans***

WALLA WALLA, WASHINGTON – Last month Walla Walla County began the process of updating its Hazard Mitigation Plan and Community Wildfire Protection Plan. The county hosted a “kickoff” meeting on February 13, at Station 41, Walla Walla Fire District 4 in Walla Walla, to assemble the planning team assigned to work on these updates. The Hazard Mitigation Plan examines risks posed by natural hazards, including flood, earthquake, wildfire, and severe weather. The Community Wildfire Protection Plan takes a focused view of wildland fire. Both plans will also develop strategies to reduce the impacts from these respective hazards.

The planning team consists of representatives from a variety of local agencies, organizations, governments, and groups, who will meet regularly to complete the project. Northwest Management, Inc. has been retained by Walla Walla County to provide risk assessments, hazard mapping, research, and to collaborate with the planning team to update the plans. As part of the update process, the Community Wildfire Protection Plan will be incorporated into the wildfire section of the Hazard Mitigation Plan.

The Federal Emergency Management Agency (FEMA) requires counties to update the Hazard Mitigation Plan every five years to remain eligible for federal hazard funding. The incorporated cities in Walla Walla County are currently recognized as adopting jurisdictions in the plan and will also adopt this plan update, along with Walla Walla Public Schools. The Community Wildfire Protection Plan will be updated to meet state and federal requirements.

Community input will also play a key role throughout the planning process. Public meetings, reviews of the plans, and a public comment period will be announced in the future. The current version of the Walla Walla County Hazard Mitigation Plan can be accessed and viewed upon request. This update project is expected to be completed by December 2024.

Questions can be addressed to the Walla Walla County Emergency Management Department at 509-524-2900 or emd@co.walla-walla.wa.us.

Figure 19: News release announcing the kicking off of the update project

KICK-OFF MEETING

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MULTI-JURISDICTIONAL PARTICIPATION

Representatives from the county, Walla Walla, College Place, Waitsburg, and the Conservation District were present at the kickoff meeting along with a wide variety of stakeholders and planning partners.

MEETING SIGN-IN SHEET				
Project: Walla Walla Kick off Meeting			Date: 02 / 13 / 24	
Facilitator: Northwest Management, Inc.			Place: Station 41 Walla Walla	
Name	Title	Organization	Phone	Email
Adam Herrenbruck	LPS Manager	Northwest Management Inc		herrenbruck@northwestmanagement.com
Erica Wimme	Environmental Planner	Northwest Management Inc		ewimme@northwestmanagement.com
John Knowles	Chief	WWFD	509-527-4632	jknowles@wallawallawwa.gov
Greg Lybeck	GM	WWFG	509-527-3247	glybeck@co.walla-walla.wa.us
Ricky Eastman	Chief	WWCFD4	(509) 529-1282	REASTMAN@WWfire4.com
John Golden	Dep. Chief	WWCFD4	"	jgolden@wwfire4.com
Troy Tomarts	Chief	CPD		Ttomarts@CPWAUS
Lonna Leno	Administrator	WW Veterans Home	509-540-0312	LONNAL@DVA.WA.GOV
Jodi Ferguson	DCH Manager	DCH	524-2457	jfergus@co.wallawalla.wa.us
Justin Lann Deline		ODF		
Jennifer Ballard		City Planning		
Angie Peters	General Manager	Valley Transit	509-525-9140	angie@valleytransit.com
Mike Rizz	CITY Admin	CITY CP	361-8558	mike.rizz@cityofwallawalla.com

Name	Title	Organization	Phone	Email
Melissa Shumake	Deputy Director	WW County Community Dev		mshumake@co.walla-walla.wa.us
Bob Carson	emeritus prof	Whitman College	509-520-7677	carsonrj@whitman.edu
Tina Bobbitt	Director	Columbia County	509-382-2518	tina-bobbitt@co.columbia.wa.us
Alan Harlan	Facility	W DVA	509-202-3228	Alan.Harlan@edna.wa.gov
DARRAN MASSARETTI	Librarian	W DVA	509-386-3110	
Tony Garcia	PW Director	Walla Walla Co.	509-242-7160	
Mark Cronson	SHERIFF	WWSO	509-524-5409	mcronson@co.walla-walla.wa.us
Rich Dawson	WWC DCIL		509-266-7	rdawson@co.walla-walla.wa.us

MEETING SIGN-IN SHEET

Project: Walla Walla Kick off Meeting

Date: 02 / 13 / 24

Facilitator: Northwest Management, Inc.

Place: Station 41
Walla Walla

Name	Title	Organization	Phone	Email
Adam Herrenbruck	LPS Manager	Northwest Management Inc		herrenbruck@northwestmanagement.com
Erica Wimpe	Environmental Planner	Northwest Management Inc		ewimpe@northwestmanagement.com
Heather Lee	EMS Director	WWCO EMS	(509) 524-2701	hlee@co.walla-walla.wa.us
Chris Lee	WWEM Director	WWEM	509-524-2500	cllee@co.walla-walla.wa.us
Patrice Purcell	WWEM Coordinator	WWEM	509-524-2701	ppurcell@co.walla-walla.wa.us
Mike Moore	Fire Mgmt Officer	USFS Forest Service	503-312-8097	michael.moore2@usda.gov
Alyssa Wells	EMS/Coroner Admin.	WWCO EMS/Coroner	509-524-2845	awells@co.walla-walla.wa.us
Susan Heatherly	Safety Executive, EPP Manager	PSNMC	509-930-1746	susan.heatherly@psnmc.org
MIKE SMITH	U U	U U	509-847-2206	MICHAEL.SMITH@PROVIDENCE-ORG.
Esther Click	WESCOM Mgr.	WESCOM	509-686-1401	estclick@walla-walla.wa.gov
Chris Buttrick	Chief WUPD	WUPD	509-527-4434	cbuttrick@walla-walla.wa.gov
Annie Byerley	Conservation Scientist	WWCCD	509-956-3164	annie.byerley@wwccd.net
Kendall Corn	GIS Coordinator	Walla Walla County	509-546-6347	K.Corn@co.walla-walla.wa.us
Jacob LeBaron	AFNO	DNR	509-859-6703	Jacob.LeBaron@dnr.wa.gov

MEETING #2

A G E N D A	Walla Walla County Update for the Hazard Mitigation Plan and Community Wildfire Protection Plan Meeting #2	
	Tuesday, March 5, 2024	
	1:00 p.m. – 3:00 p.m.	
	Station 41 2251 S. Howard St. Walla Walla, WA 99362 (Training Room)	
	*virtual option included	
1:00 p.m.	OPEN – Introductions and Housekeeping ▪ General announcements	Chris Lee, Patrick Purcell
1:10 p.m.	GROUP MEETING I. Overview of the Kickoff Meeting ▪ Review of the meeting with Q and A II. The Planning Team ▪ Follow up on the Planning Team ➢ Adopting jurisdictions ➢ Stakeholders and Partners III. The Outreach Strategy ▪ Press Releases ▪ Firewise meetings ▪ Public meetings toward the end of the process	Adam Herrenbruck, with Northwest Management, Inc.
1:45 p.m.	IV. HW Review and Discussion ▪ Planning and Mitigation Goals ▪ Local Knowledge Questionnaire ▪ Hazard Summary Rating V. Exercise: High-Hazard Areas ▪ Wildfire ▪ Flood	
2:45 p.m.	VI. Homework ▪ Previous Assignments/Requests ▪ Local Hazard Impacts ▪ Capabilities Assessment ➢ Must be completed by all adopting jurisdictions	
3:00 p.m.	ADJOURNMENT	

Contact Info:

Manager and Project Lead: Adam Herrenbruck herrenbruck@northwestmanagement.com	Project Support: Erica Wimme ewimme@northwestmanagement.com	Other Support: Tucker Flaten flaten@northwestmanagement.com
Northwest Management Office: 208-883-4488	Natalie Atkins mcconnell@northwestmanagement.com	Eric Nelson nelson@northwestmanagement.com

MULTI-JURISDICTIONAL PARTICIPATION

Representatives from the county, the conservation district, the school district, Walla Walla, Waitsburg, and College Place were present for this meeting and participated in the discussion along with a wide variety of stakeholders and planning partners.

WALLA WALLA CO. HMP & CWPP MEETING SIGN IN

MARCH 5TH, 2024

STATION 41 2251 S. HOWARD ST. WALLA WALLA, WA 99362

NAME	AFFILIATION	EMAIL
Adam Herrenbruck	Northwest Mgmt Inc.	herrenbruck@nmi2.com
Erica Wimme	NMI	ewimme@nmi2.com
Natalie Atkins	NMI	mcmconnell@nmi2.com
Patrick Purcell	Walla Walla EM	ppurcell@walla-walla.wa.us
Chris Lee	Walla Walla EM	clcc@co.walla-walla.wa.us
Heather Lee	Walla Walla Co. EMS	hlee@co.walla-walla.wa.us
Annie Byrley	WW Co. Conservation Dist.	annie.byrley@wwcd.net
John Knarles	Same	Same
John Golden	WWCFD4	
Bob Carson	Whitman College	carsonrj@whitman.edu
Kendall Corn	WWCo /GIS	Kcorn@co.walla-walla.wa.us
DAVID WINTER	CPFD	dwinter@cpwa.us
Dan Mack	Walla Walla County PW	dmack@co.walla-walla.wa.us
Susan Leathers	PSMMC	susan.leathers@providence.org
Tony Garcia	Walla Walla County Public Works	

WALLA WALLA CO. HMP & CWPP MEETING SIGN IN

MARCH 5TH, 2024
STATION 41 2251 S. HOWARD ST. WALLA WALLA, WA 99362

NAME	AFFILIATION	EMAIL
GUNNER FELMER	WW COUNTY	COUNTY EMAIL
Melissa Shumake	WW County Planning	mshumake@co.walla-walla.wa.us
Randy Mendenhall	CP	rmendenhall@cpwa.us
MIKE HIGGINS	WWPS	mhiggins@wwps.org
Tracy Tomars	CPPD	Tomars@cpwa.us
MIKE RICE	CAY/CFCP	mrice@klo.org

Virtual Attendance

HAZARD MITIGATION PLAN/COMMUNITY WILDFIRE PROTECTION PLAN UPDATE-MEETING 2

MARCH 5, 2024

FIRE DISTRICT 4, STATION 41

2251 S. HOWARD ST. WALLA WALLA, WA 99362

NAME (PLEASE PRINT)	ORGANIZATION	EMAIL ADDRESS
Jacob LeBaron	DNR	Jacob.LeBaron@dnr.wa.gov
Tracy Klem	Walla Walla Community College	tracy.klem@wwcc.edu
Randy Hinckliffe	City of Watsburg	administrator@cityofwatsburg.com
Angie Peters	Valley Transit	Angie@valleytransit.com
Sean Davis	Franklin County Emergency Management	sdavis@co.franklin.wa.us
Randal Son	Home owner on Mill Creek	randalson249@gmail.com
Don Schwerin	District 8 Fire Commissioner	don.schwerin@gmail.com
Lona Leno	WA State Veterans Home	lonnel@dfa.wa.gov
Jon Rickard	College Place	JRickard@cpwa.us
Charlie Landsman	DNR	Charles.Landsman@dnr.wa.gov
Scott Tucker	VA - Emergency Management	Scott.Tucker@va.gov
Regency at the Park	Regency at the Park Long Term Care	A. Morales@regency-pacific.com

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MULTI-JURISDICTIONAL PARTICIPATION

Representatives from the county, the school district, the conservation district, Waitsburg, Walla Walla, were present for this meeting and participated in the discussion along with a wide variety of stakeholders and planning partners.

MEETING SIGN-IN SHEET				
Project: Walla Walla County HMP/CWPP			Date: April 9, 2024	
Facilitator: Northwest Management, Inc.			Place: Training Room, Station 41 2251 S. Howard St. Walla Walla, WA 99362	
Name	Title	Organization	Phone	Email
John Golden	D. Chief	WWCFD#4	529-1282	
John Knowles	Chief	WWFD	524 4632	
Kendall Corn	GIS Coordinator	WW County	524 2693	
DAVID WINTER		CPFD	529-6506	dwinter@cpwa.us
Tony Garcia	Public Works Director	WW Co.	524 2740	
MARK HIGGINS	WWPS Coordinator	WWPS	526-6716	mhiggins@wpps.org

MEETING SIGN-IN SHEET				
Project:			Date: April 9, 2024	
Facilitator: Northwest Management, Inc.			Place:	
Name	Title	Organization	Phone	Email
Don Schwerin	DE Commissioner			
Randy Huchette	City Administrator	City of Haultsburg		

MEETING SIGN-IN SHEET				
Project:			Date: April 9, 2024	
Facilitator: Northwest Management, Inc.			Place:	
Name	Title	Organization	Phone	Email
Annie Byerly	Conservation Scientist	Walla Walla Co Conservation District	956-3764	annie.byerly@wwccd.net
GRANER FELMER	Commissioner	WW County	301-0430	felmer@co.walla-walla.com
Melissa Shumake	Deputy Director	WW County Community Dev	524-2617	mshumake@co.walla-walla.wa.us

April 9, 2024

Name	Title	Organization	Phone	Email
MIKE SMITH	SECURITY SUPERVISOR	PSHMC	509-897-2206	MITCHELL SMITH @ PROVIDENCE.ORG
Susan Heather	Emergency Management	PSHMC	509-499-9915	susan.heather@providence.com

MEETING 4

A G E N D A	Walla Walla County Update for the Hazard Mitigation Plan and Community Wildfire Protection Plan Meeting #4 Rescheduled from 4/30/2024 Tuesday, May 21, 2024 1:00 p.m. – 3:00 p.m. Station 41 2251 S. Howard St. Walla Walla, WA 99362 (Training Room) *virtual option included	
1:00 p.m.	OPENING – Introductions and Housekeeping General announcements	Chris Lee, Patrick Purcell
1:05 p.m.	GROUP MEETING I. Review of Timelines - Project Status Update II. MHMP Excerpt Review - Community Profile - How will edits and suggested changes be implemented? - Info still needed III. CWPP Excerpt Review - Overall CWPP Outline - Mission, Goals, and Objectives - Wildland-Urban Interface Planning - Wildfire Preparedness Resources - Community At Risk Analysis and WUI-Zone Ratings 2017 Walla Walla County CWPP Projects IV. Public Engagement Event - Debrief/feedback V. The Next Steps - Review Wildfire and CWPP sections - Look for/review forthcoming hazard profiles	Adam Herrenbruck, with Northwest Management, Inc.
1:20 p.m.		
1:40 p.m.		
2:40 p.m.		
2:50 p.m.		
3:00 p.m.	ADJOURNMENT	

Contact Info:

Manager and Project Lead: Adam Herrenbruck herrenbruck@northwestmanagement.com	Project Support: Erica Wimpe ewimpe@northwestmanagement.com	Other Support: Tucker Flaten flaten@northwestmanagement.com
Northwest Management Office: 208-883-4488	Natalie Atkins mconnell@northwestmanagement.com	Eric Nelson nelson@northwestmanagement.com

MULTI-JURISDICTIONAL PARTICIPATION

Representatives from the county plus the cities of Walla Walla, Waitsburg, and College Place were present at this meeting and participated in the discussion along with a wide variety of stakeholders and planning partners.

MEETING 5

A G E N D A	Walla Walla County Update for the Hazard Mitigation Plan and Community Wildfire Protection Plan Meeting #5 Tuesday, June 25, 2024 1:00 p.m. – 3:00 p.m. Station 41 2251 S. Howard St. Walla Walla, WA 99362 (Training Room) *virtual option included							
1:00 p.m.	OPEN – Introductions and Housekeeping General announcements	Chris Lee, Patrick Purcell						
1:05 p.m. 1:15 p.m. 1:45 p.m. 2:45 p.m.	GROUP MEETING I. Overview of Timeline - Timeline - Remaining Tasks II. Excerpt Review - Community Profile - How are edits and suggested changes implemented? - Info still needed III. MHMP Excerpts - Flood Hazard Overview - Earthquake Hazard Overview - Severe Storm Hazard Overview - Jurisdiction Specific Hazard Mitigation IV. The Next Steps - Jurisdiction-specific tasks - Capability Assessments - Hazard Summary Worksheets - Review remaining HMP and CWPP sections - Review Mitigation Action Items	Adam Herrenbruck, with Northwest Management, Inc.						
3:00 p.m.	ADJOURNMENT							
Contact Info: <table> <tr> <td data-bbox="212 1650 618 1734"> Manager and Project Lead: Adam Herrenbruck herrenbruck@northwestmanagement.com </td> <td data-bbox="618 1650 1024 1734"> Project Support: Erica Wimpe ewimpe@northwestmanagement.com </td> <td data-bbox="1024 1650 1414 1734"> Other Support: Tucker Flaten flaten@northwestmanagement.com </td> </tr> <tr> <td data-bbox="212 1755 618 1818"> Northwest Management Office: 208-883-4488 </td> <td data-bbox="618 1755 1024 1818"> Natalie Atkins natkins@northwestmanagement.com </td> <td data-bbox="1024 1755 1414 1818"> Eric Nelson nelson@northwestmanagement.com </td> </tr> </table>			Manager and Project Lead: Adam Herrenbruck herrenbruck@northwestmanagement.com	Project Support: Erica Wimpe ewimpe@northwestmanagement.com	Other Support: Tucker Flaten flaten@northwestmanagement.com	Northwest Management Office: 208-883-4488	Natalie Atkins natkins@northwestmanagement.com	Eric Nelson nelson@northwestmanagement.com
Manager and Project Lead: Adam Herrenbruck herrenbruck@northwestmanagement.com	Project Support: Erica Wimpe ewimpe@northwestmanagement.com	Other Support: Tucker Flaten flaten@northwestmanagement.com						
Northwest Management Office: 208-883-4488	Natalie Atkins natkins@northwestmanagement.com	Eric Nelson nelson@northwestmanagement.com						

MULTI-JURISDICTIONAL PARTICIPATION

Representatives from the county were present for this meeting and participated in the discussion along with a wide variety of stakeholders and planning partners.

MEETING SIGN-IN SHEET				
Project:			Date:	
Facilitator: Northwest Management, Inc.			Place:	
Name	Title	Organization	Phone	Email
Nancy Berentzen	Programs Manager	CCEM		nancy-berentzen@co.columbia.wa.us
Heather Lee	EMS Director	WWCO EMS		hlee@co.walla-walla.wa.us
Adam Herrenbruck	Manager	Northwest Management, Inc.		herrenbruck@nwi2.com
Shane Crann	Maintenance director	Regency dt time bus		scranu@regency-pacific.com
Chris Lee	EMD Director	WCOM		
Patrick Purcell	EMD Coordinator	WCOM		
Melissa Shumake	Deputy Director	WW Comm. Dev		
ESTHER CLICK	MANAGER	Wascor - 911		
Natalie Atkins	Field Forester	NMI		natkins@northwestmanagement.com
Tanner Paulson	Natural Resource Planner	NMI		tpaulson@northwestmanagement.com

9 APPENDIX C: PUBLIC INPUT DOCUMENTATION

ONLINE SURVEY DATA

PUBLIC COMMENT RECORD

City of College Place, Washington

RESOLUTION NO. 18-026

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON
ADOPTING THE WALLA WALLA COUNTY HAZARD MITIGATION PLAN.**

Whereas, the City of College Place is a non-charter code city governed by the rules and regulations of RCW 35A; and

Whereas, the Federal Disaster Mitigation Act of 2000 requires local government agencies to develop and submit a hazard mitigation plan (HMP) in order to receive future mitigation project grant funds; and

Whereas, the County has knowledge and experience that certain natural and man-made hazards pose threats to lives and cause damages to property within Walla Walla County; and

Whereas, the County, led by Emergency Management Department, along with Northwest Management Inc. (contractor) served as the lead agency in developing the HMP update and reached out to local, state, and federal agencies in an effort to conduct the most comprehensive planning effort possible; and

Whereas, the Cities of College Place, Prescott, Waitsburg and Walla Walla, the Mill Creek Flood Control Zone District, and Walla Walla Public Schools joined with the County as active participants in the process; and

Whereas, the HMP update builds on the 2010 plan and formalizes the County's comprehensive efforts to make the County safer by providing guidance for hazard mitigation within Walla Walla County, and by identifying mitigation goals, objectives and projects that will reduce or prevent injury or damage from hazards; and

Whereas, Walla Walla County its planning partners provided several opportunities for public participation in the planning process by providing public notice, holding public meetings and reaching out to interested parties; and

Now therefore, be it Resolved that the City Council of the City of College Place does hereby adopt the Walla Walla County Multi-Jurisdictional Hazard Mitigation Plan in accordance with the Federal Disaster Mitigation Act of 2000 thereby meeting the eligibility requirements for the potential receipt of mitigation project grant funds.

Effective Date. This resolution shall take effect and be in full force upon its passage as provided by law.

PASSED by the City Council of the City of College Place, Washington, this 14th day of August, 2018.

Harvey R. Crowder, Mayor

Attest:

Lisa R. Neissl, City Clerk

City of College Place, Washington

RESOLUTION NO. 24-xxx

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON
ADOPTING THE WALLA WALLA COUNTY HAZARD MITIGATION PLAN.**

Whereas, the City of College Place is a non-charter code city governed by the rules and regulations of RCW 35A; and

Whereas, the Federal Disaster Mitigation Act of 2000 requires local government agencies to develop and submit a hazard mitigation plan (HMP) in order to receive future mitigation project grant funds; and

Whereas, the County has knowledge and experience that certain natural and man-made hazards pose threats to lives and cause damages to property within Walla Walla County; and

Whereas, the County, led by Emergency Management Department, along with Northwest Management Inc. (contractor) served as the lead agency in developing the HMP update and reached out to local, state, and federal agencies in an effort to conduct the most comprehensive planning effort possible; and

Whereas, the Cities of College Place, Prescott, Waitsburg and Walla Walla, the Mill Creek Flood Control Zone District, and Walla Walla Public Schools joined with the County as active participants in the process; and

Whereas, the HMP update builds on the 2018 plan and formalizes the County's comprehensive efforts to make the County safer by providing guidance for hazard mitigation within Walla Walla County, and by identifying mitigation goals, objectives and projects that will reduce or prevent injury or damage from hazards; and

Whereas, Walla Walla County its planning partners provided several opportunities for public participation in the planning process by providing public notice, holding public meetings and reaching out to interested parties; and

Now therefore, be it Resolved that the City Council of the City of College Place does hereby adopt the Walla Walla County Multi-Jurisdictional Hazard Mitigation Plan in accordance with the Federal Disaster Mitigation Act of 2000 thereby meeting the eligibility requirements for the potential receipt of mitigation project grant funds.

Effective Date. This resolution shall take effect and be in full force upon its passage as provided by law.

PASSED by the City Council of the City of College Place, Washington, this 10th day of December, 2024.

Norma L. Hernandez, Mayor

Attest:

Maryelizabeth Garcia, City
Clerk

AGENDA BILL

College Place City Council
College Place, Washington

SUBJECT: 2024 Walla Walla County Hazard
Mitigation Plan

FOR AGENDA OF 12/03/2024 **BILL NO:**

Mayor's Approval: Choose

DEPARTMENT OF ORIGIN: Administration

DATE SUBMITTED: 11/27/2024

CLEARANCES: City Administrator MJR

City Attorney

Finance Director

Other

FINANCE DEPARTMENT INPUT ONLY

JOB CODE

CONTRACT NAME

BARS

PROCEEDING: Informational Report

EXHIBITS: 1. Resolution

2. Plan

BUDGET IMPACT

EXPENDITURE REQUIRED		AMOUNT BUDGETED		APPROPRIATION REQUIRED	\$ 0.00
-------------------------	--	--------------------	--	---------------------------	---------

Where would appropriation come
from if it is necessary?

RECOMMENDED ACTION:

Listen to the introduction and ask questions.

HISTORICAL PERSPECTIVE:

The last Hazard Mitigation Plan was adopted by the City and County in August 2018. These plans must be updated every six years.

INFORMATION FOR CONSIDERATION:

The draft of the 2024 Hazard Mitigation Plan is countywide. Its attached. Its in the review/comment period. Any projects in here once approved by FEMA are eligible for BRIC and HMGP Grant funding for the next six years.



City of College Place Council Funded Programs Community Grants Program

Introduction

The College Place City Council through the Community Grants Program desires to support community efforts to address community needs and build the capacity of the City of College Place. A Committee made up of Economic Development, Tourism, and Events Commission and Park, Arbor, and Recreation Board members will review and rank proposals. City Council will make the ultimate project awards. **Total allotment for FY 2025 is \$15,000**

Grant Program Goals

- Foster civic engagement and involvement
- Develop responses and solutions which steward the community's
 - Health
 - Environment
 - Social network and resiliency
 - Park & Recreation Network
- Develop programs which support community asset building and provide outreach through education and information programs which support program goals.
- Economic Development
- Housing
- Public Art

Program Guidelines

Eligible Applicants: Non-profit organizations, civic groups, neighborhood groups. Partnerships among individuals and/or groups will also be considered.

Eligible Locations: Within the City of College Place

Eligible Expenses: Personnel, professional services, supplies and materials, construction costs, public information and outreach.

Match: Matching funds are encouraged but not required for this program. The following items count as matching funds: cash, volunteer hours, and donated materials, equipment use, or professional services.

Project Timeline

Application Due Dates: Applications must be submitted by January 17th, 2025 at 4 PM PST. Submit completed applications to:

City Administrator's Office
City of College Place
625 S. College Avenue
College Place, WA 99324
Email: mrizzitiello@cpwa.us

Award Decisions: Award decisions will be made within 60 calendar days of the January 17th, 2025 deadline.

Project Time Limit: All projects must be completed within one years of award.

Application Process

Project Applications: Applications must be made either on paper or electronically on forms provided by the City. Applications can be obtained at City Hall, 625 S. College Avenue, College Place, Washington or on the City's webpage at www.cpwa.us

Project Description: The description of the project should include project purpose, approach, and location.

Goals: Explain how your project addresses the Grant Program Goals as outlined in the application packet and the City's Comprehensive Plan goals, policies and programs. The Comprehensive Plan itself is available on the City's website at:
http://www.cpwa.us/departments/planning/comprehensive_plan.php

Project Milestones: Provide quarterly milestones which indicate concrete progress toward the successful achievement of the project's goals.

Budget Plan: List each resource needed to complete your project. Please show in-kind, applicant cash, and how much of the City's funds to be spent on this resource.

- The value of volunteer labor as established by the Independent Sector's Value of Volunteer hours https://www.independentsector.org/volunteer_time

- Equipment donated is valued at the hourly rental rate for the equipment used for the project.
- Donated professional services are valued at the “reasonable and customary” rate for the services.

Review Process

A committee comprised of Economic Development, Tourism, and Events Commission as well as Park, Arbor, and Recreation Board members will review written applications. All eligible projects will be forwarded to the Committee and scored using the rating form included in the application packet. Higher ranking projects may be requested to present to the Committee.

The presentation, if requested, is limited to 15 minutes. Please give an overview of the project and how it furthers the City’s goals.

The Committee will make a funding recommendation to the City Council. City Council will make the final determination of funding. Applicants may be asked to present their projects to the City Council.

Reporting Requirements and Accountability

A contract will be executed to outline the specific conditions of the project if awarded.

City of College Place Community Grants Program Application

Please limit responses to 3 pages in not less than 10-point type font (not including budget).

Project Description

Contact Person

Name:

Organization Representing:

Contact Address:

City/State/Zip:

Phone:

E-mail:

Project Information Description of the project (include project purpose, approach and location).

Please describe how your project relates to the Community Grant Program Goals and the City's Comprehensive Plan Goals and Policies.

Project Budget (Must provide budget in this format)

Project Revenue	Amount
Grant Request	
Cash Match from Applicant	
In-kind match from Applicant	
Cash from other Sources	
Source:	
Source:	
Total Project Revenue	

Project Expenses				
Item	Total Cost	Applicant "In-Kind"	Applicant Cash	Requested Grant
Personnel				
Materials/Supplies				
Professional Services				
Other				
Total Expenses				

Project Milestones Provide quarterly milestones, which indicate concrete progress toward the successful achievement of the project's goals.

Milestone	Responsible Party	Projected Date for Completion	Outcome

Return completed Application to:

City of College Place

City Administrator's Office

625 S. College Avenue

College Place, WA 99324

Email: mrizzitiello@cpwa.us

Due Date: January 17th, 2025

City of College Place, Washington
RESOLUTION NO. 24-xxx

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON REGARDING APPROVAL OF APPLICATION & PROCESS FOR COMMUNITY GRANTS PROGRAM .

Whereas, the City of College Place is a non-charter code city governed by the rules and regulations of RCW 35A; and

Whereas, it has been determined that a more formal process was needed to determine funding for various community initiatives and programs in conjunction with the budget process; and

Now therefore, it is hereby resolved by the City Council of the City of College Place, Washington, as follows:

1. Approval of the application and process for the Community Grants program.

Clerical Corrections. The City Clerk is authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

Effective Date. This resolution shall take effect and be in full force upon its passage as provided by law.

PASSED by the City Council of the City of College Place, Washington, this 10th day of December, 2024.

Attest:

Norma L. Hernández, Mayor

Maryelizabeth Garcia , City Clerk

AGENDA BILL

College Place City Council
College Place, Washington

SUBJECT: Approval of Community Grant
Application & Process

FOR AGENDA OF 12/03/2024 **BILL NO:**

Mayor's Approval: Choose

DEPARTMENT OF ORIGIN: Administration

DATE SUBMITTED: 10/27/2022

CLEARANCES: City Administrator MJR

City Attorney

Finance Director

Other

FINANCE DEPARTMENT INPUT ONLY

JOB CODE

CONTRACT NAME

BARS

PROCEEDING: Informational Report

EXHIBITS: 1. Resolution

2. Application

BUDGET IMPACT

EXPENDITURE REQUIRED	\$ 15,000.00	AMOUNT BUDGETED	\$ 15,000.00	APPROPRIATION REQUIRED	
Where would appropriation come from if it is necessary? FY 2025 - In budget \$15,000					

RECOMMENDED ACTION:

Listen to the introduction and ask questions.

HISTORICAL PERSPECTIVE:

The City Council created a Community Grant Program in 2020.

INFORMATION FOR CONSIDERATION:

This concept was borrowed from what exists in the City of Ellensburg. The premise is to encourage community partnerships and innovation to improve the quality of life for residents in the Community. Please review the application and let staff know if edits are needed. Staff is prepping this program for a FY 2025 call for projects.

SE 12th Street Improvements

Preliminary Engineering Cost Estimate

Description	Cost (2028 Dollars)
Roadway Improvements	\$ 819,000
Roundabout	\$ 192,000
Sanitary Sewer Improvements	\$ 187,000
Stormwater Improvements	\$ 139,000
Waterline Improvements	\$ 501,000
Estimated Total Engineering Costs	\$ 1,838,000

FY 2025 Notice of Funding Opportunity

Rebuilding American Infrastructure with Sustainability and Equity Grant Program

Office of the Secretary

US Department of Transportation (DOT)

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A. BASIC INFORMATION

The Office of the Secretary (OST) announces the intention to hold two rounds of selections under the FY 2025 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Notice of Funding Opportunity (NOFO).

- **Round 1** – The Department is reserving a portion of the \$1.5 billion in FY 2025 RAISE funds, provided by the Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law, or BIL), for Highly Rated applications that were not selected under the FY 2024 RAISE NOFO and designated [FY 2024 Projects of Merit](#). FY 2024 Projects of Merit not selected for award under Round 1 must submit a revised application in [Grants.gov](#) to be considered under Round 2 of the FY 2025 RAISE program.
- **Round 2** – The Department will make another round of selections using a portion of the \$1.5 billion in FY 2025 RAISE BIL funds and/or additional funding that may become available for the program under the FY 2025 Appropriations Act. Please note, all FY 2025 annual appropriations amounts are subject to availability of funding. DOT cannot guarantee that Congress will appropriate additional funding to RAISE via a future FY 2025 appropriation.

The FY 2024 RAISE NOFO stated:

- Projects for which an FY 2024 RAISE application is advanced by the Senior Review Team to the Highly Rated List, but that are not awarded, are automatically designated as “Projects of Merit.” Projects with this designation will be carried over into FY 2025 RAISE and considered by the SRT for advancement to the Highly Rated List, along with other FY 2025 applications eligible for advancement to the Highly Rated List.

The Department is reducing the burden on all previous applicants, who would otherwise have to revise and resubmit applications, by evaluating and selecting applications for funding using the same criteria as the FY 2024 RAISE NOFO originally published on November 30, 2023.

Additionally, this process expedites selections making a portion of the funds available to project sponsors earlier.

Topic	Description
Announcement Type	This is the initial announcement for the FY 2025 round of this program
Funding Opportunity Title	FY 2025 National Infrastructure Investments
Funding Opportunity Number	DTOS59-25-RA-RAISE
Assistance Listing Number	20.933 National Infrastructure Investments
Prior Awards	• In FY 2024, the Department received 1048 eligible applications requesting nearly \$13 billion • 148 projects were awarded a total of \$1.8 billion • Awards were made to projects in all 50 states, the District of Columbia, Puerto Rico, American Samoa, Guam, and the Northern Mariana Islands • Awards ranged from \$328,000 to \$25 million
Maximum Award Size	• RAISE grant awards are capped at \$25 million
Submission Requirements and Deadlines	Round 1: FY 2024 Projects of Merit • FY 2024 Projects of Merit must email RAISEgrants@dot.gov by 11:59 pm December 2, 2024 if they want their FY 2024 application considered for award under the reserved funding • No amendments are being made to either the selection criteria or process. No application modifications will be needed or accepted • Round 1 selections are expected to be announced by January 13, 2025 • FY 2024 Projects of Merit not selected for award under Round 1 must submit a revised application in Grants.gov to be considered under Round 2 of the FY 2025 RAISE program.
	Round 2: All Applicants • All interested applicants must submit applications in Grants.gov no later than 11:59 pm eastern on January 30, 2025. • Complete instructions on how to register and apply can be found at Grants.gov. If applicants experience difficulties at any point during registration or application process, please use the help available on Grants.gov such as the Customer Support Hotline at 1-800-518-4726 or email support@grants.gov • Round 2 selections are expected to be announced no later than June 28, 2025.
Eligible Activities	Planning and/or constructing surface transportation infrastructure

Eligible Applicants	• States and the District of Columbia • Any territory or possession of the United States • A unit of local government • A public agency or publicly chartered authority established by one or more States • A special purpose district or public authority with a transportation function, including a port authority • A Federally recognized Indian Tribe or a consortium of such Indian Tribes • A transit agency • A multi-State or multijurisdictional group of entities that are separately eligible
Reconnecting Extra Designation	• Applications submitted for consideration under Round 2 of the FY 2025 RAISE competition, that have an identical project scope to applications that were submitted and evaluated under the FY 2024 Reconnecting Communities Program (RCP) competition and received the designation of “Reconnecting Extra,” will automatically advance for second-tier analysis if they receive an overall merit rating of “Recommended” and have at least one “High” rating in a priority criterion. • The Department expects projects that rated well under the FY 2024 RCP Program criteria will do well under the FY 2025 RAISE program criteria. • Applicants should note in the FY 2025 RAISE Project Information Form whether their FY 2025 RAISE application was also submitted under the FY 2024 RCP competition and received the “Reconnecting Extra” designation
Questions	Email RAISEgrants@dot.gov Due to the competitive nature of the program, during the application submittal phase, the Department is unable to accommodate individual meeting requests to discuss the opportunity or specific project ideas, and unable to provide individualized guidance or render opinions about the merit of a specific project.

1. ROUND 1

i. Reservation of Funds for FY 2024 RAISE Projects of Merit

Under this NOFO, the Department is making a portion of the \$1.5 billion in FY 2025 RAISE BIL funding available to Highly Rated applications that were submitted but not selected under the FY 2024 RAISE NOFO. The Department will follow the criteria and process set forth in the FY 2024 RAISE NOFO for making selections to receive the reserved funding.

The Department will carryover all applications that advanced to the Highly Rated List but were not selected for funding. These projects were designated as [FY 2024 Projects of Merit](#). For

purposes of this reservation of funds, the Department incorporates the FY 2024 RAISE NOFO by reference and will follow that NOFO criteria for all Round 1 selections.

Using the discretionary authority provided in statute, the Secretary will select projects from the FY 2024 Projects of Merit List for award, consistent with the selection criteria and statutory requirements for geographic and modal diversity. The Secretary may, depending on the pool of qualified applications, seek to award at least one project per state or territory.

If an applicant submitted an application for funding under the FY 2024 RAISE NOFO, advanced to the Highly Rated List, but was not selected and thus designated a Project of Merit, such applicant must notify the Department by emailing RAISEgrants@dot.gov by December 2, 2024, if the applicant wishes for that application to be reconsidered for award using this reservation of funding.

[FY 2024 RAISE Projects of Merit](#) seeking reconsideration of their unawarded application will not be permitted to modify, amend, or supplement applications. To maximize chances of obtaining an award, FY 2024 RAISE Project of Merit applications may request consideration under the reserved funds, and they may also submit applications for Round 2 of this NOFO. The FY 2024 Project of Merit application(s) will count against an entity's three-application limit.

2. ROUND 2

i. Funding for FY 2025 RAISE Applications

Under this NOFO, in addition to Round 1, the Department intends to make another round of selections using a portion of the \$1.5 billion in BIL funds and/or additional funding that may become available for the program under the FY 2025 Appropriations Act. Please note, all FY 2025 annual appropriations amounts are subject to availability of funding. DOT cannot guarantee that Congress will appropriate additional funding to RAISE via a future FY 2025 appropriation.

All interested applicants must submit applications in [Grants.gov](#) no later than 11:59 pm eastern on January 30, 2025. Round 2 selections are expected to be announced no later than June 28, 2025.

3. CHANGES FROM THE FY 2024 NOFO

This FY 2025 RAISE NOFO makes changes from the FY 2024 RAISE NOFO to:

- Outline the process to carry forward FY 2024 RAISE Projects of Merit applications for consideration under Round 1 of the FY 2025 RAISE NOFO;
- Reserve a portion of the \$1.5 billion FY 2025 BIL funding for FY 2024 RAISE Projects of Merit applications;
- Update Areas of Persistent Poverty to account for the most recent annual Small Area Income Poverty Estimates as estimated by the Bureau of the Census;
- Update references to comply with updated [2 CFR Part 200 Appendix I](#); and
- Improve organization and clarity of the information the Department uses to assess project readiness.

B. ELIGIBILITY

1. ELIGIBLE APPLICANTS

Eligible applicants for RAISE grants are:

- States and the District of Columbia
- Any territory or possession of the United States
- A unit of local government
- A public agency or publicly chartered authority established by one or more States
- A special purpose district or public authority with a transportation function, including a port authority
- A Federally recognized Indian Tribe or a consortium of such Indian Tribes
- A transit agency
- A multi-State or multijurisdictional group of entities that are separately eligible

Ineligible applicants for RAISE grants are:

- Federal agencies
- Non-profits
- Private entities
- Individuals

Multiple states or jurisdictions may submit a joint application, designating a lead applicant as the primary contact and award recipient. The application should outline each applicant's roles and responsibilities.

DOT expects the applicant to manage and deliver the project. If the applicant plans to transfer the award to another agency, this should be stated in the application, along with a supporting letter from the designated entity.

2. MINIMUM FUNDING REQUEST FOR CAPITAL PROJECTS

Capital Grants	Minimum Request
Rural Areas	\$1 million
Urban Areas	\$5 million

Applicants submitting capital grant applications for projects located in rural areas must request at least \$1 million in RAISE funding. Applicants submitting capital grant applications for projects located in urban areas must request at least \$5 million in RAISE funding. Failure to request the minimum funding amount for a capital grant application will result in the application being ineligible.

There is no minimum funding request requirement for planning grant applications.

3. APPLICATION LIMIT

Each applicant can submit up to three applications. Unrelated project components should not be combined in one application to meet this limit. If an applicant submits more than three applications, only the first three will be considered.

4. COST SHARING

Cost sharing means the portion of the project's cost that is not paid by Federal funds. Cost share funds are typically stated as a percentage of the total project cost. The Department **only** considers an application's Federal share to confirm eligibility.

Project Location	Cost Share Requirement
Urban	Up to 80% Federal Funding
Rural	Up to 100% Federal Funding
Area of Persistent Poverty	
Historically Disadvantaged Community	

The Federal share for RAISE grant projects **shall not exceed 80 percent** unless the project receives one of the following location designations (see Location Designations for definitions):

- Rural
- Area of Persistent Poverty (APP)
- Historically Disadvantaged Community (HDC)

Applicants with projects located in one of the designated areas above are eligible to fund the project up to 100 percent with Federal funding. Projects located in an **urban area**, that are not designated APP and/or HDC, that have **more than 80 percent federal funding will be ineligible**.

Applicants should use the following equation when determining the cost share for their project:

$$\frac{(\text{RAISE Grant Request} + \text{Other Federal Funds})}{\text{Total Project Cost}} = \text{Federal Cost Share}$$

Total Project Cost means the sum of future eligible Federal and non-Federal costs yet to be incurred.

Eligible sources of non-Federal funds include:

- State funds originating from programs funded by State revenue
- Local funds originating from State or local revenue-funded programs
- Private funds
- Tribal transportation program funds under section 202 of title 23
- Federal lands transportation program funds under section 203 of title 23
- TIFIA program funds (as defined in section 601(a) of title 23)
- Railroad Rehabilitation and Improvement Financing Program under chapter 224

- Federal credit assistance (if repaid from non-Federal sources)

Toll credits under [23 U.S.C. 120\(i\)](#) are considered a Federal source under the RAISE program.

Unless otherwise authorized by statute, funds used to satisfy the cost-share requirements of a different Federal program may not be counted as the cost-share for both the RAISE grant and another Federal grant program.

Non-Federal funds are subject to the same Federal requirements as RAISE grant funds.

For each project that receives a RAISE grant award, **the terms of the award will require the recipient to complete the project using at least the level of non-Federal funding that was specified in the application.** If the actual costs of the project are greater than the costs estimated in the application, the recipient will be responsible for addressing the funding shortfall and maintaining the level of non-Federal funding stated in the application. If the actual costs of the project are less than the costs estimated in the application, the Department will generally reduce the Federal contribution to ensure federal cost share requirements are met.

5. PRE-AWARD AUTHORITY

Unless authorized by the Department in writing after announcement of FY 2025 RAISE awards, **any costs incurred prior to the Department's obligation of funds for a project ("pre-award costs") are ineligible for reimbursement and cost share requirements.**¹ In general, RAISE Program funds are administered on a reimbursement basis. Grant recipients will generally be required to pay project costs upfront using their own funds, and then request reimbursement for those costs. If a recipient cannot complete a project on reimbursement basis, DOT will—on a case-by-case basis—consider recipient requests to use alternate payment methods as described in 2 CFR 200.305(b), including advance payments.

6. LOCATION DESIGNATIONS

i. Urban or Rural

Urban and rural definitions differ across DOT programs. For the RAISE program:

- **Urban:** A project is designated as urban if it is located within (or on the boundary of) a Census-designated urban area that had a population greater than 200,000 in the 2020 Census.²
- **Rural:** A project is designated as rural if it is located outside a Census-designated urban area that had a population greater than 200,000 in the 2020 Census.

¹ Pre-award costs are costs incurred after award announcement, but directly pursuant to the negotiation of a grant agreement where such costs are necessary for efficient and timely performance of the scope of work, as determined by DOT. Costs incurred under an advance construction (23 U.S.C. 115) authorization before the DOT announces that a project is selected for a FY 2025 RAISE award cannot be charged to FY 2025 RAISE funds. Likewise, costs incurred under an FTA Letter of No Prejudice under Chapter 53 of title 49 U.S.C. before the DOT announces that a project is selected for a FY 2025 RAISE award, cannot be charged to FY 2025 RAISE funds.

² For the purpose of this NOFO, the definition of urban and rural is based on the 2020 Census-designated urbanized areas. The Department is required by the BIL to use the most recent decennial census information.

The Department provides an [interactive map](#) to show Census-designated urban areas with populations greater than 200,000 in the 2020 Census.

A project located in both an urban and a rural area will be designated as urban if the majority of the project's costs will be spent in urban areas. Conversely, a project located in both an urban area and a rural area will be designated as rural if the majority of the project's costs will be spent in rural areas. For RAISE planning grants, the location of the project being planned, prepared, or designed will be used for the urban or rural designation.

Urban and rural designations impact the following aspects of the RAISE program:

- Minimum RAISE funding requirements
- Fundings restrictions
- Cost share

ii. Areas of Persistent Poverty and Historically Disadvantaged Communities

The Department provides an [interactive map](#) to show Areas of Persistent Poverty and Historically Disadvantaged Communities.

Areas of Persistent Poverty (APP) are defined by RAISE statute:

- Any county that has consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding November 15, 2021, as measured by the 1990 and 2000 decennial census and the most recent annual Small Area Income Poverty Estimates as estimated by the Bureau of the Census
 - The FY 2025 RAISE NOFO updated county APP designations to utilize the most recent annual Small Area Income Poverty Estimates as estimated by the Bureau of the census.
- Any census tract with a poverty rate of at least 20 percent as measured by the [2014-2018 5-year data series available from the American Community Survey](#) of the Bureau of the Census
- Any territory or possession of the United States

Historically Disadvantaged Communities (HDC) are defined by the [Justice40 Interim Guidance Addendum](#) issued by the White House Office of Management and Budget (OMB), White House Council on Environmental Quality (CEQ), and Climate Policy Office (CPO):

- Any census tract or tracts identified as disadvantaged in the [Climate & Economic Justice Screening Tool \(CEJST\)](#), created by CEQ, which identifies such communities that have been marginalized by underinvestment and overburdened by pollution
- Any Federally Recognized Tribe or Tribal entity, whether or not they have land

7. ELIGIBLE PROJECTS

i. Capital Projects

Eligible capital projects activities include:

- Highway or bridge projects eligible under title 23, United States Code

- Public transportation projects eligible under chapter 53 of title 49, United States Code
- Passenger and freight rail transportation projects
- Port infrastructure investments (including inland port infrastructure and land ports of entry)
- The surface transportation components of an airport project eligible for assistance under part B of subtitle VII of title 49, United States Code³
- Intermodal projects whose component parts are otherwise an eligible project type
- Projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program
- Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government
- Any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program⁴
 - Public road and non-motorized projects that are not otherwise eligible under title 23, United States Code
 - Surface transportation components of transit-oriented development projects
 - Surface transportation components of mobility on-demand projects that expand access and reduce transportation cost burden

Ineligible capital projects are:

- School bus electrification and broadband deployment as a standalone project
- Improvements to Federally owned facilities
 - Unless the project is investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government

If a project type isn't explicitly listed as eligible or ineligible, applicants should explain its necessity for advancing the RAISE program goals in their application. The Department will then determine eligibility individually.

Research, demonstration, or pilot projects are only eligible if they lead to long-term, permanent surface transportation infrastructure with independent utility as defined in the Project Components section.

ii. Planning Projects

Eligible planning projects activities include:

³ Eligible surface transportation components of eligible airport projects are those projects listed in “Appendix P: Road and Surface Transportation Projects” of the Airport Improvement Program (AIP) [handbook](#). For more details on airport project eligibility, please see the Frequently Asked Questions on the [RAISE website](#).

⁴ DOT may award a RAISE grant to pay for the surface transportation components of a broader project that has non-surface transportation components, and applicants are encouraged to apply for RAISE grants to pay for the surface transportation components of these projects. However, costs for non-surface transportation components are not eligible to count as matching funds for the RAISE grant.

- Planning, preparation, or design of eligible surface transportation capital projects described in the Capital Projects section that will not result in construction with FY 2025 RAISE funding.
 - For example: environmental analysis, equity analysis, community engagement, feasibility studies, benefit-cost analysis, and other pre-construction activities
- Development of master plans, comprehensive plans, transportation corridor plans, and integrated economic development, land use, housing, and transportation plans
- Zero emissions plan for transit fleet
- Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic
- Planning activities related to zero emission goods movement
- Development of port and regional port planning, including State-wide or multi-port planning within a single jurisdiction or region
- Risk assessments and planning to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster

If an application includes right-of-way acquisition, the project will be considered a capital project.

8. PROJECT COMPONENTS

An application for a RAISE grant can include multiple components, which may be executed by different parties. The Department requires all components, whether or not they receive Federal funding, to be delivered as part of the RAISE project.

Components may be funded individually if they meet the following criteria:

- Independently satisfy minimum award amounts and eligibility requirements.
- Independently align with selection criteria
- Meets National Environmental Policy Act (NEPA) requirements for independent utility – meaning the component must be a usable improvement on its own and ready for use upon completion.

Components in a single application must be related. Each component's status should be clearly outlined, for example, in the project schedule. Applicants should also detail independent components and their costs separately, showing how each one meets selection criteria and benefits on its own, in addition to how the full proposal does. Federal funding for some components might subject others to additional Federal requirements.

9. REDUCED AWARDS

If selected for award, the Department may decrease the RAISE funding amount from the applicant's request if some elements of the project are ineligible or to comply with statutory set asides such as awarding funding evenly between projects located in rural and urban areas.

10. PREVIOUS RAISE/BUILD/TIGER RECIPIENTS

Previous recipients of a RAISE grant may apply for funding to support additional phases of their project.⁵ The application should demonstrate the extent to which the previously funded project has met estimated project schedules and budget, as well as the ability to realize the benefits expected for the project. A previous RAISE/BUILD/TIGER award, or application, does not affect competitiveness under the FY 2025 RAISE competition.

⁵ Includes recipients of grants under former names of the program (*Better Utilizing Investments to Leverage Development* (BUILD) and *Transportation Investment Generating Economic Recovery* (TIGER)).

C. PROGRAM DESCRIPTION

1. PROGRAM HISTORY AND AUTHORIZATION

The RAISE program, previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) discretionary grants, was established under the American Recovery and Reinvestment Act of 2009 to create jobs and spur economic recovery through transportation infrastructure investments. The Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021), authorized and appropriated \$1.5 billion annually to be awarded by the Department of Transportation (“DOT”) 2022 – FY 2026 for Local and Regional Project Assistance Program Grants under National Infrastructure Investments to fund eligible surface transportation projects with significant local or regional impact. As of June 2024, the program has awarded more than \$15 billion over sixteen rounds to local governments, Tribes, transit and port authorities, states, and other entities. The program is codified at [49 U.S.C. 6702](#).

2. PROGRAM GOALS AND OBJECTIVES

The goal of the RAISE program is to fund eligible surface transportation projects that will have a significant local or regional impact that advance the Departmental priorities of safety, equity, climate and sustainability, and workforce development, job quality, and wealth creation, consistent with law, and as described in the Department’s [Strategic Plan](#)⁶ and in executive orders.

The Department seeks to fund projects under the RAISE program that reduce greenhouse gas emissions in the transportation sector; incorporate evidence-based climate resilience measures and features; avoid adverse environmental impacts to air or water quality, wetlands, and endangered species; and address the disproportionate negative environmental impacts of transportation on disadvantaged communities, consistent with [Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad*](#).

In addition, the Department seeks to award projects under the RAISE program that proactively evaluate whether a project will create proportional impacts to all populations in a project area and increase equitable access to project benefits, consistent with [Executive Order 14091, *Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*](#).

The Department also seeks to award projects that address environmental justice, particularly for communities that have experienced decades of underinvestment and are most impacted by climate change, pollution, and environmental hazards, consistent with [Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad*](#).

The RAISE program advances President Biden’s [Justice40 Initiative](#), which set the goal that 40 percent of the overall benefits of certain climate, clean energy, and other covered Federal investments flow to disadvantaged communities that are marginalized by underinvestment and overburdened by pollution.

⁶ See U.S. Department of Transportation Strategic Plan FY 2022–2026 at <https://www.transportation.gov/dot-strategic-plan>.

In addition, the Department intends to use the RAISE program to support the creation of good-paying jobs with the free and fair choice to join a union and the incorporation of strong labor standards and training and placement programs, especially registered apprenticeships, in project planning stages, consistent with [Executive Order 14025, *Worker Organizing and Empowerment*](#), and [Executive Order 14052, *Implementation of the Infrastructure Investment and Jobs Act*](#). The Department also intends to use the RAISE program to support wealth creation, consistent with the [Department's Equity Action Plan](#), through the inclusion of local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises or 8(a) firms.

The BIL included provisions for Metropolitan Planning Organizations to consider integrating transportation planning, housing, employment opportunities, and economic development strategies.⁷ The Department strongly encourages applicants to utilize these new planning coordination opportunities in their proposed projects and describe them in their applications. **Note, the RAISE program can only fund the surface transportation infrastructure elements** of a project that may also include housing, employment opportunities, and economic development strategies.

3. RESTRICTIONS ON FUNDING

The Department must comply with the following funding restrictions:

Funding Restriction	Amount
Per State	No more than 15% which is \$225 million
Rural Projects	No more than 50% which is \$750 million
Urban Projects	No more than 50% which is \$750 million
Planning Projects	At least 5% which is \$75 million
Projects Located in Areas of Persistent Poverty and/or History Disadvantaged Communities	At least 1% which is \$15 million

The Department may retain up to \$30 million for oversight and administration of grants. Additionally, the Department may use up to 20 percent of available funds (or \$300 million) to pay the subsidy and administrative costs of a project receiving credit assistance under the [Transportation Infrastructure Finance and Innovation Act of 1998](#) (TIFIA) or [Railroad Rehabilitation and Improvement Financing](#) (RRIF) programs. Note, applicants must apply to both the RAISE program and TIFIA or RRIF loan program to be eligible for the Department to pay for subsidy and administrative costs associated with credit assistance.

Federal funds awarded under this program may not be used to support or oppose union organizing, whether directly or as an offset for other funds.

⁷See BIL div. A § 11201., *Transportation Planning*, which amends [23 U.S.C. 134](#).

4. AVAILABILITY OF FUNDS

The table below outlines the obligation and expenditure deadlines for FY 2025 BIL funding.

Fiscal Year	BIL Funding Obligation Deadline	BIL Funding Expenditure Deadline
FY 2025	September 30, 2029	September 30, 2034

FY 2025 RAISE grant funds must be obligated by September 30, 2029.

- Obligation occurs when a selected applicant and the Department enter into a written grant agreement after the applicant has satisfied applicable local, State and Federal requirements.

FY 2025 RAISE funds must be expended by September 30, 2034.

- Expenditure occurs when a recipient is reimbursed for eligible project costs.
- After this date, unexpended funds are no longer available to the project.

5. PERFORMANCE GOALS

RAISE program performance measures can be found on the [RAISE website](#).

6. PREVIOUS AWARDS

Previous program awards can be seen in [Fact Sheets](#) on the RAISE website.

D. APPLICATION CONTENT AND FORMAT

The Department requires the application to include the following files, in this order and with these specific names:

Information	File Name	NOFO Section	Page Limit
SF-424	SF-424	D.1	N/A
Project Information Form (Excel file)	FY 2025 RAISE Project Information Form	D.2	N/A
Project Description	Project Description	D.3	5 pages
Project Location File	Project Location File	D.4	N/A
Project Budget	Project Budget	D.5	5 pages
Funding Commitment Documentation	Funding Commitments	D.5	N/A
Merit Criteria	Merit Criteria Narrative	D.6	15 pages
Project Readiness	Project Readiness	D.7	5 pages
Benefit-Cost Analysis Narrative (capital projects only)	BCA Narrative	D.8	N/A
Benefit-Cost Analysis Calculations (capital projects only, unlocked Excel file)	BCA Calculations	D.8	N/A
Letters of Support (Optional)	Letters Of Support	D.7	N/A

The Department requires application files to be formatted as follows: single-spaced, 12-point standard font (e.g., Times New Roman), with 1-inch margins. Files should be in PDF unless otherwise specified (e.g., project information form in Excel; location files as Shapefile or KML/KMZ; and BCA calculations in Excel).

Applications should include all necessary information to demonstrate compliance with the Eligibility section and to meet selection criteria in the Criteria section. Applications must be complete at submission; the Department may request additional data, but applicants are not obligated to provide it.

Supporting documents may be included but are not required to be reviewed by evaluators.

Different evaluation teams review the merit criteria, the benefit-cost analysis, budget, and project readiness files.

The Department expects application files to include the following detailed information:

1. STANDARD FORM 424

The SF-424 Application for Federal Assistance must be completed. Applicants may leave the following fields on the form blank: 3, 4, 5a, 5b, 6, 7, 11, 13, and 14. Separate files must be attached in Item 15 to provide required project information that is not included in the body of the SF-424.

2. FY 2025 RAISE PROJECT INFORMATION FORM

The FY 2025 Project Information Form can be downloaded from [Grants.gov](https://www.grants.gov) or from the [RAISE website](#). This form is used to determine applicant and project eligibility.

Information such as applicant name, RAISE amount requested, other Federal funding, non-Federal funding, etc. may be requested in varying degrees of detail on both the SF-424 and the FY 2025 RAISE Project Information Form. Applicants must fill in all fields unless stated otherwise on the forms.

3. PROJECT DESCRIPTION FILE

This file should describe the project to be planned or constructed, including a detailed statement of work covering technical and engineering aspects, current design status, and transportation challenges and solutions. It may also include the project's history and how it fits within the applicant's broader transportation infrastructure investments.

This file should include a narrative description of the project location, detailing the geographic area and providing maps to complement the project location file. It should narratively identify if the project is located in an Area of Persistent Poverty, a Historically Disadvantaged Community, and if the project is Urban or Rural (see Location Designations section for definitions).

4. PROJECT LOCATION FILE

Applicants should submit one of the following file types that detail the project's location so the Department can verify location designations: Shapefile (.zip with .shp, .shx, .dbf, and .prj) or KML/KMZ. Google Earth can be used to create KML/KMZ files. The files should only include the project's direct physical location, not a broad service area or area of impact. **Accurate location data is crucial as it affects eligibility for the FY 2025 RAISE grants program.**

5. PROJECT BUDGET FILES

This file should describe the budget for the RAISE project using the below table and also include a narrative section. **The budget table should show only future eligible project costs and should not include previously incurred expenses.**

Funding Source	[Component 1]	[Component 2]	Total Funding
RAISE Funds:	[\$XXX]	[\$XXX]	[\$XXX]
Other Federal Funds:	[\$XXX]	[\$XXX]	[\$XXX]
Non-Federal Funds:	[\$XXX]	[\$XXX]	[\$XXX]
Total Project Cost:	[\$XXX]	[\$XXX]	[\$XXX]

Note: If there is only a single component, remove “Component 2” column. If there are more than 2 components, add columns.

The budget table must show the **total project cost** by project component and the following funding sources:

- RAISE funding request
- Other Federal funds
- Non-Federal Funds

The budget table and narrative must identify the amount, type (e.g., grant, loan, bond, etc.), and source of all other Federal funds and non-Federal funds included in the budget. The budget table should demonstrate compliance with the statutory cost share requirements.

Applicants must also include the three tables listed below in their project budget file. The Department will use these tables to determine where the majority of project costs occur for the purposes of making APP, HDC, and Urban designations. The total project cost listed in each table should match the total project cost listed in the budget table above, in the SF-424 and in the FY 2025 RAISE Project Information Form. Applicants should reference the [RAISE Grant Project Location Verification](#) mapping tool when filling out the below tables.

2020 Census Tract(s)	Project Costs per Census Tract
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
	Total Project Cost: \$

Note: Please reference the Census Tracts (2020 Census) layer in the [RAISE Grant Project Location Verification](#) mapping tool. Additional rows may be added if necessary.

2010 Census Tract(s)	Project Costs per Census Tract
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
[XX.XX]	\$
	Total Project Cost: \$

Note: Please reference the Census Tracts (2010 Census) layer in the [RAISE Grant Project Location Verification](#) mapping tool. Additional rows may be added if necessary.

Urban and Rural	Project Costs
Urban (2020 Census-designated urban area with a population greater than 200,000)	\$
Rural (Located outside of a 2020 Census-designated urban area with a population greater than 200,000)	\$
	Total Project Cost: \$

Note: Please reference the Census Designated Urban Areas with Population Greater Than 200,000 (2020 Census) layer in the [RAISE Grant Project Location Verification](#) mapping tool.

The budget narrative should include:

- **Sources, Uses, and Availability:** Provide complete information on how all capital or planning project funds may be used, their availability, and documented funding commitments. For example, if a source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant's control over whether it is satisfied. Similarly, if a source of funds is available for expenditure only during a fixed period, the application should describe that restriction. Examples of documentation include, but are not limited to, a letter signed by a governing official or chief financial officer confirming the amount and source of funding, a page or pages from the Statewide Improvement Program (STIP) or Transportation Improvement Program (TIP) (please do not include a link to the entire STIP/TIP), a signed city ordinance, or a county administrator committing previously approved general obligation bonds.
- **Contingency Amount and Plan:** Indicate the specific contingency amount included in the budget to demonstrate there is sufficient funding to cover unanticipated cost increases and describe a plan to address potential cost overruns. Planning projects are not required to include a contingency amount but must describe a plan to address potential cost overruns.
- **Level of Design:** Indicate the degree of design completion (e.g., no design, 30, 60, 90 percent design) for which the cost was estimated in the case of a capital project;
- **Cost Estimates:** Indicate how, when, and by whom project costs were estimated. Cost estimates should be no older than a year from the application deadline. If older, please apply an inflation factor.

- Cost Share: Explain how the project budget satisfies the statutory cost share or non-federal funds matching requirements shown in the project budget table, if applicable.

6. MERIT CRITERIA FILE

This file should demonstrate how the project aligns with each of the 8 statutory merit criteria described in the Merit Criteria section by:

- Organizing the narrative in the order the merit criteria are described in the Merit Criteria section
- Addressing each merit criteria separately by:
 - Identifying the bullet(s) from the rubric the project addresses
 - Identifying the element(s) of the project that address the bullet(s) from the rubric
 - Providing supporting justification using data. Unsupported claims may harm the application's competitiveness.

Applicants are encouraged to use the Department's [Equitable Transportation Community \(ETC\) Explorer](#) as a resource to describe how their project area is experiencing transportation related disadvantage as it relates to safety, affordable transportation options, pollution, access to good-paying jobs, climate change, and/or improving quality of life.

Insufficient information to assess any criterion will negatively impact the project rating.

Merit reviewers will focus on this file and will not be required to reference links or the other files in the application package.

7. PROJECT READINESS FILE

Project readiness describes an applicant's preparedness to move a proposed project forward once it receives a RAISE grant. The Project Readiness file should include information that, when considered with the project budget information, is sufficient for the Department to evaluate whether the project is reasonably expected to begin the capital or planning project in a timely manner and meet both the obligation and expenditure deadlines. To assist the Department's environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA class of action and status, public involvement, right-of-way acquisition plans, risk assessment, and risk mitigation strategies. Applicants can see a general Project Readiness checklist on the [DOT Navigator](#). The Project Readiness file should include the sections outlined below. Supporting material that exceeds page limits may be provided as hyperlinks, attachments, or appendices.

i. Planning and Constructability

Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents.

- STIP / TIP / TTIP / TAM Plan: Is the project already listed in the STIP, TIP, Tribal Transportation Improvement Program (TTIP), and/or Transit Asset Management (TAM) Plan, if applicable? If so, provide links or attachments that show the project listing in the applicable plans/programs. If the project is not yet listed, describe any coordination that

has/will occur to facilitate listing in the applicable plans/programs and the anticipated date when listing will occur.

- Consistency with Other Plans: Is your proposal listed in and/or consistent with any other plans (e.g., the Long-Range Statewide Transportation Plan and/or Metropolitan Long-Range Plan)? If so, please summarize and provide a link to appropriate project listing.
- Freight Plans: To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration such as letters of support from the State DOT if the project is intended to be included in the State Freight Plan, or results from application of the [FHWA Freight Mobility Trends Tool](#).
- Property Acquisition / Right-of-Way (ROW): Who is the owner of the existing facility? Will any new ROW acquisition be required, and if so, from whom? If acquisition will be required, describe the status and anticipated schedule for the acquisition. Will any special ROW permits or approvals be needed? If so, please describe.
- Construction Techniques and Phasing: Will the proposed improvements require unique construction techniques, non-standard project delivery methods (e.g., approaches other than design-bid-build), and/or phasing? If so, please describe.

ii. Proposed Schedule

- List the completed and/or anticipated dates (calendar month and year, not fiscal year or quarter) for the following key milestones. Dates provided should reflect a realistic amount of time to complete each milestone. Ensure that dates provided here are consistent with dates provided elsewhere in the application.
 - Start and end of preliminary design
 - Start and end of the NEPA process
 - Start and end of obtaining permits/approvals (if required)
 - Project listed in STIP, TIP, TTIP, and/or TAM Plan (as applicable)
 - Start and end of final design
 - Start and end of ROW acquisition (if required)
 - Anticipated finalization of RAISE grant agreement (if awarded)
 - Anticipated obligation of grant funds (if awarded)
 - Start and end of construction
- Project Development Phases to be Funded with RAISE: Describe the project development phase(s) proposed to be funded with RAISE funds (if awarded), and whether RAISE funds are proposed to be used for phases other than ROW acquisition and construction (e.g., for design, NEPA, etc.). Note: typically, milestones for establishing the grant agreement and obligation of funds should be scheduled before any activities/phases that will use RAISE funds.

iii. NEPA and Permitting

- NEPA Class of Action: List the class of action/type of document that has already been or will be prepared to comply with the National Environmental Policy Act (NEPA) of 1969,

as amended (e.g., a categorical exclusion, an environmental assessment, an environmental impact statement, or class of action not yet determined). If multiple NEPA documents are being prepared for this proposal, briefly explain why, and complete the prompts below for each document.

- NEPA Status and Milestones: Briefly describe the status of NEPA compliance (e.g., not started, underway, or complete), the anticipated project impacts, and proposed mitigation measures. If the NEPA process has been completed, provide the final approval date for the NEPA document. If the NEPA process has not yet been completed, list the key remaining milestones for the NEPA process, their status, and their anticipated completion dates. Identify any anticipated challenges to timely completing the NEPA process.
- Link to NEPA Documentation: If draft or final NEPA documentation is available, provide a hyperlink, attach it, or append it.
- Reevaluation and Post-Approval Changes: Describe any planned and/or completed efforts to reevaluate the NEPA documentation between the final NEPA approval and beginning of construction. Reevaluation may be warranted based on the passage of time and/or changes in the project scope, setting, impacts, or applicable requirements since the final NEPA approval.
- Permits and Approvals: List any federal, state, or local permits and approvals anticipated to be needed for the project (e.g., Clean Water Act Section 404 permit, Endangered Species Act Section 7 consultation, etc.). Provide the status of each permit or approval and the date that the permit or approval was obtained or is anticipated to be obtained. Summarize and attach relevant correspondence or documentation of consultation with permitting agencies.
- Coordination with DOT: Identify the federal lead agency for the NEPA process and any joint-lead agencies. Describe any coordination that has occurred with an agency or operating administration of USDOT regarding the project proposal and/or NEPA analysis. Describe any coordination with state, county, or local transportation agencies regarding preliminary design and the NEPA process.

iv. Project Support

- Public and Agency Involvement Process: Summarize the key events and techniques used to engage the public and other stakeholders during the NEPA process. Highlight efforts to engage disadvantaged communities and communities likely to be affected by the project, including details on compliance with environmental justice requirements and access for persons with disabilities and limited English proficiency. These efforts may include public meetings, a public website, presentations to community groups, newsletters, online outreach, etc.
- Public and Agency Involvement Results: Summarize the support, opposition, and/or other notable feedback related to the project from the following groups and describe how stakeholder feedback has been integrated into project development and design:
 - The public, including members of communities affected by the proposal,
 - Elected officials and/or bodies (e.g., federal and state legislators, city and county councils and boards, etc.),

- Other entities (e.g., members of business or industry, community organizations, advocacy groups, etc.), and
- Federal, state, or local agencies (reference any relevant information provided in the NEPA and Permitting section above).
- Attach and reference documentation of support as applicable (e.g., letters of support, letters of commitment, resolutions, summaries of public comments, etc.)

v. Risks and Mitigation

Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match (non-federal funding), lack of support from stakeholders or impacted communities, or lack of legislative approval affect the likelihood of successful project start and completion. Project risks can also include the unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, and unavailability of domestically manufactured equipment.

- The applicant should identify all material risks and harms to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks, and describe the potential effects of each risk on meeting the key project delivery schedule milestones presented in the Proposed Schedule. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.
- If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to maximize the use of domestic goods, products, and materials in constructing its project. To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information on the [RAISE website](#), for information on the prerequisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

vi. Technical Capacity Assessment

All applications should include a section in the Project Readiness file that demonstrates their technical capacity to successfully deliver the project in compliance with applicable Federal requirements including, but not limited to, compliance with Title VI/Civil Rights requirements and Buy America provisions. The applicant should address the following in the technical capacity section of the Project Readiness file:

- Federal Funding: experience implementing federally funded transportation projects.
- Federal Regulations: understanding of federal contract and procurement requirements, Buy America, Americans with Disabilities Act, Uniform Relocation Assistance and Real Property Acquisition Act, Davis Bacon Act, etc.
- Project Planning: practice incorporating projects into long-range development plans or adding projects to the TIP/STIP through the MPO planning process.

- Project Delivery: examples of successfully delivered projects of similar size, scope, and complexity.

8. BENEFIT-COST ANALYSIS

The purpose of the Benefit-Cost Analysis (BCA) is to enable the Department to evaluate the cost-effectiveness of the proposed project by comparing its expected benefits to its expected costs relative to the current problem often referred to as the “baseline” or “no-build alternative.” The baseline defines the world without the proposed project.

Any benefits claimed for the proposed project, both quantified and unquantified, should be clearly tied to the expected outcomes of the proposed project. While benefits should be quantified wherever possible, applicants may also describe other categories of benefits in the BCA that are more difficult to quantify and/or value in economic terms.

There should be two BCA files included in the application: (1) a narrative description of the BCA; and (2) an unlocked spreadsheet revealing the underlying calculations:

- Narrative Description of Analysis: The BCA narrative should describe the current baseline, the sources of data used to estimate the benefits of the project, document any assumptions, and the values of key input parameters. Applicants may also provide a table similar to the one shown below summarizing the impacts of the project and how those impacts would translate into expected benefits. This is shown as an example only:

Baseline / Current Status and Problem to be Addressed	Change to Baseline / Proposed Project to Address Problem	Example Impacts
A freeway divides two neighborhoods	A new street will be constructed to connect neighborhoods on each side of the freeway	Reduced travel time for pedestrians and cyclists by X miles per day due to a more direct route, as well as reduced emissions, vehicle operating costs, and travel time for vehicle occupants by lowering VMT by Y miles per year
A roadway with a high number of pedestrian fatalities has no sidewalks or marked crosswalks	Sidewalks, high visibility crosswalks, and upgraded lighting will be added to the roadway	Reduced pedestrian fatalities and injuries by X and Y per year, respectively, as well as amenity benefits of wider sidewalks for Z daily pedestrian trips

- Spreadsheet Revealing Underlying Calculations: The BCA spreadsheet file should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by Department evaluators. While DOT does not have a prescribed format for the BCA spreadsheet submitted by the applicant beyond ensuring that it is unlocked, to allow review, the Department is also developing a new BCA spreadsheet template that will be available to assist applicants in structuring their analysis.

Applicants should review the Department's detailed guidance on how to conduct a BCA. Both the guidance document and spreadsheet template will be available on the [RAISE website](#).

E. SUBMISSION REQUIREMENTS AND DEADLINE

1. ADDRESS TO REQUEST APPLICATION PACKAGE

All application materials may be found on [Grants.gov](https://www.grants.gov) and the [RAISE website](#).

2. UNIQUE ENTITY IDENTIFIER (UEI) AND SYSTEM FOR AWARD MANAGEMENT (SAM)

Each applicant must:

- Be registered in [SAM.gov](https://sam.gov) before submitting its application;
- Provide a valid unique entity identifier in its application; and
- Continue to maintain an active registration in SAM.gov with current information at all times during which it has an active Federal award or an application under consideration by a Federal agency.

Please note that the SAM registration process takes **several weeks to complete, if not longer**.

i. Submission Instructions

All applications must be submitted electronically through [Grants.gov](https://www.grants.gov)

The Department does not accept applications via mail, fax machine, email, or other means.

Each applicant must:

- Create a [Grants.gov](https://www.grants.gov) username and password
- The E-Business Point of Contact (POC) at the applicant's organization must respond to the registration email from [Grants.gov](https://www.grants.gov) and login at [Grants.gov](https://www.grants.gov) to authorize the applicant as the Authorized Organization Representative (AOR). Please note that there can be more than one AOR for an organization

Failure to register for SAM or comply with [Grants.gov](https://www.grants.gov) applicant requirements in a timely manner will not be considered for exceptions to the submission requirements and deadline.

ii. Submission Issues

The Department is not able to assist with technical issues related to [Grants.gov](https://www.grants.gov) registration or application submission. For information and instructions, please see [Grants.gov](https://www.grants.gov). If applicants experience difficulties at any point during the registration or application submission process, please call the Customer Service Support Hotline at 1-800-518-4726 or email support@grants.gov.

3. SUBMISSION DEADLINE

Applications must be submitted through [Grants.gov](https://www.grants.gov) by 11:59 PM eastern on January 30, 2025. [Grants.gov](https://www.grants.gov) attaches a time stamp to each application at the time that submission is complete.

i. Consideration of Applications

Only applicants who comply with all submission deadlines described in this notice and electronically submit valid, on-time applications through [Grants.gov](https://www.grants.gov) will be eligible for evaluation and possible selection for award.

ii. Late Applications

Any applications that [Grants.gov](https://www.grants.gov) time stamps after 11:59 PM eastern on the deadline will not be accepted. Applicants are strongly encouraged to make submissions days, if not weeks, in advance of the deadline. Applicants facing technical issues are advised to contact the [Grants.gov](https://www.grants.gov) helpdesk well in advance of the deadline.

4. INTERGOVERNMENTAL REVIEW

This program is not subject to EO 12372, Intergovernmental Review of Federal Programs.

5. COMPLIANCE WITH SECTION 508 OF THE REHABILITATION ACT OF 1973

The Department encourages applicants to submit documents that are compliant with Section 508 of the Rehabilitation Act of 1973 (see [Section 508 guidelines](#)).

F. APPLICATION REVIEW INFORMATION

1. CRITERIA

This section specifies the criteria the Department will use to evaluate applications.

TIER 1 All Eligible Applications
Merit Criteria Review
TIER 2 All applications rated “Highly Recommended” under the merit criteria review automatically advance for second tier analysis. The Senior Review Team (SRT) can advance applications rated “Recommended” for second tier analysis.
Project Readiness Review
Environmental Risk Assessment (capital projects only)
Financial Completeness Assessment
Technical Capacity Assessment
Benefit-Cost Analysis (capital projects only)

The Department will review merit criteria for all applications. Highly Recommended capital applications will automatically advance to receive second-tier analysis consisting of three Project Readiness reviews: (1) Environmental Risk Assessment; (2) Technical Capacity Assessment; and (3) Financial Completeness Assessment, as well as a Benefit-Cost Analysis (BCA). Highly Recommended planning applications will automatically advance to receive second-tier analysis consisting of two Project Readiness areas: (1) Technical Capacity Assessment; and Financial Completeness Review. Environmental Risk Assessment and BCA will not be reviewed for planning applications. The SRT can advance select Recommended capital and planning applications for second-tier analysis under the circumstances described in the Review and Selection Process section.

iii. Merit Criteria

For each merit criterion, the Department will evaluate whether the application uses data-driven and evidence-based methods to demonstrate that the project will provide the anticipated benefits, which will result in a rating of “high,” “medium,” “low,” or “non-responsive” as described in the rubric below.

Individual Merit Criteria Ratings	
High	The criterion must be addressed as a primary project purpose (not an ancillary or incidental consideration, except for the Partnership and Collaboration and Innovation criteria), must include clear, direct, data-driven (capital projects only), and significant benefits, and must align with at least one of the benefits described in the high column of the merit criteria rubric.
Medium	The criterion may not be a primary project purpose, or the project benefits do not meet at least one of the requirements for a 'high' rating, as described in the merit criteria rubric.
Low	The application contains insufficient information to assess that criterion's benefits.
Non-Responsive	The proposed project negatively affects the criterion, or the application does not address the criterion.

Planning grant applications will be evaluated against the same merit criteria as capital grants. Planning grant applications should include data on the problem intended to be addressed, but information does not need to be as driven by data as a capital project when estimating benefits of the implemented project since data is often an outcome of the project to be planned. The Department will consider how the plan, once implemented, will ultimately further the merit criteria.

The combination of individual criterion ratings will inform one overall Merit Rating: Highly Recommended, Recommended, Acceptable, or Unacceptable, as shown below.

Overall Merit Rating	
Highly Recommended	six or more of the eight merit criteria ratings are "high" none of the merit criteria ratings are "non-responsive"
Recommended	one to five of the merit criteria ratings are "high" no more than three of the merit criteria ratings are "low" none are "non-responsive"
Acceptable	a combination of "high," "medium," "low," or "non-responsive" ratings that do not fit within the definitions of Highly Recommended, Recommended, or Unacceptable
Unacceptable	three or more "non-responsive" ratings

Merit Criteria	Non-Responsive	Low	Medium	High
Safety	Application did not address the Safety criterion OR Project negatively affects safety	Application contains insufficient information to assess safety benefit	The project has one or more of the following safety benefits, but safety may not be a primary project purpose or does not meet the description(s) of a ‘high’ rating: • Protect non-motorized or motorized travelers from safety risks; or • Reduce any number of fatalities and/or serious injuries	Safety is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits that targets a known, documented safety problem, by doing one or more of the following: • Protect non-motorized travelers from safety risks; or • Reduce fatalities and/or serious injuries in underserved communities to bring them below the state-wide average; or • Incorporate and cite specific actions and activities identified in the Department’s National Roadway Safety Strategy plan or Improving Safety for Pedestrians and Bicyclists Accessing Transit report, or FTA’s Safety Advisory 23-1: Bus-to-Person Collisions; or • Incorporate specific safety improvements that are part of a documented risk reduction mitigation strategy and that have, for example, port-wide or transit system impact.

Merit Criteria	Non-Responsive	Low	Medium	High
Environmental Sustainability	Application did not address the Environmental Sustainability criterion OR Project negatively affects environmental sustainability	Application contains insufficient information to assess environmental sustainability benefits	Project has one or more of the following environmental sustainability benefits, but environmental sustainability may not be a primary project purpose or does not meet the description(s) of a 'high' rating: • Reduce transportation-related air pollution and greenhouse gas emissions; or • Reduce vehicle miles traveled; or • Incorporate lower-carbon pavement/construction materials; or • Redevelop brownfield sites; or • Improve resilience of infrastructure to current and future weather and climate risks; or • Make basic stormwater improvements	Environmental sustainability is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits that explicitly considers climate change and environmental justice, by doing one or more of the following: • Reduce transportation-related air pollution and greenhouse gas emissions in disadvantaged communities; or • Address the disproportionately negative environmental impacts of transportation on disadvantaged communities such as by reducing exposure to elevated levels of air, water, and noise pollution; or • Align with the applicant's State Carbon Reduction Strategy, State Electric Vehicle Infrastructure Deployment Plan, or other State, local, or tribal greenhouse gas reduction plan; or • Align with the U.S. National Blueprint for Transportation Decarbonization; or • Implement transportation-efficient land use and design, such as drawing on the features of historic towns and villages that had a mix of land uses, compact and walkable development patterns, accessible

Merit Criteria	Non-Responsive	Low	Medium	High
				green space, and neighborhood centers that make it convenient to take fewer or shorter trips; or • Reduce vehicle miles traveled specifically through modal shift to transit, rail, or active transportation; or • Reduce emissions specifically by shifting freight to lower-carbon travel modes; or • Incorporate energy efficient investments, such as electrification or zero emission vehicle infrastructure; or • Improve the resilience of at-risk infrastructure to be resilient to extreme weather events and natural disasters caused by climate change, such as by using best-available climate data sets, information resources, and decision-support tools; or • Incorporate nature-based solutions or natural infrastructure with the use of native plants; or • Referenced in a Resilience Improvement Plan or similar plan; or • Remove, replace, or restore culverts for the purpose of improving habitat for aquatic species; or

Merit Criteria	Non-Responsive	Low	Medium	High
				Avoid adverse environmental impacts to air or water quality, wetlands, and endangered species
Quality of Life	Application did not address the Quality of Life criterion OR Project negatively affects quality of life	Application contains insufficient information to assess quality of life benefits	Project has one or more of the following quality of life benefits but quality of life may not be a primary project purpose or does not meet the description(s) of a ‘high’ rating: - Increase affordability for travelers; or - Reduces vehicle dependence	Quality of life is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following: - Increase affordable transportation choices by improving and expanding active transportation usage or significantly reducing vehicle dependence, particularly in underserved communities; or - Reduce transportation and housing cost burdens by integrating mixed-use development and a diversity of housing types, including affordable housing, with multimodal transportation infrastructure; or - Coordinate and integrate land use, affordable housing, and transportation planning in order to create more livable communities and expand travel choices; or - Improve access to daily destinations like jobs, healthcare, grocery stores, schools, places of worship, recreation, or parks through transit and active transportation; or - Implement transit-oriented development that benefits existing

Merit Criteria	Non-Responsive	Low	Medium	High
				residents and businesses, low-income and disadvantaged communities, and minimizes displacement; or • Improve public health by adding new facilities that promote walking, biking, and other forms of active transportation; or • Mitigate urban heat islands to protect the health of at-risk residents, outdoor workers, and others; or • Proactively addresses equity.
Mobility and Community Connectivity	Application did not address the Mobility and Community Connectivity criterion OR Project negatively affects mobility and community connectivity	Application contains insufficient information to assess mobility and community connectivity benefits	Project has one or more of the following mobility and community connectivity benefits, but mobility and community connectivity may not be a primary project purpose or does not meet the description(s) of a ‘high’ rating: • Increase accessible transportation choices; or • Include ADA improvements	Mobility and community connectivity is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following: • Improve system-wide connectivity with access to transit, micro-mobility, and mobility on-demand; or • Implement plans, based on community participation and data, that addresses gaps identified in the existing network; or • Remove physical barriers for individuals by reconnecting communities to direct, affordable transportation options; or • Include transportation features that increase the accessibility for non-

Merit Criteria	Non-Responsive	Low	Medium	High
				motorized travelers in underserved communities; or • Incorporate Universal Design including details of how the improvements go beyond ADA requirements by designing environments to be usable by all people, to the greatest extent possible, without the need for adaption or specialized design such as a Complete Streets approach; or • Directly increasing intermodal and multimodal freight movement; or • Consider last-mile freight plans in a Complete Streets and multimodal approach
Economic Competitiveness and Opportunity	Application did not address the Economic Competitiveness and Opportunity criterion OR Project negatively affects economic competitiveness and opportunity	Application contains insufficient information to assess economic competitiveness and opportunity benefits	Project has one or more of the following economic competitiveness and opportunity benefits, but economic competitiveness and opportunity may not be a primary project purpose or does not meet the description(s) of a ‘high’ rating: • Improve travel time reliability; or • Improve movement of goods; or • Create jobs related to the project’s delivery	Economic competitiveness is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits, by doing one or more of the following: • Improve intermodal and/or multimodal freight mobility, especially for supply chain bottlenecks; or • Facilitate tourism opportunities; or • Promote local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises or 8(a) firms; or • Promote wealth building; or

Merit Criteria	Non-Responsive	Low	Medium	High
			and on-going operations	- Promote long-term economic growth and other broader economic and fiscal benefits; or - Create good-paying jobs with free and fair choice to join a union including through the use of a project labor agreement; or - Adopt local and economic hiring preferences for the project workforce or include other changes to hiring policies and workplace cultures to promote the entry and retention of underrepresented populations; or - Promote greater public and private investments in land-use productivity, including rural main street revitalization or locally driven density decisions that support equitable commercial and mixed-income residential development
State of Good Repair	Application did not address the State of Good Repair criterion OR Project negatively affects state of good repair	Application contains insufficient information to assess state of good repair benefits	Project has one or more of the following state of good repair benefits but state of good repair may not be a primary project purpose or does not meet the description(s) of a 'high' rating: - Routine or deferred maintenance; or - Create new infrastructure (not in a	State of good repair is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following: Restore and modernize (such as through road diets and complete streets approaches) the existing core infrastructure assets that have met their useful life; or

Merit Criteria	Non-Responsive	Low	Medium	High
			remote community) that will be maintained in a state of good repair; or - Identify the party responsible for maintenance and describe how the new or improved asset(s) will be maintained in a state of good repair; or - Resolve the current or projected transportation system vulnerabilities	- Reduce construction and maintenance burdens through efficient and well-integrated design; or - Create new infrastructure in remote communities that will be maintained in a state of good repair; or - Address current or projected transportation system vulnerabilities for underserved communities; or - Prioritize improvement of the condition and safety of existing transportation infrastructure within the <u>existing</u> footprint
Partnership and Collaboration	Application did not address the Partnership and Collaboration criterion OR Project negatively affects partners or community members (e.g., negative impacts from ROW acquisition, lack	Application contains insufficient information to assess the partnership and collaboration benefits	Project has one or more of the following partnership and collaboration benefits but partnership and collaboration may not be a primary project purpose or does not meet the description(s) of a ‘high’ rating: - Collaborate with public and/or private entities; or - Document support from local, regional, or national levels	Project has, or demonstrates plans to, support and engage diverse people and communities by doing one or more of the following: Engage residents and community-based organizations to ensure equity considerations for underserved communities are meaningfully integrated throughout the lifecycle of the project, for example, by citing and describing how the project aligns with the Department’s Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide; or

Merit Criteria	Non-Responsive	Low	Medium	High
	of support for the project, etc.)			• Coordinate with other types of projects such as economic development, commercial or residential development near public transportation, power/electric infrastructure projects, or broadband deployment; or • Partner with Disadvantaged Business Enterprises or 8(a) firms; or • Partner with high-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeships. These programs should have a focus on expanding access for women, people of color, and others that are underrepresented in infrastructure jobs (people with disabilities, people with convictions, etc.); or • Partner and engage with unions and/or worker organizations in the development of the project and the lifecycle of the project, including the maintenance or operation of the completed project; or • Partner with communities or community groups representative of historically underrepresented groups to develop workforce strategies; or

Merit Criteria	Non-Responsive	Low	Medium	High
				- Establish formal public-private partnerships or joint ventures to expand or create new infrastructure or economic development capacity; or - Participate in the Thriving Communities Network
Innovation	Application did not address the Innovation criterion. OR Includes non-innovative practices or components	Application contains insufficient information to assess innovation benefits	Project has one or more of the following innovation benefits but does not meet the description(s) of a ‘high’ rating: Deploy technologies, project delivery, or financing methods that are <u>new or innovative to the applicant or community</u>	Project has, or demonstrates plans for, one or more of the following innovative benefits. Innovative Technologies - Enhance the environment for electric, connected, or automated vehicles to improve the detection and mitigation of safety risks; or - Improve safety using Advanced Driver Assistance Systems on public transit vehicles, including functions such as precision docking; lane keeping or lane centering; or - Use sensors or small unmanned aerial vehicles to enhance infrastructure inspection and asset management processes; or - Use sensors to monitor real-time conditions of pavement quality, signage, crosswalks, transit headways, or other public infrastructure; or - Use low-carbon or other innovative materials; or

Merit Criteria	Non-Responsive	Low	Medium	High
				• Use caps, land bridges, or underdecks; or • Use active grade crossing detection systems to enable responsive traffic management; or • Use detection systems on railroads to target and deter trespassing; or • Digitalize curb management to optimize use across purposes and modes, including freight, pick-up drop-off, and transit usage Innovative Project Delivery • Use practices that facilitate accelerated project delivery such as single contractor design-build arrangements, Advanced Digital Construction Management, Accelerated Bridge Construction, Digital as-builts, or an up-to-date programmatic agreement between an environmental resource agency and a state DOT, or other NEPA lead agency, that establishes a streamlined process for environmental consultations and permits for commonly encountered project types. Innovative Financing • Secure TIFIA, RRIF, or private activity bond financing; or • Use congestion pricing or other demand management strategies

Safety

The Department will assess how the project targets a known safety problem and seeks to protect motorized or non-motorized travelers from safety risks on roadways, transit, rail, or ports.

Applicants are highly encouraged to include data-driven information when addressing the safety criterion such as the current and projected number or rate of crashes, fatalities and/or serious injuries among transportation users and how those compare to the statewide average; details about the transportation user that will reap the safety benefits such as whether the project addresses vulnerable roadway users⁸ or whether the project addresses inequities in crash victims. If applicable, applicants should describe how the project incorporates specific actions and activities identified in the Department's [National Roadway Safety Strategy](#), or [Improving Safety for Pedestrians and Bicyclists Accessing Transit report](#), or [FTA's Safety Advisory 23-1: Bus-to-Person Collisions](#).

Environmental Sustainability

The Department will consider the extent to which the project incorporates considerations of climate change and environmental justice in the project planning or project delivery stage. Environmental justice means the just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making and other Federal activities that affect human health and the environment so that people: (i) are fully protected from disproportionate and adverse human health and environmental effects (including risks) and hazards, including those related to climate change, the cumulative impacts of environmental and other burdens, and the legacy of racism or other structural or systemic barriers; and (ii) have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, worship, and engage in cultural and subsistence practices.

The Department will evaluate whether and how the project demonstrates environmental sustainability benefits. For this assessment, the Department will consider, for example, how the project will significantly reduce transportation-related pollution like air pollution and greenhouse gas emissions; aligns with the applicant's State, regional, county or city carbon-reduction plan or the [U.S. National Blueprint for Transportation Decarbonization](#); address the disproportionate negative environmental impacts of transportation such as exposure to elevated levels of air, water, and noise pollution; or implement transportation-efficient land use and design, such as drawing on the features of historic towns and villages that had a mix of land uses, compact and walkable development patterns, accessible green space, and neighborhood centers that make it convenient to take fewer or shorter trips.

The Department will assess whether and how the project is expected to reduce emissions, such as shifts to lower emissions vehicles, transit, or active transportation; shift freight to lower-carbon

⁸ As defined by FHWA's Vulnerable Road User Safety Assessment Guidance, a vulnerable road user is a non-motorist and may include people walking, biking, or rolling as well as highway workers on foot in a work zone.

travel modes to reduce emissions; improve the resiliency of at-risk infrastructure⁹ to withstand extreme weather events and natural disasters caused by climate change such as by using [best-available climate data sets](#), [information resources](#), and [decision-support tools](#), and incorporating [nature-based solutions](#) or [natural infrastructure](#); or incorporates lower-carbon pavement or construction materials as described in the Environmental Protection Agency’s [interim guidance on low-carbon materials](#) or the [U.S. National Blueprint for Transportation Decarbonization](#).

The Department will also consider whether and how the project will incorporate energy efficient investments such as electrification or zero emission vehicle infrastructure; redevelop brownfield sites; remove, replace, or restore culverts to improve passage of aquatic species; or avoid adverse impacts to air or water quality, wetlands, and endangered species. If applicable, applicants are encouraged to make floodplain upgrades consistent with the Federal Flood Risk Management Standard, to the extent consistent with current law, in [Executive Order 14030, Climate-Related Financial Risk](#) and [Executive Order 13690, Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input](#).

Quality of Life

The Department will consider whether and how the project will improve quality of life, such as by increasing affordable transportation choices and expanding active transportation usage or significantly reducing vehicle dependence; reduce transportation and housing cost burdens by integrating mixed use development and a diversity of housing types (including affordable housing) with multimodal transportation infrastructure; coordinate and integrate land use, affordable housing, and transportation planning in order to create more livable communities and expand travel choices; reduce vehicle dependence and improve access to daily destinations such as jobs, healthcare, grocery store, schools, places of worship, recreation, or parks such as by adding new facilities that promote walking, biking; implement transit-oriented development that benefits existing residents and businesses; mitigate urban heat islands to protect the health of at-risk residents, outdoor workers, and others; or proactively address racial equity.¹⁰

Mobility and Community Connectivity

The Department will assess whether and how the applicant will improve mobility and community connectivity. For this assessment, DOT will consider, for example, how the project will address system-wide connectivity with access to transit, micro-mobility, and mobility on-demand; implement plans, based on community participation and data, that identifies and addresses gaps in the existing network; remove physical barriers for individuals by reconnecting communities to direct, affordable transportation options; include transportation features that increase accessibility for non-motorized travelers, such as through a Complete Streets approach;

⁹ For the RAISE program, at-risk infrastructure is defined as infrastructure that is subject to, or faces increased long-term future risks of, a weather event, a natural disaster, or changing conditions, such as coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.

¹⁰ Definitions for “racial equity” and “underserved communities” are found in Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, Sections 2 (a) and (b).

incorporate Americans with Disabilities Act (ADA) or [Universal Design](#)¹¹ improvements; directly increase intermodal and multimodal freight movement; or considers last-mile freight plans in a Complete Streets and multimodal approach.

Economic Competitiveness and Opportunity

The Department will assess whether and how the project will improve economic competitiveness and opportunity. For this assessment, DOT will consider, for example, how the project will improve intermodal or multimodal freight mobility, especially for supply chain bottle necks; facilitate tourism; promote local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises or 8(a) firms; wealth building; long-term economic growth and other broader economic and fiscal benefits; create good-paying jobs with free and fair choice to join a union including through the use of a project labor agreement; or adopt local and economic hiring preferences for the project workforce or include other changes to hiring policies and workplace cultures to promote the entry and retention of underrepresented populations. DOT will evaluate the extent to which the project will promote greater public and private investments in land-use productivity, including rural main street revitalization or locally driven density decisions that support equitable commercial and mixed-income residential development.

State of Good Repair

The Department will assess whether and to what extent the project improves state of good repair. For this assessment, DOT will consider, for example, how the project will mitigate current or projected system vulnerabilities; restore and modernize (such as through road diets and Complete Streets approaches) the existing core infrastructure assets that have met their useful life; reduce construction and maintenance burdens through efficient and well-integrated design; create new infrastructure *in remote communities* that will be maintained in a state of good repair; prioritize improvement of the condition and safety of existing transportation infrastructure within the existing footprint; conduct routine or deferred maintenance; create new infrastructure (*not in a remote community*) that will be maintained in a state of good repair; or identify the party responsible for maintenance and how the new or improved asset(s) will be maintained in a state of good repair.

The Department encourages applicants to improve the condition and safety of existing state and locally owned transportation infrastructure within the right-of-way before proposing projects that add new general purpose travel lanes serving single occupancy vehicles.

Partnership and Collaboration

The Department will consider the extent to which the project has or will support and engage diverse people and communities. For this assessment, DOT will consider, for example, how the project has or will collaborate with public and/or private entities; documents support from local, regional, and/or national levels; engage residents and community-based organizations to ensure

¹¹ Definition for “Universal Design” found on the General Services Administration’s Section508.gov website and states, “Universal design is a concept in which products and environments are designed to be usable by all people, to the greatest extent possible, without the need for adaption or specialized design.”

equity considerations for underserved communities are meaningfully integrated throughout the project. Applicants should describe how the project incorporates specific actions and activities identified in the Department's [Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide](#); coordinate with other types of projects such as economic development, commercial or residential development near public transportation, power/electric infrastructure projects, or broadband deployment; partner with Disadvantaged Business Enterprises or 8(a) firms; partner with high-quality workforce development programs with supportive services¹² to help train, place, and retain underrepresented communities in good-paying jobs or registered apprenticeships including through the use of local and economic hiring preferences, linkage agreements with workforce programs that serve underrepresented groups, and proactive plans to prevent harassment; partner and engage with local unions or other worker-based organizations in the development and lifecycle of the project, including through evidence of project labor agreements and/or community benefit agreements; or partners with communities, or community groups representative of historically underrepresented groups, to develop workforce strategies; or establish formal public-private partnerships or joint ventures to expand or create new infrastructure or economic development capacity. DOT will assess the level of detail and description provided about the partnerships listed above. Applications that provide more details and descriptions about the project partnership will be rated higher than those that do not, in alignment with the merit rating rubric.

The Department will consider whether the applicant is participating in the [Thriving Communities Network](#). Applications that include right-of-way acquisition plans that minimally disrupts communities and maintains community cohesion will be more competitive than right-of-way acquisition plans that disrupt communities. For projects involving other Federal agencies, or requiring action from other Federal agencies, DOT will consider the level of involvement and commitment from those agencies. For example, relevant port projects should demonstrate alignment with U.S. Army Corps of Engineers investment strategies.

Innovation

The Department will assess the extent to which the applicant uses innovative: (1) technologies; (2) project delivery; or (3) financing. If this project is the first time the applicant or community will deploy specific innovations, the Department will consider them innovative, to the extent applicants provide enough detail to determine whether the innovations being deployed are new or innovative to the applicant or community regardless of whether other applicants or communities have implemented these innovations.

- **Innovative Technologies:** The Department will consider how the project enhances the environment for connected, electric, or automated vehicles to improve the detection, mitigation, and documentation of safety risks. Examples include the use of Advanced

¹² Supportive services are critical to help women and people facing systemic barriers to employment be able to participate and thrive in training and employment. Recommended supportive services include childcare, tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking.

Driver Assistance Systems on public transit vehicles and detection systems on railroads to target and deter trespassing. The Department will assess the extent to which the project uses innovative technology that significantly enhances the operational performance and maintenance of the surface transportation system including sensors to inspect infrastructure and manage assets or to monitor real-time conditions of pavement quality, signage, crosswalks, or transit headways; active grade crossing detection systems to enable responsive traffic management; or digitalized curb management to optimize use across purposes and modes, including freight, pick-up drop-off, and transit usage. The use of low-carbon materials as well as the use of caps, land bridges, or underdecks are also considered innovative.

- Please note that all innovative technology must follow 2 CFR § 200.216. If an applicant is proposing to deploy autonomous vehicles or other innovative motor vehicle technology, the Department will consider whether and how the applicant demonstrates that all vehicles will comply with applicable safety requirements, including those administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA). Specifically, the Department will consider whether the vehicles acquired for the proposed project will comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) and Federal Motor Carrier Safety Regulations (FMCSR). If the vehicles may not comply, the Department will consider applications that do one of the following more competitive than applications that do not: either (1) show that the vehicles and their proposed operations are within the scope of an exemption or waiver that has already been granted by NHTSA, FMCSA, or both agencies or (2) directly address whether the project will require exemptions or waivers from the FMVSS, FMCSR, or any other regulation and, if the project will require exemptions or waivers, present a plan for obtaining them.
- Innovative Project Delivery: The Department will consider the extent to which the project utilizes innovative practices in contracting (such as public-private partnerships and single contractor design-build arrangements), single contractor design-build arrangements, project bundling, [https://www.fhwa.dot.gov/construction/adcms/Advanced Digital Construction Management](https://www.fhwa.dot.gov/construction/adcms/Advanced%20Digital%20Construction%20Management), [Accelerated Bridge Construction](#), [Digital as-builts](#), or an up-to-date programmatic agreement between an environmental resource agency and a state DOT, or other NEPA lead agency, establishing a streamlined process for environmental consultations and permits for commonly encountered project types.
- Innovative Financing: The Department will assess the extent to which the project incorporates innovations in transportation funding and finance, for example through private sector funding or financing, using congestion pricing or other demand management strategies to address congestion, securing a TIFIA or RRIF loan, or receiving an allocation for private activity bonds through DOT's Build America Bureau.

iv. Project Readiness

Capital project applications that receive second-tier analysis will be reviewed for Project Readiness and assigned three evaluation ratings:

- Environmental Risk Assessment
- Financial Completeness Assessment
- Technical Capacity Assessment

Planning project applications that receive second-tier analysis will be reviewed for Project Readiness and assigned two evaluation ratings:

- Financial Completeness Assessment
- Technical Capacity Assessment

Low ratings in any of these readiness areas do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies.

Environmental Risk

The Environmental Risk Assessment evaluates information provided in the Project Readiness file. It analyzes the project's environmental approvals and likelihood of the necessary approvals affecting project obligation funds and timely expenditure of funds after obligation. The assessment results in a rating of "high risk," "moderate risk," or "low risk."

Technical Capacity

The Technical Capacity Assessment will assess the applicant's capacity to successfully deliver the project in compliance with applicable Federal requirements as well as the recipient's experience working with Federal funds, civil rights compliance, and previous experience delivering infrastructure projects. This review is partially based on information submitted with the application and partially based on DOT Operating Administration knowledge of the applicant's performance. Technical Capacity ratings will be one of the following: "certain," "somewhat certain," or "uncertain."

DOT will assign the highest rating of "certain," if the application demonstrates that: the applicant has extensive experience with Federal funds; the applicant has extensive experience completing projects with similar scope; the applicant has the resources to deliver the project; and the project will comply with all applicable Federal requirements including, but not limited to, Buy America provisions, ADA regulations, Civil Rights requirements, Federal Motor Vehicle Safety Standards, and/or the Federal Motor Carrier Safety Regulations.

If an applicant is proposing to adopt innovative technology or other innovative practices, DOT will assess whether the applicant's capacity to implement those innovations, the applicant's understanding of applicable Federal requirements and whether the innovations may require extraordinary permitting, approvals, exemptions, waivers, or other procedural actions, and the effects of those innovations on the project delivery timeline.

Financial Completeness

The Financial Completeness Assessment reviews the project budget to confirm the availability of funding for the project and whether the applicant presented a complete funding package based on reasonable cost estimates. Financial Completeness ratings are: "complete," "partially complete," or "incomplete."

DOT will assign the highest rating of “complete,” if the application identifies all funding sources for the project budget, documents all funding is available and committed to the project, includes contingency amount in the project budget and describes a plan to address potential cost overruns, and cost estimates are no more than a year old or include an inflation factor. Planning grants are not required to include a contingency amount but **must discuss a plan to address potential cost overruns.**

Projects with funding estimates that are based on early stages of design (e.g., less than 30 percent design) or outdated cost estimates without specified budget contingencies will receive a lower rating. **All applicants, including those requesting 100 percent grant funding, should describe a plan to address potential cost overruns.**

v. Benefit-Cost Analysis

For capital projects that receive second-tier analysis, the Department will consider the costs and benefits of projects seeking RAISE grant funding in determining whether a project is cost effective. To the extent possible, the Department will rely on quantitative, evidenced-based and data-supported analysis to assess how well a project addresses this criterion, including an assessment of the project’s estimated benefit-cost ratio (BCR) based on the applicant-supplied BCA described in the Benefit-Cost Analysis section.

To evaluate the costs and benefits of a proposed project, the Department will assign the project as either negative net benefits (costs exceed benefits) or positive net benefits (benefits exceed costs). Projects with negative net benefit ratings will not be selected for an award, unless the project demonstrates exceptional benefits for underserved or disadvantaged communities, as identified by the Senior Review Team (see Review and Selection Process section).

2. REVIEW AND SELECTION PROCESS

This section explicitly addresses the BIL requirement to describe the methodology for evaluation in the NOFO. The RAISE grant program review and selection process consists of Merit Criteria Review; Project Readiness Review (consisting of Environmental Risk Assessment, Financial Completeness Assessment, and Technical Capacity Assessment); Benefit-Cost Analysis; and Senior Review. The Secretary makes final project selections.

Teams comprising Department staff review all eligible applications received by the deadline for a Merit Review and assign ratings as described in the Application Review Information section. Using the Merit Review rubric described in the Application Review Information section, the combination of eight merit criteria ratings will result in one overall Merit Rating: Highly Recommended, Recommended, Acceptable, or Unacceptable.

“Highly Recommended” projects automatically advance for second-tier analysis.

The Senior Review Team (SRT) reviews all “Recommended” projects to determine if the benefits of a particular criterion are so significant that the project merits advancing for second-tier analysis. The SRT can advance a “Recommended” project only if:

- The project received a “high” in one or more of the priority criteria of safety, environmental sustainability, mobility and community connectivity, or quality of life, and the benefits in that criterion are exceptional; or
- The SRT provides additional information to demonstrate that a criterion has benefits that are aligned with a “high” rating for one or more of the priority merit criteria listed above (whether or not the Merit Review Team assigned a “high” rating) and the benefits in that criterion would be exceptional.

Senior Operating Administration staff and OST staff may make recommendations to the SRT for which projects should advance based on exceptional benefits of a particular priority criterion.

Applications for the FY 2025 RAISE grant program that have identical project scope to applications that were submitted and evaluated under the FY 2024 Reconnecting Communities Neighborhoods Program competition and received the designation of “Reconnecting Extra,” will automatically advance for second-tier analysis if they receive an overall merit rating of “Recommended” and have at least one “High” rating in a priority criterion.

Second-tier analysis consists of:

- **Capital Projects**
 - Cost-Benefit Analysis
 - Project Readiness: (1) Environmental Risk Assessment; (2) Financial Completeness Assessment; and (3) Technical Capacity Assessment
- **Planning Projects**
 - Project Readiness: (1) Financial Completeness Assessment; and (2) Technical Capacity Assessment

Following completion of second-tier analysis, the SRT determines which projects are designated as Highly Rated.

Using the discretionary authority provided in statute, the Secretary selects projects from the Highly Rated List for award, consistent with the selection criteria and statutory requirements for geographic and modal diversity. The Secretary may, depending on the pool of qualified applications, seek to award at least one project per state or territory.

Projects for which an FY 2025 RAISE application is advanced by the Senior Review Team to the Highly Rated List, but that are not awarded, are automatically designated as “Projects of Merit.” Projects with this designation will be carried over into FY 2026 RAISE and considered by the SRT for advancement to the Highly Rated List, along with other FY 2026 applications eligible for advancement to the Highly Rated List.

Consistent with past practice and statute, the Department offers debriefs to applicants not selected for award to receive information about the RAISE project’s evaluation. Due to overwhelming demand, the Department is unable to provide a RAISE award to every competitive project that applies.

G. AWARD NOTICES

1. HOW PROJECT SELECTIONS ARE ANNOUNCED

The Department emails each successful applicant and posts all selections in Fact Sheets as well as an excel file on the [RAISE website](#).

- Notice of selection is **not** authorization to begin or to incur costs for the proposed project.
- Following that announcement, the RAISE program Office and relevant operating administration will contact the point of contact listed in the SF-424 to initiate development of the grant agreement.

2. ANNOUNCEMENT DATES

- Round 1: The selections of applications, designated as FY 2024 Projects of Merit awarded reserved funding under Round 1 of this NOFO, will be announced by January 13, 2025.
- Round 2: Selections under Round 2 of this NOFO, will be announced no later than June 28, 2025.

3. PRE-AWARD COSTS

Unless authorized by the Department in writing after announcement of FY 2025 RAISE selections, any costs incurred prior to the Department's obligation of funds for a project are ineligible for reimbursement and are ineligible cost share requirements.¹³

- Project costs incurred before project selections are announced cannot be paid for with funds from this competition.
- Funds must be used only for the specific purposes as outlined in the award letter and/or authorized by the Department.

4. REIMBURSABLE PROGRAM

Recipients of RAISE Grant awards will not receive lump-sum cash disbursements at the time of award announcement or obligation of funds.

In general, RAISE Program funds are administered on a reimbursement basis. Grant recipients will generally be required to pay project costs upfront using their own funds, and then request reimbursement for those costs.

- RAISE funds will reimburse recipients only after a grant agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted.

¹³ Pre-award costs are costs incurred after award announcement, but directly pursuant to the development of a grant agreement where such costs are necessary for efficient and timely performance of the scope of work, as determined by DOT. Costs incurred under an advance construction (23 U.S.C. 115) authorization before the DOT announces that a project is selected for a FY 2025 RAISE award cannot be charged to FY 2025 RAISE funds. Likewise, costs incurred under an FTA Letter of No Prejudice under Chapter 53 of title 49 U.S.C. before the DOT announces that a project is selected for a FY 2025 RAISE award, cannot be charged to FY 2025 RAISE funds.

- Obligation occurs when a selected applicant and the Department enter into a written grant agreement after the applicant has satisfied applicable local, State and Federal requirements.

If a recipient cannot complete a project on reimbursement basis, DOT will—on a case-by-case basis—consider recipient requests to use alternate payment methods as described in [2 CFR 200.305\(b\)](#), including advance payments.

H. POST-AWARD REQUIREMENTS AND ADMINISTRATION

1. ADMINISTRATIVE AND NATIONAL POLICY REQUIREMENTS

i. Administrative Requirements

Please visit the [RAISE website](#) for the General Terms and Conditions for FY 2024 RAISE awards. The FY 2025 RAISE Terms and Conditions will be similar to the FY 2024 RAISE Terms and Conditions, but it will include relevant updates consistent with this notice.

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 C.F.R part 200, as adopted by DOT at 2 C.F.R part 1201. Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, U.S.C., apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with RAISE Grant funds, other Federal funds, or non-Federal funds.

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, non-discrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of the Department of Transportation; and applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget. In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If DOT determines that a recipient has failed to comply with applicable Federal requirements, DOT may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

Additionally, applicable Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive RAISE grant awards, including planning requirements, Service Outcome Agreements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT's other highway, transit, rail, and port grant programs. For projects that are eligible under RAISE but are not eligible under DOT's other programs or projects that are eligible under multiple DOT programs, the RAISE program will determine the appropriate requirements to ensure the project is delivered consistent with program and Department goals. In particular, Executive Order 14005 directs the Executive Branch Departments and agencies to maximize the use of goods, products, and materials produced in, and services offered in, the United States through the terms and conditions of Federal financial assistance awards. If selected for an award, grant recipients must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project. RAISE grant projects involving vehicle acquisition must involve only vehicles that comply with applicable Federal Motor Vehicle Safety Standards and Federal Motor Carriers Safety Regulations, or vehicles that are exempt from Federal Motor

Vehicle Safety Standards or Federal Motor Carrier Safety Regulations in a manner that allows for the legal acquisition and deployment of the vehicle or vehicles.

For projects administered by FHWA, applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 C.F.R generally apply, including the 23 U.S.C. 129 restrictions on the use of toll revenues, and Section 4(f) preservation of parklands and historic properties requirements under 23 U.S.C. 138. For an illustrative list of the other applicable laws, rules, regulations, executive orders, polices, guidelines, and requirements as they relate to a RAISE grant project administered by the FHWA, please see the [RAISE website](#).

For RAISE projects administered by the Federal Transit Administration and partially funded with Federal transit assistance, all relevant requirements under chapter 53 of title 49 U.S.C. apply. For transit projects funded exclusively with RAISE grant funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 CFR apply.

For projects administered by the Federal Railroad Administration, all relevant requirements under 49 U.S.C. § 22905 apply.

ii. Program Requirements

Climate Change and Environmental Justice Impact Consideration

Each applicant selected for RAISE grant funding must demonstrate effort to consider climate change and environmental justice impacts as described in the Application Review Information section, consistent with Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad*. In the grant agreement, applicants will be required to memorialize commitments they have made in their applications in one or more of the activities in the Criteria section.

Racial Equity and Barriers to Opportunity

Each applicant selected for RAISE grant funding must demonstrate effort to improve racial equity and reduce barriers to opportunity as described in the Application Review Information section, consistent with Executive Order 14091, *Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*. In the grant agreement, applicants will be required to memorialize commitments they have made in their applications in one or more of the activities listed in the Criteria section.

Labor and Workforce

Each applicant selected for RAISE grant funding must demonstrate, to the full extent possible consistent with the law, an effort to create good-paying jobs with the free and fair choice to join a union and incorporation of strong labor standards as described in the Application Review Information section, consistent with Executive Order 14025, *Worker Organizing and Empowerment*, and Executive Order 14052, *Implementation of the Infrastructure Investment and Jobs Act*. In the grant agreement, applicants will be required to memorialize commitments they have made in their applications in one or more of the activities listed in the Criteria section.

Critical Infrastructure Security, Cybersecurity, and Resilience

It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against all hazards, including both physical and cyber threats, consistent with the -

National Security Memorandum on Critical Infrastructure Security and Resilience (NSM-22). Each applicant selected for Federal funding under this notice must demonstrate, prior to the signing of the grant agreement, efforts to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the project. Projects that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and project oversight, as determined by the Department of Homeland Security, will be required to do so before receiving funds.

Domestic Preference Requirements

As expressed in Executive Order 14005, ‘Ensuring the Future Is Made in All of America by All of America’s Workers’ (86 FR 7475), the executive branch should maximize, consistent with law, the use of goods, products, and materials produced in, and services offered in, the United States. Funds made available under this notice are subject to domestic preference requirements based on the Operating Administration that administers the project, including 23 U.S.C. 313 (FHWA projects); 49 U.S.C. 5323(j) (FTA projects); 49 U.S.C. 22905(a) (FRA projects); and section 70914(a) of the Build America, Buy America Act (all projects). The Department expects all applicants to comply without needing a project-specific waiver for domestic preference requirements.

Civil Rights and Title VI

As a condition of a grant award, grant recipients should demonstrate that the recipient has a plan for compliance with civil rights obligations and nondiscrimination laws, including Title VI of the Civil Rights Act of 1964 and implementing regulations (49 CFR § 21), the Americans with Disabilities Act of 1990 (ADA), and Section 504 of the Rehabilitation Act, all other civil rights requirements, and accompanying regulations. This should include a current Title VI plan, completed Community Participation Plan, and a plan to address any legacy infrastructure or facilities that are not compliant with ADA standards. DOT’s and the applicable Operating Administrations’ Office of Civil Rights may work with awarded grant recipients to ensure full compliance with Federal civil rights requirements.

Federal Contract Compliance

As a condition of grant award all Federally assisted contractors are required to make good faith efforts to meet the goals of EO 11246, *Equal Employment Opportunity* (30 FR 12319, and as amended). Under Section 503 of the Rehabilitation Act and its implementing regulations, affirmative action obligations for certain contractors include an aspirational employment goal of 7 percent workers with disabilities.

The [U.S. Department of Labor’s Office of Federal Contract Compliance Programs](#) (OFCCP) is charged with enforcing Executive Order 11246, Section 503 of the Rehabilitation Act of 1973, and the Vietnam Era Veterans’ Readjustment Assistance Act of 1974. OFCCP has a Mega Construction Project Program through which it engages with project sponsors as early as the design phase to help promote compliance with non-discrimination and affirmative action obligations. OFCCP will identify projects that receive an award under this notice and are required to participate in OFCCP’s Mega Construction Project Program from a wide range of Federally assisted projects over which OFCCP has jurisdiction and that have a project cost above

\$35 million. DOT will require project sponsors with costs above \$35 million that receive awards under this funding opportunity to partner with OFCCP, if selected by OFCCP, as a condition of their DOT award.

Project Signage and Public Acknowledgements

Recipients are encouraged for construction and non-construction projects to post project signage and to include public acknowledgments in published and other collateral materials (e.g., press releases, marketing materials, website, etc.) satisfactory in form and substance to DOT, that identifies the nature of the project and indicates that “the project is funded by the Infrastructure Investment and Jobs Act.” In addition, recipients employing project signage are required to use the official Investing in America emblem in accordance with the [Investing in America Emblem Style Guide](#). Costs associated with signage and public acknowledgments must be reasonable and limited. Signs or public acknowledgments should not be produced, displayed, or published if doing so results in unreasonable cost, expense, or recipient burden. The Recipient is encouraged to use recycled or recovered materials when procuring signs.

2. REPORTING

i. Progress Reporting on Grant Activities

Each applicant selected for RAISE grant funding must submit quarterly progress reports and Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in the RAISE grant program.

ii. Performance Reporting

Each applicant selected for RAISE grant funding must collect and report to the DOT information on the project’s performance based on performance indicators DOT identifies related to program goals (e.g., travel time savings, greenhouse gas emissions, passenger counts, level of service, etc.) and other information as requested by DOT. Performance indicators should include measurable goals or targets that DOT will use internally to determine whether the project meets program goals, and grant funds achieve the intended long-term outcomes of the RAISE Grant Program. To the extent possible, performance indicators used in the reporting should align with the measures included in the application and should relate to at least one of the selection criteria defined in the Criteria section. Performance reporting continues for several years after project construction is completed, and DOT does not provide RAISE grant funding specifically for performance reporting. RAISE grant performance measures are posted on the [RAISE website](#).

iii. Program Evaluation

As a condition of grant award, RAISE grant recipients may be required to participate in an evaluation undertaken by DOT, or another agency or partner. The evaluation may take different forms such as an implementation assessment across grant recipients, an impact and/or outcomes analysis of all or selected sites within or across grant recipients, or a benefit/cost analysis or assessment of return on investment. The Department may require applicants to collect data elements to aid the evaluation. As a part of the evaluation, as a condition of award, grant

recipients must agree to: (1) make records available to the evaluation contractor; (2) provide access to program records, and any other relevant documents to calculate costs and benefits; (3) in the case of an impact analysis, facilitate the access to relevant information as requested; and (4) follow evaluation procedures as specified by the evaluation contractor or DOT staff.

Recipients and sub-recipients are also encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure the effectiveness of their projects and strategies. Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115–435 (2019) urges Federal awarding agencies and Federal assistance recipients and subrecipients to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency” (codified at 5 U.S.C. § 311). For grant recipients, evaluation expenses are allowable costs (either as direct or indirect), unless prohibited by statute or regulation, and such expenses may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation (2 CFR § 200). Credible program evaluation activities are implemented with relevance and utility, rigor, independence and objectivity, transparency, and ethics (OMB Circular A-11, Part 6 Section 290).

iv. Reporting of Matters Related to Recipient Integrity and Performance

If the total value of a selected applicant’s currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the SAM that is made available in FAPIIS about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

I. FEDERAL AWARDING AGENCY CONTACT(S)

For further information concerning this notice please contact the RAISE grant program staff via e-mail at RAISEgrants@dot.gov. In addition, DOT will post answers to questions and requests for clarifications on the [RAISE website](#). To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties, with questions. DOT staff may also conduct briefings on the RAISE grant selection and award process upon request.

J. OTHER INFORMATION

1. PROTECTION OF CONFIDENTIAL BUSINESS INFORMATION

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant must provide that information in a separate document, which the applicant may cross-reference from the application narrative or other portions of the application. For the separate document containing confidential information, the applicant must do the following: (1) state on the cover of that document that it “Contains Confidential Business Information (CBI);” (2) mark each page that contains confidential information with “CBI;” (3) highlight or otherwise denote the confidential content on each page; and (4) at the end of the document, explain how disclosure of the confidential information would cause substantial competitive harm. DOT will protect confidential information complying with these requirements to the extent required under applicable law. If DOT receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, DOT will follow the procedures described in its FOIA regulations at 49 CFR § 7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under § 7.29 will be exempt from disclosure under FOIA.

2. PUBLICATION AND SHARING OF APPLICATION INFORMATION

Following the completion of the selection process and announcement of awards, the Department intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. Except for the information properly marked as described in the Protection of Confidential Business Information section, The Department may make application narratives publicly available or share application information within the Department or with other Federal agencies if the Department determines that sharing is relevant to the respective program’s objectives.



Pete Buttigieg

Issued in Washington D.C. on November 1, 2024

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693JJ325NF00008

Fiscal Years 2024-2026 Promoting Resilient Operations for Transformative,
Efficient, and Cost-Saving Transportation (PROTECT) Program

Department of Transportation

DOT Federal Highway Administration

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General Information

Document Type:	Grants Notice	Version:	Synopsis 5
Funding Opportunity Number:	693JJ325NF00008	Posted Date:	Oct 25, 2024
Funding Opportunity Title:	Fiscal Years 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program	Last Updated Date:	Oct 25, 2024
Opportunity Category:	Discretionary	Original Closing Date for Applications:	Feb 24, 2025
		Current Closing Date for Applications:	Feb 24, 2025
		Archive Date:	Mar 26, 2025
		Estimated Total Program Funding:	\$ 876,000,000
		Award Ceiling:	\$876,000,000
		Award Floor:	\$100,000

Opportunity**Category****Explanation:****Funding** Grant**Instrument****Type:****Category of** Transportation**Funding****Activity:****Category****Explanation:****Expected** 60**Number of****Awards:**[Assistance](#) 20.205 -- Highway[Listings:](#) Planning and
Construction**Cost Sharing** Yes
or Matching
Requirement:

Eligibility

Eligible Others (see text field entitled "Additional Information on
Applicants: Eligibility" for clarification)**Additional** APPLICANT ELIGIBILITY IS DEPENDENT ON PROJECT TYPE
Information FOR THE PROTECT PROGRAM. Please refer to Related
on Documents tab for full text of the NOFO, including applicant
Eligibility: eligibility requirements. Specifically, refer to Section C.1 of the
NOFO for details on Eligible Applicants.

Additional Information

Agency Name: DOT Federal Highway Administration

Description: **PLEASE REFER TO THE RELATED DOCUMENT TAB FOR THE FULL TEXT OF THIS FUNDING OPPORTUNITY. IT'S INCUMBENT ON INTERESTED APPLICANTS TO REVIEW AND UNDERSTAND THE NOFO REQUIREMENTS PRIOR TO SUBMITTING APPLICATIONS.**

ORIGINAL NOFO POSTING (10/25/2024):

FHWA is hereby accepting applications under the Fiscal Years 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program.

PROGRAM OVERVIEW: The purpose of the PROTECT Program is to provide grants on a competitive basis for projects that seek to strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, heat waves, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure.

INFORMATIONAL WEBINARS: For each Application Open Period, FHWA plans to conduct outreach regarding PROTECT Discretionary Program grants in the form of virtual meetings (Webinars) after the NOFO period opens, and before the NOFO period closes. To view upcoming Webinars and register, please follow the instructions posted on <https://www.fhwa.dot.gov/environment/protect/discretionary>. The Webinars will be recorded and posted on FHWA's PROTECT Discretionary Grant Program Website at <https://www.fhwa.dot.gov/environment/protect/discretionary>.

APPLICATION DEADLINES:

- **FY 2024 and 2025 Deadline:** February 24, 2025, 11:59 p.m. ET
- **FY 2026 Deadline:** February 24, 2026, 11:59 p.m. ET

Link to Additional Information: [PROTECT Program Website](#)

Grantor Contact Information: If you have difficulty accessing the full announcement electronically, please contact:
Ryan J Buck
Agreement Officer
PROTECTdiscretionary@dot.gov

[PROTECT Program Inbox](#)

Similar Opportunities (identified by AI)

NOAA-NOS-NCCOS-2025-28604

NOAA-OAR-WPO-2025-28598

NOAA-OAR-WPO-2025-28599

USDA-FS-2024-CWDG-SGSF

USDA-FS-2024-CWDG-NEMW

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DTOS59-25-RA-RAISE

FY 2025 National Infrastructure Investments

Department of Transportation

69A345 Office of the Under Secretary for Policy

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General Information

Document Type:	Grants Notice	Version:	Synopsis 4
Funding Opportunity Number:	DTOS59-25-RA-RAISE	Posted Date:	Nov 01, 2024
Funding Opportunity Title:	FY 2025 National Infrastructure Investments	Last Updated Date:	Nov 01, 2024
Opportunity Category:	Discretionary	Original Closing Date for Applications:	Jan 30, 2025
Opportunity Category Explanation:		Current Closing Date for Applications:	Jan 30, 2025
Funding Instrument Type:	Grant	Archive Date:	Dec 31, 2025
Category of Funding	Transportation	Estimated Total Program Funding:	\$1,500,000,000
		Award Ceiling:	\$25,000,000
		Award Floor:	\$0

Activity:	
Category	
Explanation:	
Expected	150
Number of	
Awards:	
<u>Assistance</u>	20.933 --
<u>Listings:</u>	National
	Infrastructure
	Investments
Cost Sharing or	Yes
Matching	
Requirement:	

Eligibility

Eligible Applicants:	Others (see text field entitled "Additional Information on Eligibility" for clarification)
Additional Information on Eligibility:	Additional Information on Eligibility: Eligible Applicants for RAISE Transportation Discretionary Grants are States and the District of Columbia; any territory or possession of the United States; a unit of local government; a public agency or publicly chartered authority established by 1 or more States; a special purpose district or public authority with a transportation function, including a port authority; a Federally recognized Indian Tribe or a consortium of such Indian Tribes; a transit agency; and a multi-State or multijurisdictional group of entities. Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact. Each project party in a joint application must be an Eligible Applicant. Joint applications must include a description of the roles and responsibilities of each project party and must be signed by each project party.

Additional Information

Agency Name:	69A345 Office of the Under Secretary for Policy
Description:	The Infrastructure Investment and Jobs Act of 2021 ("Bipartisan Infrastructure Law," or "BIL") authorized and appropriated \$1.5 billion to be awarded by the Department of Transportation ("DOT") for Local and Regional Project Assistance Program Grants under National Infrastructure Investments. This Notice of Funding Opportunity (NOFO) solicits applications for projects funded under the Local and Regional Project Assistance Program, known as the RAISE Grants program. If the FY 2025 Appropriations Act provides additional funding for the RAISE grants program and/or significantly different requirements for National

Infrastructure Investment funds, the Department will amend this Notice with guidance on additional requirements.

As with previous rounds, funds for the FY 2025 RAISE Transportation program are to be awarded on a competitive basis for projects that will have a significant local or regional impact.

The BIL mandates that DOT will award at least five percent of available funds, (\$75 million of the \$1.5 billion) for the planning, preparation or design of eligible projects.

The BIL specifies that not more than 50 percent of funds can be spent on projects located in a rural area with a population equal to or less than 200,000 and not more than 50 percent of funds can be spent on projects located in an urbanized area with a population of more than 200,000. Pursuant to the BIL, no more than 15 percent of the funds made available for RAISE Transportation Discretionary Grants (or \$225 million) may be awarded to projects in a single State. Further, pursuant to the BIL, DOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes. The BIL requires that FY 2025 RAISE funds are only available for obligation through September 30, 2029. All RAISE funds must be expended by September 30, 2034. As part of the review and selection process described in the Notice of Funding Opportunity, DOT will consider whether a project is ready to proceed with an obligation of grant funds from DOT within the statutory time provided. Under the BIL, no waiver is possible for these deadlines. The BIL allows for up to 20 percent of available funds (or \$300 million) to be used by the Department to pay the subsidy and administrative costs for a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 ("TIFIA") program, if it would further the purposes of the RAISE Transportation Discretionary Grant

program. Recipients of prior RAISE, BUILD or TIGER Discretionary Grants may apply for funding to support additional phases of a project awarded funds in earlier rounds of this program. However, to be competitive, the applicant should demonstrate the extent to which the previously funded project phase has been able to meet estimated project schedules and budget, as well as the ability to realize the benefits expected for the project. DOT expects that each RAISE Transportation Discretionary Grant will be administered by one of the relevant modal administrations, pursuant to a grant agreement between the RAISE Transportation Discretionary Grant recipient and the relevant modal administration.

The BIL specifies that RAISE Transportation Discretionary Grants may not be less than \$5 million and not greater than \$25 million, except that for projects located in rural areas the minimum RAISE Transportation Discretionary Grant size is \$1 million. There is no minimum award size for planning projects.

**Link to
Additional
Information:**

[RAISE Transportation Discretionary Grant Program](#)

**Grantor
Contact
Information:**

If you have difficulty accessing the full announcement electronically, please contact:
Andrea Jacobson
RAISE Program Manager

[Program Manager](#)

Similar Opportunities (identified by AI)

RDBCP-RBDG-2025

EDA-PHI-TA-PRO-2021-2006851

USDA-NRCS-NHQ-ACES-24-NOFO00...

PWEAA2023

EDA-DISASTER-2023

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City of College Place, Washington
RESOLUTION NO. 24-xxx

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE,
WASHINGTON REGARDING AUTHORIZING SUBMISSION OF FEDERAL
DEPARTMENT OF TRANSPORTATION RAISE GRANT APPLICATION TO FUND THE
PLANNING & ENGINEERING OF SE 12TH ST (MYRA RD TO COLLEGE AVE)**

Whereas, the City of College Place is a non-charter code city governed by the rules and regulations of RCW 35A; and

Whereas, RCW 35A.11.040 authorizes the College Place City Council to “accept any gift or grant for any public purpose and may carry out any conditions of such gift or grant when not in conflict with state or federal law;” and

Whereas, section 35.21.735 of the Revised Code of Washington declares that “carrying out the purposes of federal grants or programs is both a public purpose and appropriate function for a city, town, county, or public corporation” and authorizes entry into agreements to receive and expend grant funds; and

Whereas, Chapter 39.34 of the Revised Code of Washington authorizes political subdivisions to enter into intergovernmental cooperation agreements; and

Whereas, grant funding may be available via the Federal Level (RAISE, INFRA, S4), State Level (TIB), and via other means to help fund the reconstruction of SE 12th St (Myra Rd to College Ave); and

Whereas, the College Place City Council has considered this matter during a regularly and duly called public meeting of said Council, has given said matter careful review and consideration, and finds that participation in grant programs is an appropriate function for the city and that the best interests of the City of College Place will be served by passage of this resolution; and

Now therefore, it is hereby resolved by the City Council of the City of College Place, Washington, as follows:

- 1.** The College Place City Council hereby authorizes submission of grant applications for funding full planning and engineering of SE 12th Street (Myra Rd to College Ave) and related purposes and all other documents needed to apply for such grants.

2. The City Administrator of the City of College Place is hereby authorized to accept grants on behalf of the City of College Place that supply funding for the planning and engineering of SE 12th Street, and related purposes, and the College Place City Administrator and/or designees of the College Place City Administrator are hereby authorized and empowered to execute grant agreements and all other documents that may be required to participate in the grant programs.
3. The City Administrator of the City of College Place is designated as authorized representative in all matters arising out of participation in the grant programs authorized by Sections 1 and 2 herein, and the City Administrator of the City of College Place, and/or designees of the College Place City Administrator, are hereby authorized, empowered, and directed to comply with program requirements and to make such certifications, funding commitments, reports, or other representations which may be necessary on behalf of the City of College Place.
4. The College Place City Administrator, and/or designees of the College Place City Administrator, are hereby authorized and empowered to approve and execute other documents related to and required by the grant programs.
5. The College Place City Clerk is hereby authorized and directed to attest any application, agreement, or other document executed in accordance with this resolution.

Clerical Corrections. The City Clerk is authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

Effective Date. This resolution shall take effect and be in full force upon its passage as provided by law.

PASSED by the City Council of the City of College Place, Washington, this 10th day of December, 2024.

Attest:

Norma L. Hernández, Mayor

Maryelizabeth Garcia, City Clerk

City of College Place, Washington
RESOLUTION NO. 24-xxx

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE,
WASHINGTON REGARDING AUTHORIZING SUBMISSION OF FEDERAL
DEPARTMENT OF TRANSPORTATION PROTECT GRANT APPLICATION TO FUND
THE PLANNING & ENGINEERING OF SE 12TH ST (MYRA RD TO COLLEGE AVE)**

Whereas, the City of College Place is a non-charter code city governed by the rules and regulations of RCW 35A; and

Whereas, RCW 35A.11.040 authorizes the College Place City Council to “accept any gift or grant for any public purpose and may carry out any conditions of such gift or grant when not in conflict with state or federal law;” and

Whereas, section 35.21.735 of the Revised Code of Washington declares that “carrying out the purposes of federal grants or programs is both a public purpose and appropriate function for a city, town, county, or public corporation” and authorizes entry into agreements to receive and expend grant funds; and

Whereas, Chapter 39.34 of the Revised Code of Washington authorizes political subdivisions to enter into intergovernmental cooperation agreements; and

Whereas, grant funding may be available via the Federal Level (RAISE, PROTECT, INFRA, S4), State Level (TIB), and via other means to help fund the reconstruction of SE 12th St (Myra Rd to College Ave); and

Whereas, the College Place City Council has considered this matter during a regularly and duly called public meeting of said Council, has given said matter careful review and consideration, and finds that participation in grant programs is an appropriate function for the city and that the best interests of the City of College Place will be served by passage of this resolution; and

Now therefore, it is hereby resolved by the City Council of the City of College Place, Washington, as follows:

- 1.** The College Place City Council hereby authorizes submission of grant applications for funding full planning and engineering of SE 12th Street (Myra Rd to College Ave) and related purposes and all other documents needed to apply for such grants.

2. The City Administrator of the City of College Place is hereby authorized to accept grants on behalf of the City of College Place that supply funding for the planning and engineering of SE 12th Street, and related purposes, and the College Place City Administrator and/or designees of the College Place City Administrator are hereby authorized and empowered to execute grant agreements and all other documents that may be required to participate in the grant programs.
3. The City Administrator of the City of College Place is designated as authorized representative in all matters arising out of participation in the grant programs authorized by Sections 1 and 2 herein, and the City Administrator of the City of College Place, and/or designees of the College Place City Administrator, are hereby authorized, empowered, and directed to comply with program requirements and to make such certifications, funding commitments, reports, or other representations which may be necessary on behalf of the City of College Place.
4. The College Place City Administrator, and/or designees of the College Place City Administrator, are hereby authorized and empowered to approve and execute other documents related to and required by the grant programs.
5. The College Place City Clerk is hereby authorized and directed to attest any application, agreement, or other document executed in accordance with this resolution.

Clerical Corrections. The City Clerk is authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

Effective Date. This resolution shall take effect and be in full force upon its passage as provided by law.

PASSED by the City Council of the City of College Place, Washington, this 10th day of December, 2024.

Attest:

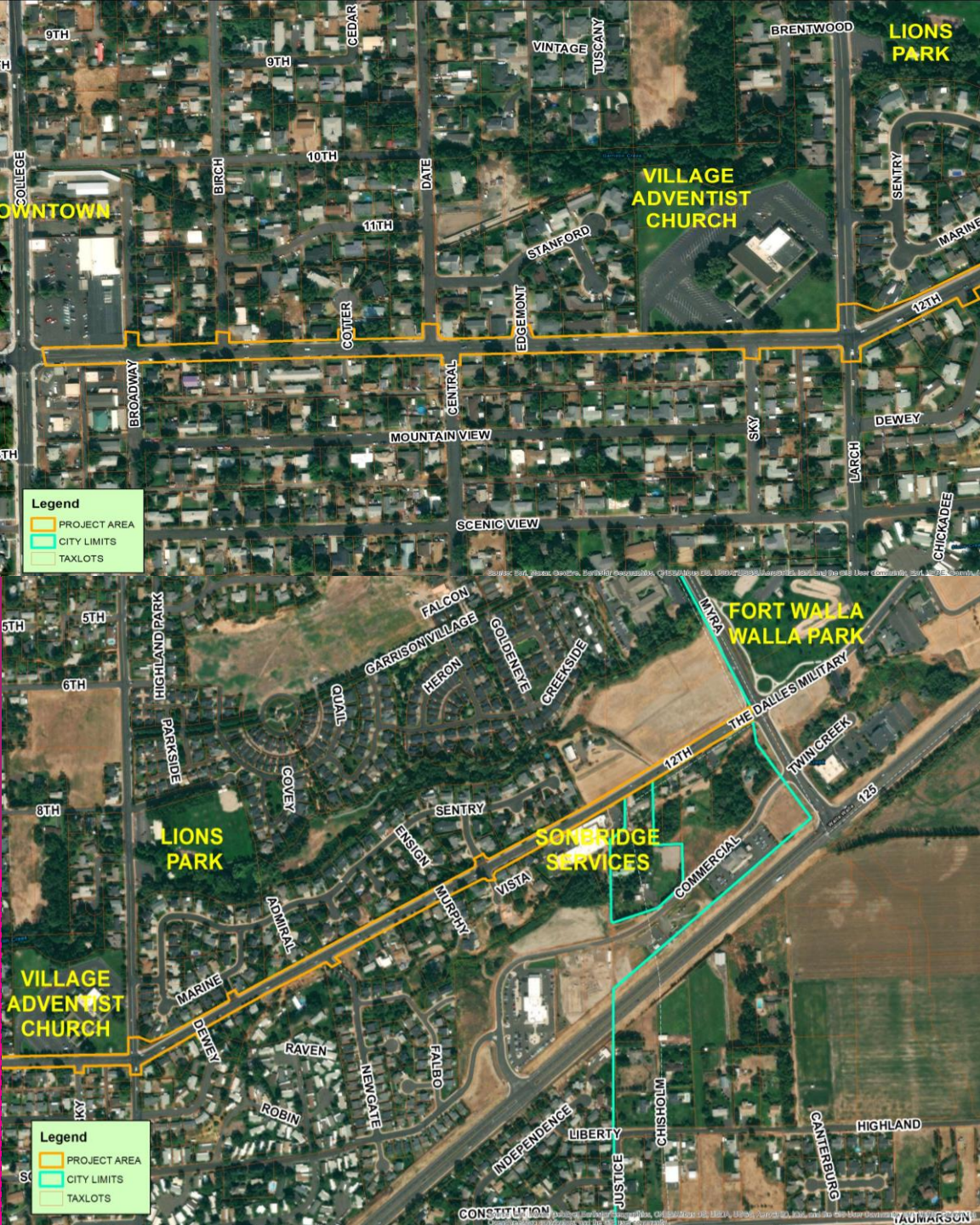
Norma L. Hernández, Mayor

Maryelizabeth Garcia, City Clerk



SE 12TH STREET RECONSTRUCTION (MYRA TO COLLEGE)





SE 12TH - COLLEGE TO MYRA

- Description: Reconstruction of 1.23 miles of minor arterial roadway into a complete street with 11' travel lanes, parking lane, bike lane, replace sidewalk with ADA improvements, pedestrian streetlamps, and utility improvements.
- Functional Classification: Minor Arterial
- Project Length: 1.23 Miles
- Priority: 1
- **Total Project Cost: \$18.3 Million Dollars**
- Location: Central College Place
- ADT: 3,429
- Project Impact: Significant. Key Connector
 - Downtown College Place
 - Lions Park/Meadowbrook Business District
 - Sonbridge/Fort Walla Walla Park/Myra Rd

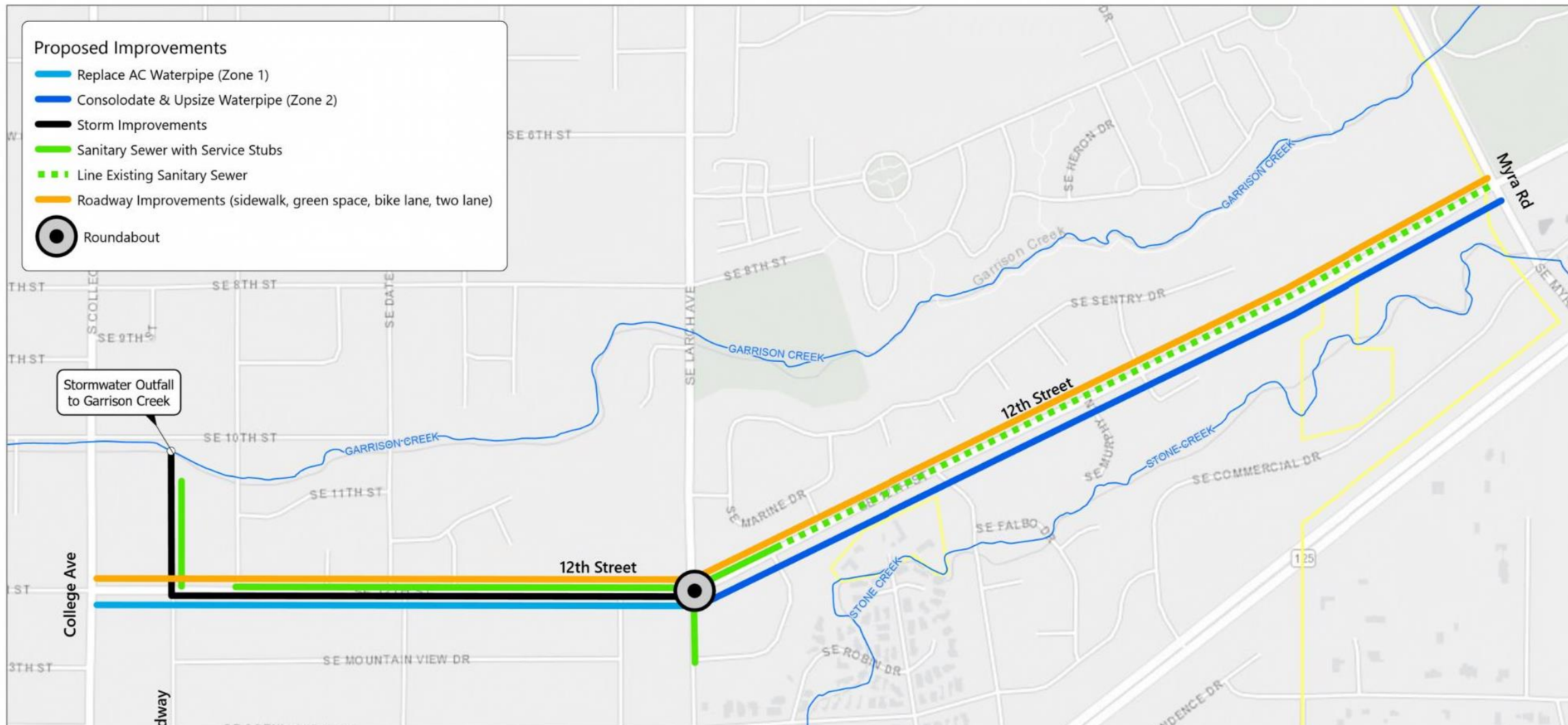


SE 12TH - COLLEGE TO MYRA

- Description: Reconstruction of 1.23 miles of minor arterial roadway into a complete street with 11' travel lanes, parking lane, bike lane, replace sidewalk with ADA improvements, pedestrian streetlamps, and utility improvements.
- Secured Funding: **\$0.9 Million Dollars**
- Grant Programs Eligible:
 - State Transportation Improvement Board UAP
 - WSDOT Pedestrian & Bike
 - WSDOT Safe Routes to School
 - WSDOT Highway Safety
- Regionally significant.

Proposed Improvements

- Replace AC Waterpipe (Zone 1)
- Consolidate & Upsize Waterpipe (Zone 2)
- Storm Improvements
- Sanitary Sewer with Service Stubs
- - - Line Existing Sanitary Sewer
- Roadway Improvements (sidewalk, green space, bike lane, two lane)
-  Roundabout



SE 12th Street (College Ave to Myra Rd) - Proposed Improvements

City of College Place



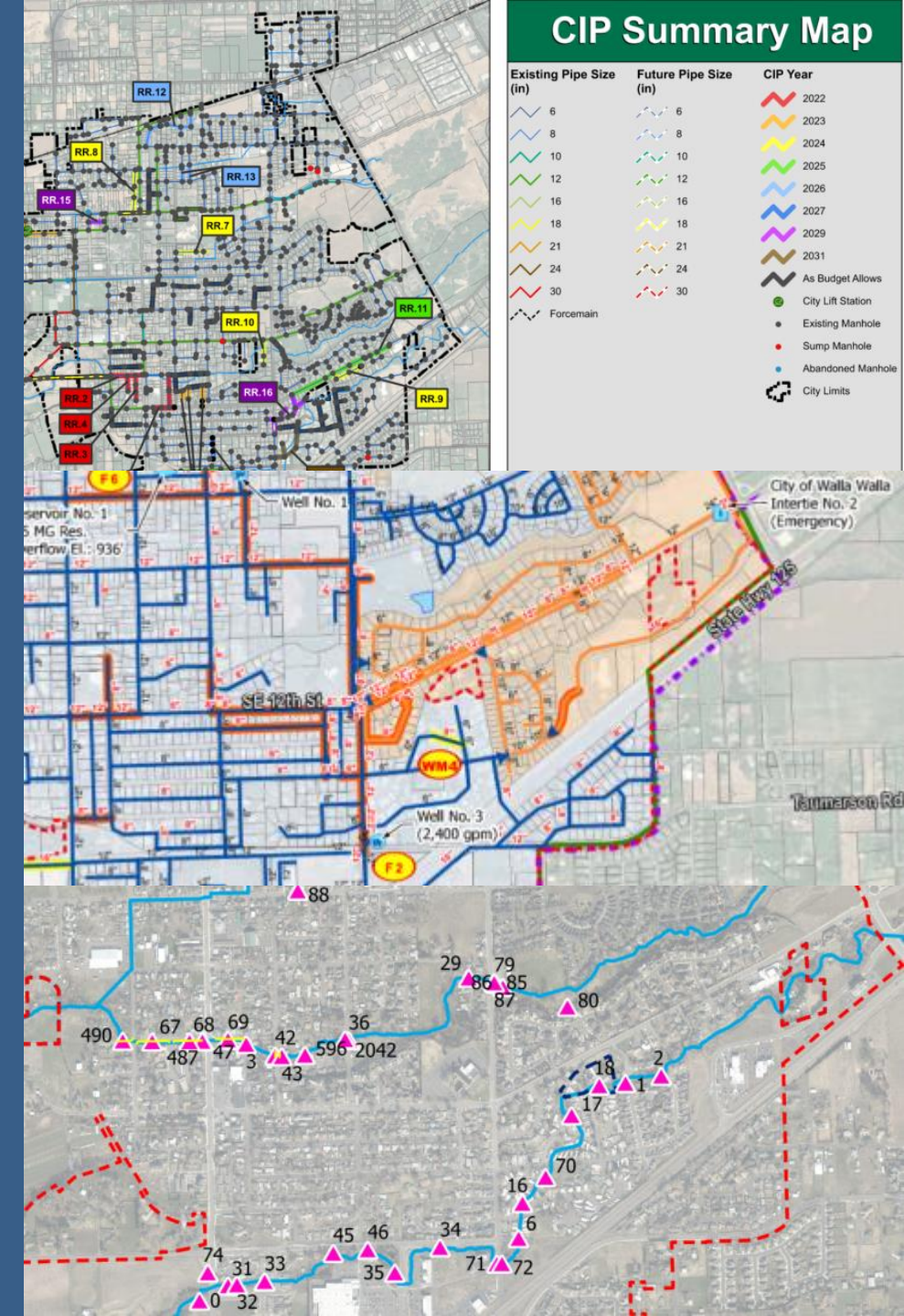
0 300 600 1,200
Feet

Date Exported: 10/16/2024



UTILITIES

- General Sewer Plan
 - Rehabilitation of old pipe that is an O & M problem and suspected source of infiltration.
 - Projects RR 9, RR 11, and RR 16 from GSP
 - Reroute sewer main from backyards to roadway
- Water System Plan
 - Replace old and undersized pipes for fire flow
 - Replace portion of pipe currently difficult to access
 - Upsize key portion of transmission main for emergency intertie
 - Replace AC pipe
- Stormwater Master Plan
 - Add treatment to existing Outfall #3
 - Improve drainage on existing roadway
 - CIP #89 and #90 in SMP



PROJECT COST BREAKDOWN

Preliminary Cost Estimate for Planning, Design, Permitting, and Construction

Description	Cost (2028 Dollars)
Roadway Improvements	\$ 7,931,000
Roundabout	\$ 1,930,000
Sanitary Sewer Improvements	\$ 1,916,000
Stormwater Improvements	\$ 1,346,000
Waterline Improvements	\$ 5,144,000
Estimated Total Project Cost	\$ 18,267,000



THANK YOU

Mike Rizzitiello

509-394-8506

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