

Economic Indicators

May 2026

Labor Force Data

- WA State - Employment Situation Report for April 2026

Housing Data

- Walla Walla County vs Washington State Median Home Resale Price
- Owner-Occupied Paying 30% or More of Their Household Income shelter costs

Net Migration

- Residual Net Migration Walla Walla vs Washington State as a Percent Total

The Monthly Employment Report

April 2026

Prepared by Anneliese Vance-Sherman, chief labor economist

On a seasonally adjusted basis, preliminary estimates from the Bureau of Labor Statistics (BLS) show nonfarm employment in Washington decreased by 4,500 from March to April 2026 after decreasing by 1,700 the previous month.^a Employment in the private sector decreased by 1,500 in April. Public sector employment decreased by 3,000.

On a not seasonally adjusted basis, estimates for April 2025 through April 2026 show a decrease of 8,300 jobs statewide. Employers in the private sector collectively shed 2,900 jobs while employers in the public sector shed an estimated 5,400 jobs over the year.

Washington's preliminary seasonally adjusted unemployment rate for April 2026 was 5.2%, up one tenth of one percentage point above the observed rate in March. For comparison, the unemployment rate in April 2025 was 4.5%.

BLS estimates of monthly job gains and losses are based on a survey of businesses. Preliminary estimates are subject to revision.

For more information, contact Anneliese Vance-Sherman by phone at 564-900-0748 or by email at anneliese.vance-sherman@esd.wa.gov.

^a Most of the employment numbers in this report refer to jobs, not people. For example, if a person holds two positions, these positions are counted as two jobs in the employment series. In the unemployment section, these positions refer to individuals, not jobs. In this case, a person holding two jobs is counted only once.

Resident civilian labor force and unemployment, seasonally adjusted

The resident civilian labor force is the total number of people in the workforce, employed and unemployed, ages 16 and older.

The number of unemployed is the estimated number of people who currently do not have a job, are available for work and have actively looked for work in the last four weeks.

The unemployment rate is the ratio of the estimated number of unemployed divided by the civilian labor force.

Figure 1: Resident civilian labor force and unemployment, seasonally adjusted, United States and Washington state, April and March 2026 and April and March 2025

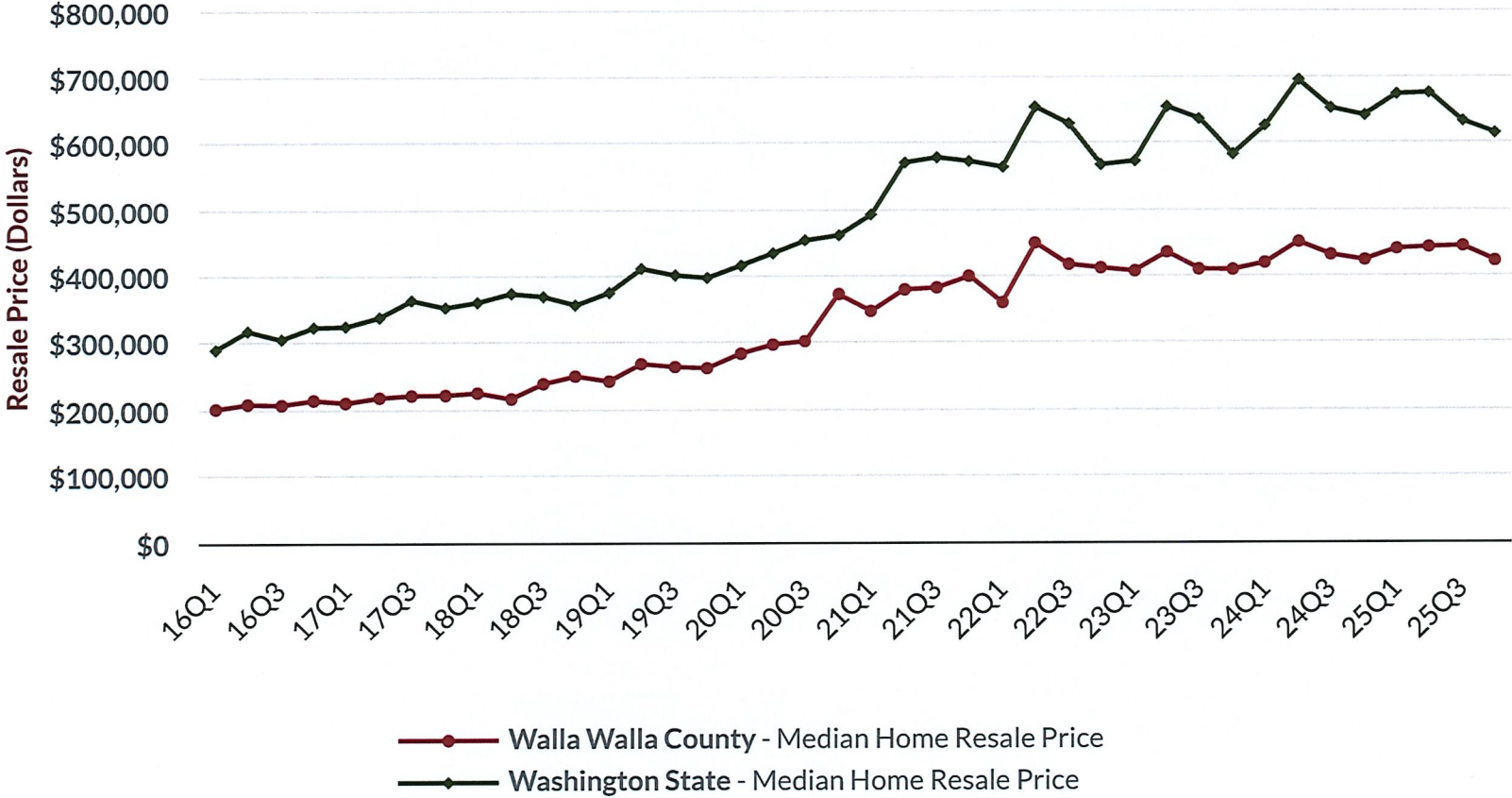
United States	April 2026 preliminary	March 2026 revised	April 2025 revised	March 2025 revised
Unemployment rate	4.3%	4.3%	4.2%	4.2%

Washington	April 2026 preliminary	March 2026 revised	April 2025 revised	March 2025 revised
Unemployment rate	5.2%	5.1%	4.5%	4.5%
Resident labor force	4,062,961	4,064,363	4,047,911	4,047,126
Unemployed	212,533	208,996	183,272	181,390

Seattle/Tacoma/Bellevue	April 2026 preliminary	March 2026 revised	April 2025 revised	March 2025 revised
Unemployment rate	5.5%	5.4%	4.4%	4.4%
Resident labor force	2,318,947	2,321,061	2,320,530	2,324,447
Unemployed	126,493	125,967	102,234	101,888

Source: Employment Security Department/LMIR Division; U.S. Bureau of Labor Statistics, Local Area Unemployment Statistics

5.1.1 Median Home Resale Price



5.1.1 Median Home Resale Price

Why is this important?

For most, a home is the most important purchase in our lifetime. Via a mortgage, it will typically take 15-30 years to complete. As a result, the price of a home is usually the most important price a consumer will face.

Home prices reflect both supply of and demand for homes in a given market. Tracking prices is a way of assessing both the forces of supply and demand. The supply of homes depends on many factors, such as the cost of a lot, the cost to develop a lot, materials costs and the wages paid to all the contractors involved in construction. Demand, in turn, typically depends on population and income growth, although in markets with second homes, the wealth of residents in "feeder" markets matters, too.

Home prices that rise quickly can signal a rise in supply costs, an increase in the determinants of demand, or a combination of both. A rapidly accelerating trend in home prices brings both benefits -- to existing homeowners, local governments, and costs -- to prospective buyers, and in the extreme, to the ability of a community to attract and retain workforce members.

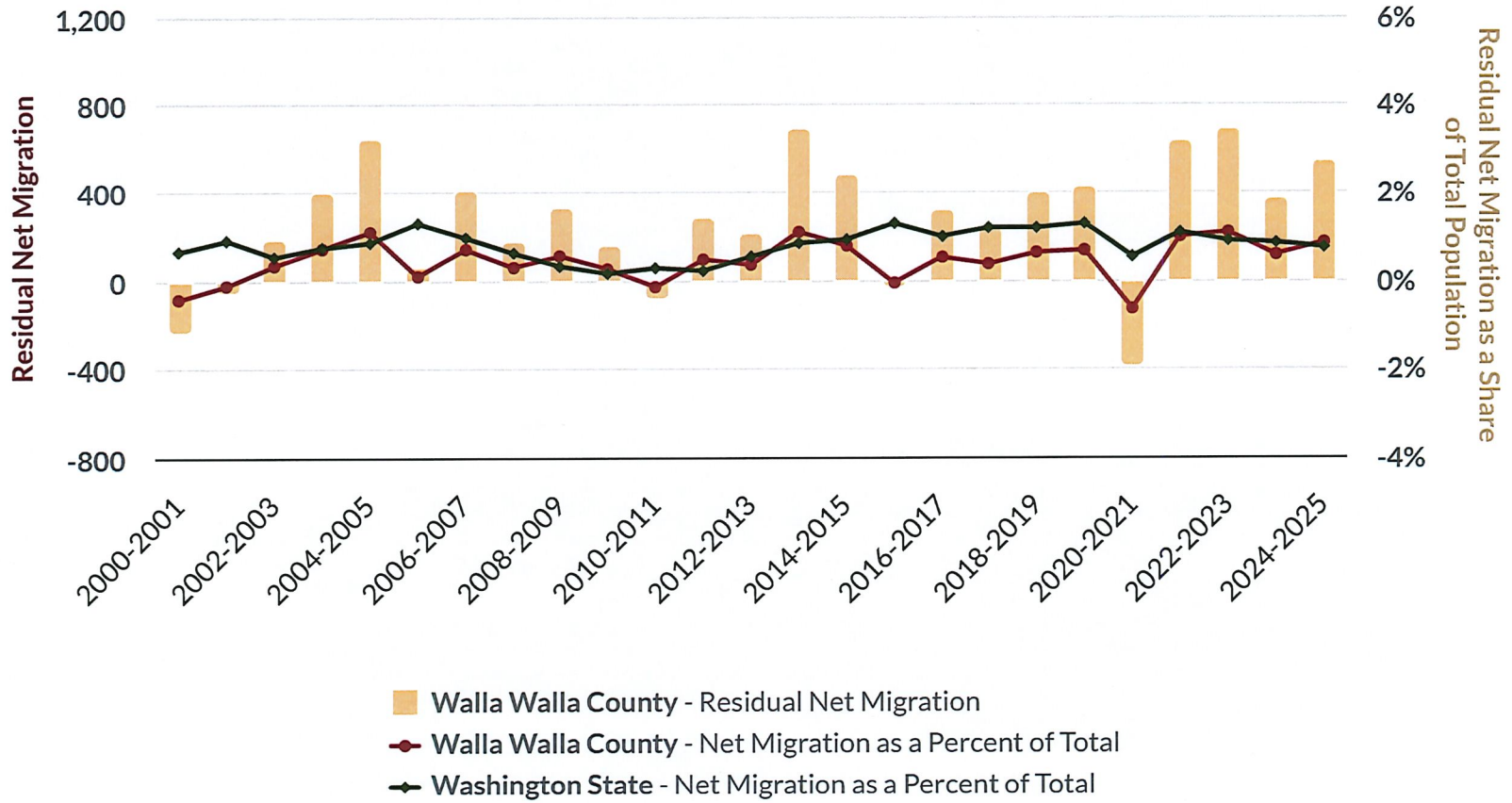
This indicator measures the quarterly median resale value of homes in Walla Walla County. Note that this measure does not capture the prices of new homes. Washington State is offered as a benchmark.

Where are we?

During the fourth quarter of 2025 (25Q4), the median resale value of homes in:

- **Walla Walla County** was \$421,250, decreasing from \$422,600, since 24Q4.
- **Washington State** was \$614,400, decreasing from \$641,700, since 24Q4.

0.2.1 Residual Net Migration



0.2.1 Residual Net Migration

Why is this important?

There is more to the population of Walla Walla County's residents than a simple tally of their numbers. Net migration offers a deeper look at the number of residents by examining the impact of people who have moved into or out of the county. To understand net migration, one must first understand its pieces. Population change is the amount by which the population grows or shrinks from one year to the next. Natural increase is calculated by subtracting the number of deaths from the number of births. So, residual net migration is essentially the number left over when you take population change and remove the natural increase. In other words, Migration = (population in latter year - population in earlier year) - (births - deaths).

The trend of net migration is an important one because it helps businesses, planners, developers, and local leaders have a deeper understanding of the composition of the county's population. Often, population growth stemming from in-migration will bring different demands for goods and services than that from natural increase. Take, for example, public education. Population growth due to natural increase will ultimately bring a demand for public school seats. The same demand may not happen with population growth from net migration. Knowing this composition should give community leaders a better tool in predicting and meeting the community's needs. In a sense, net migration is a measure of the popularity of a community or region. In rapidly growing communities, net migration contributes more to population growth than the natural increase component.

This indicator measures the residual net migration of Walla Walla County based on the population gain or loss due to migration in and out of the area. Washington State is offered as a benchmark. Additional information, including the total residual net migration in the state, can be found in the "Download Data" section.

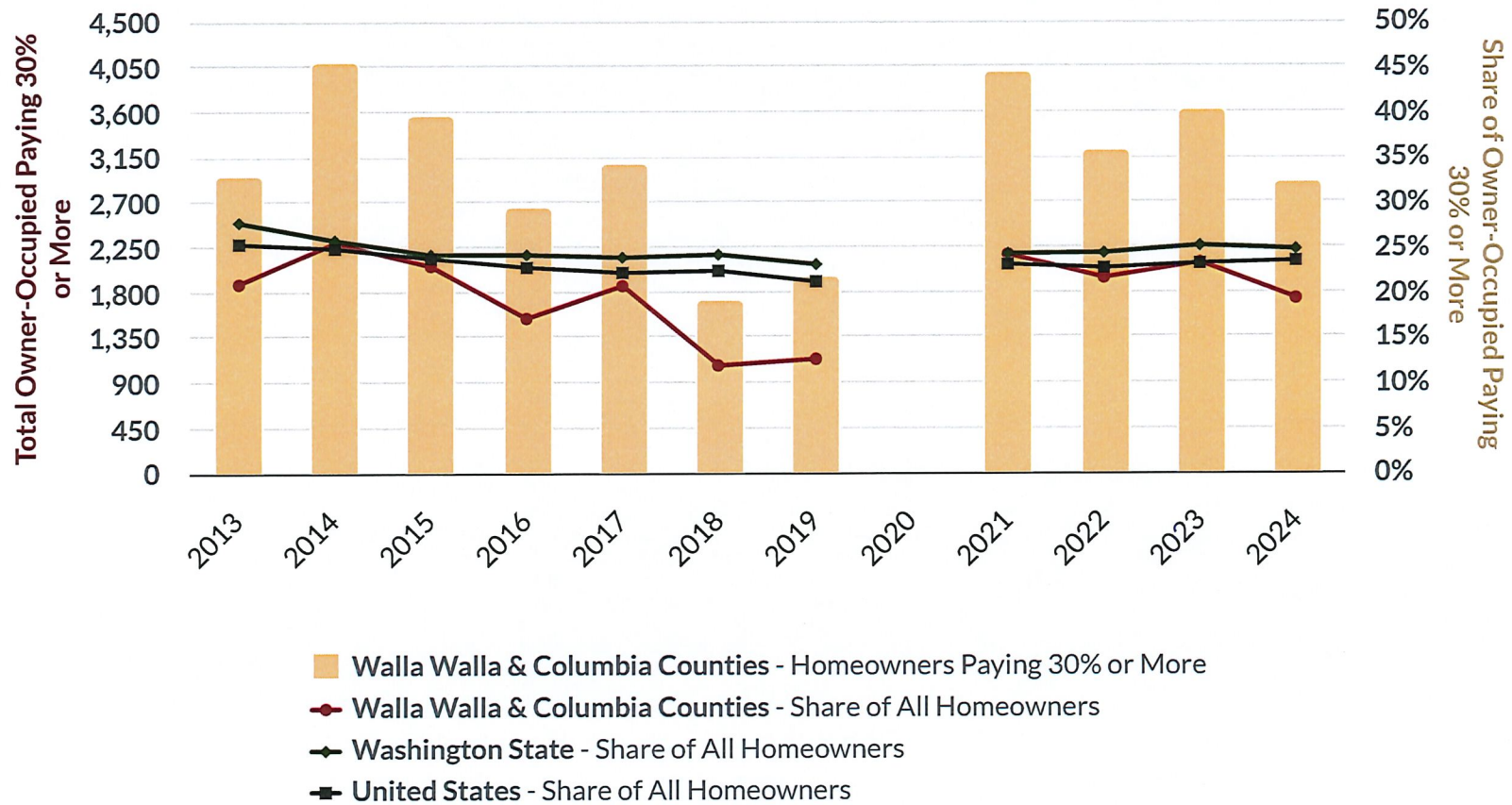
Where are we?

From 2024 to 2025, the residual net migration in **Walla Walla County** was 546 people.

From 2024 to 2025, the residual net migration as a share of the total population in:

- **Walla Walla County** was 0.86%.
- **Washington State** was 0.76%.

5.1.6 Total and Share of Owner-Occupied Paying 30% or More of Their Household Income for Shelter Costs



5.1.6 Total and Share of Owner-Occupied Paying 30% or More of Their Household Income for Shelter Costs

Why is this important?

Lack of adequate and affordable housing is a significant problem throughout many communities across the United States, but especially for low income families and individuals. Too much of scarce funds going to housing may lead to too little going to a household's other necessities.

At least since the early 1980s, federal housing authorities have suggested that 30% of a household's income is the threshold under which housing is considered "affordable." This 30%-of-income standard says that non-housing needs, i.e. costs for basic necessities such as clothing, food, and other non-housing monthly bills, can be met with 70% of a household's annual income. It also suggests that when housing costs are at or less than 30% of a household's income, the household's ability to save for future needs or emergencies becomes easier. When costs become larger than 30%, however, saving is significantly reduced or eliminated, and meeting basic needs with the left-over income becomes more difficult. The risk of foreclosure also becomes higher.

The 30% (and 50%) income to housing costs ratio is also referred to by the U.S. Census as the "housing-cost burden." Those above the 30% ratio but below 50% are considered to have a "moderate housing-cost burden." Those households with a ratio greater than 50% are considered to have a "severe housing-cost burden." According to the [U.S. Census American Community Survey](#), the data source, homeowner housing costs are "the sum of payments for mortgages, deeds of trust, contracts to purchase, or similar debts on the property (including payments for the first mortgage, second mortgages, home equity loans, and other junior mortgages); real estate taxes; fire, hazard, and flood insurance on the property; utilities (electricity, gas, and water and sewer); and fuels (oil, coal, kerosene, wood, etc.)." Local developers, local government, and development agencies can use data on affordable housing to assess needs for future homeowners. From an economic development perspective, housing affordability can impact a community's ability to attract and retain workers.

This indicator measures the estimated total and share of all homeowners residing in Walla Walla County, who spend 30% or more of their household income on housing costs. Washington State and the U.S. are offered as benchmarks.

Where are we?

During 2024, the total number of homeowners paying 30% or more of their household income on housing costs in **Walla Walla & Columbia Counties combined** was 2,895, decreasing by 2.0%, or from 2,955 since 2013.

During 2024, the share of homeowners who were paying 30% or more of their household income on housing costs in:

- **Walla Walla & Columbia Counties combined** was 19.2%, decreasing from 20.8% since 2013.
- **Washington State** was 24.7%, decreasing from 27.7% in 2013.
- **The U.S.** was 23.4%, decreasing from 25.3% in 2013.

WALLA WALLA REGIONAL AIRPORT Commercial Air Load Factor Report

Year 2026: Outbound (Walla Walla to Seattle)

Flight #	Jan 2026	Feb 2026	Mar 2026	Apr 2026	2026 Year End	Apr 2025	2025 Year End	2024 Year End	2023 Year End	2022 Year End
5:00 AM	62.12%	67.90%	76.06%	67.98%	68.70%	70.75%	72.65%	69.94%	70.20%	81.15%
Rev Pass.	1,322	1,445	1,792	1,550	6,109	1,613	19,325	18,126	5,602	14,432
No. of Flights	28	28	31	30	117	30	350	341	105	234
1:45 PM	55.94%	56.53%	59.39%	63.60%	58.88%	66.84%	71.20%	69.43%	76.63%	71.45%
Rev Pass.	1,318	1,203	1,309	1,450	5,280	1,524	19,373	18,785	21,024	19,278
No. of Flights	31	28	29	30	118	30	358	356	361	355
Average	58.88%	62.22%	68.00%	65.79%	63.77%	68.79%	71.92%	69.68%	75.18%	75.31%

Outbound Ranking:

Year 2026: Inbound (Seattle to Walla Walla)

Flight #	Jan 2026	Feb 2026	Mar 2026	Apr 2026	2026 Year End	Apr 2025	2025 Year End	2024 Year End	2023 Year End	2022 Year End
1:05 PM	72.45%	66.92%	78.95%	75.26%	73.54%	77.81%	78.89%	76.29%	77.30%	82.57%
Rev Pass.	1,707	1,424	1,860	1,716	6,707	1,774	21,523	20,699	21,209	22,402
No. of Flights	31	28	31	30	120	30	359	357	361	357
11:50 PM	51.64%	53.17%	60.39%	59.39%	56.30%	62.72%	61.57%	59.88%	53.53%	61.90%
Rev Pass.	1,099	1,091	1,377	1,354	4,921	1,430	16,377	15,428	4,231	11,056
No. of Flights	28	27	30	30	115	30	350	339	104	235
Average	62.58%	60.17%	69.82%	67.32%	65.11%	70.26%	70.34%	68.30%	71.99%	74.36%

Inbound Ranking:

Combined Average

	Jan 2026	Feb 2026	Mar 2026	Apr 2026	2026 Year End	Apr 2025	2025 Year End	2024 Year End	2023 Year End	2022 Year End
Combined Average:	60.73%	61.19%	68.91%	66.56%	64.44%	69.53%	71.13%	68.99%	73.58%	74.84%

Overall Ranking:

Summary				
Overall Ranking:	4	3	1	2
Outbound Ranking:	4	3	1	2
Inbound Ranking:	3	4	1	2

↓
 (2)RT. MRG Ends in Aug.
 ↓
 (1)RT Jan-Aug & MRG (2)RT Sept-Dec.
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 (2)RT Jan-Sep & (1)RT Oct-Dec.

4/2026 Cancel	Reason	4/2025 Cancel	Reason
0		0	

0		0	
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0		0	
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4/2026 Cancel	Reason	4/2025 Cancel	Reason
0		0	

0		0	
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0		0	
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**Walla Walla Regional Airport
Monthly Passenger Enplanements (Outbound)**

	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT		NOV		DEC	
	Rev	Non	Rev	Non	Rev	Non	Rev	Non	Rev	Non	Rev	Non	Rev	Non	Rev	Non	Rev	Non	Rev	Non	Rev	Non	Rev	Non
2015 Enplanements	2,789	90	2,973	88	3,444	87	3,334	112	3,661	98	3,528	115	3,379	123	3,500	113	3,520	107	3,782	101	3,549	112	3,800	90
2015 Y-T-D	2,789	90	5,762	178	9,206	265	12,540	377	16,201	475	19,729	590	23,108	713	26,608	826	30,128	933	33,910	1,034	37,459	1,146	41,259	1,236
2016 Enplanements	3,102	97	3,041	94	3,890	106	3,938	132	4,220	142	4,567	124	3,722	144	3,973	150	4,063	144	4,615	117	4,007	116	4,284	111
2016 Y-T-D	3,102	97	6,143	191	10,033	297	13,971	429	18,191	571	22,758	695	26,480	839	30,453	989	34,516	1,133	39,131	1,250	43,138	1,366	47,422	1,477
2017 Enplanements	3,881	151	3,517	154	4,576	155	4,123	129	4,059	140	4,360	158	3,541	153	4,122	155	3,791	142	4,452	86	4,532	81	4,642	88
2017 Y-T-D	3,881	151	7,398	305	11,974	460	16,097	589	20,156	729	24,516	887	28,057	1,040	32,179	1,195	35,970	1,337	40,422	1,423	44,954	1,504	49,596	1,592
2018 Enplanements	3,940	140	3,811	124	4,765	100	4,338	93	4,629	123	4,454	116	4,249	171	3,881	105	3,526	80	3,735	91	3,862	101	4,473	94
2018 Y-T-D	3,940	140	7,751	264	12,516	364	16,854	457	21,483	580	25,937	696	30,186	867	34,067	972	37,593	1,052	41,328	1,143	45,190	1,244	49,663	1,338
2019 Enplanements	3,102	113	2,601	50	4,095	107	3,994	136	4,595	119	4,714	106	4,095	146	4,202	108	4,379	94	4,694	95	4,152	110	4,791	78
2019 Y-T-D	3,102	113	5,703	163	9,798	270	13,792	406	18,387	525	23,101	631	27,196	777	31,398	885	35,777	979	40,471	1,074	44,623	1,184	49,414	1,262
2020 Enplanements	3,545	74	3,435	92	1,763	47	116	9	356	14	773	19	938	47	1,331	89	1,340	53	1,854	67	1,664	68	1,553	57
2020 Y-T-D	3,545	74	6,980	166	8,743	213	8,859	222	9,215	236	9,988	255	10,926	302	12,257	391	13,597	444	15,451	511	17,115	579	18,668	636
2021 Enplanements	1,557	62	1,508	44	2,546	68	2,971	108	3,957	81	4,287	79	3,867	74	3,842	43	3,909	67	3,447	86	3,604	52	3,784	44
2021 Y-T-D	1,557	62	3,065	106	5,611	174	8,582	282	12,539	363	16,826	442	20,693	516	24,535	559	28,444	626	31,891	712	35,495	764	39,279	808
2022 Enplanements	2,593	78	2,730	63	3,851	95	3,275	67	3,600	61	3,451	63	3,140	88	3,121	99	2,101	44	2,006	42	1,926	35	1,921	29
2022 Y-T-D	2,593	78	5,323	141	9,174	236	12,449	303	16,049	364	19,500	427	22,640	515	25,761	614	27,862	658	29,868	700	31,794	735	33,715	764
2023 Enplanements	1,807	47	1,672	41	1,825	29	1,713	39	1,781	52	1,884	45	1,754	73	1,766	45	2,788	83	3,410	84	3,264	81	2,962	74
2023 Y-T-D	1,807	47	3,479	88	5,304	117	7,017	156	8,798	208	10,682	253	12,436	326	14,202	371	16,990	454	20,400	538	23,664	619	26,626	693
2024 Enplanements	2,382	60	2,507	91	3,227	127	2,833	115	3,138	124	3,235	122	3,029	134	2,936	108	3,557	86	3,570	118	3,200	149	3,297	97
2024 Y-T-D	2,382	60	4,889	151	8,116	278	10,949	393	14,087	517	17,322	639	20,351	773	23,287	881	26,844	967	30,414	1,085	33,614	1,234	36,911	1,331
2025 Enplanements	2,785	111	2,838	112	3,450	127	3,137	140	3,638	102	3,572	105	3,279	93	2,957	112	3,327	119	3,473	106	3,043	124	3,317	83
2025 Y-T-D	2,785	111	5,623	223	9,073	350	12,210	490	15,848	592	19,420	697	22,699	790	25,656	902	28,983	1,021	32,456	1,127	35,499	1,251	38,816	1,334
2026 Enplanements	2,640	108	2,648	120	3,101	125	3,000	145																
2026 Y-T-D	2,640	108	5,288	228	8,389	353	11,389	498	11,389	498	11,389	498	11,389	498	11,389	498	11,389	498	11,389	498	11,389	498	11,389	498
2026 vs. 2025 Comparison																								
Mthly % Change - 25 to 26	-5.2%		-6.7%		-10.1%		-4.4%		-100.0%		-100.0%		-100.0%		-100.0%		-100.0%		-100.0%		-100.0%		-100.0%	
% Change YTD - 25 to 26	-5.2%		-6.0%		-7.5%		-6.7%		-28.1%		-41.4%		-49.8%		-55.6%		-60.7%		-64.9%		-67.9%		-70.7%	
2026 Comparison																								
% Change from Mth Prior	-20.4%		1.9%		21.6%		-9.1%		16.0%		-1.8%		-8.2%		-9.8%		12.5%		4.4%		-12.4%		9.0%	

Walla Walla Regional Airport
Monthly Passenger Deplanements (Inbound)

	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT		NOV		DEC	
	Rev	Non	Rev	Non	Rev	Non	Rev	Non	Rev	Non	Rev	Non	Rev	Non	Rev	Non	Rev	Non	Rev	Non	Rev	Non	Rev	Non
2015 Deplanements	3,066	78	2,671	78	3,534	77	3,474	98	3,352	107	3,520	124	3,469	124	4,032	109	3,423	96	3,736	69	3,426	73	3,574	89
2015 Y-T-D	3,066	78	5,737	156	9,271	233	12,745	331	16,097	438	19,617	562	23,086	686	27,118	795	30,541	891	34,277	960	37,703	1,033	41,277	1,122
2016 Deplanements	3,212	90	3,046	99	3,836	81	3,921	137	3,925	148	4,382	152	3,750	143	4,526	149	4,076	144	4,474	116	3,872	118	4,103	105
2016 Y-T-D	3,212	90	6,258	189	10,094	270	14,015	407	17,940	555	22,322	707	26,072	850	30,598	999	34,674	1,143	39,148	1,259	43,020	1,377	47,123	1,482
2017 Deplanements	4,123	127	3,407	155	4,481	138	4,333	120	3,854	123	4,256	160	3,635	148	4,535	141	3,812	132	4,476	77	4,369	54	4,018	90
2017 Y-T-D	4,123	127	7,530	282	12,011	420	16,344	540	20,198	663	24,454	823	28,089	971	32,624	1,112	36,436	1,244	40,912	1,321	45,281	1,375	49,299	1,465
2018 Deplanements	4,242	119	3,862	133	4,619	93	4,528	92	4,562	126	4,244	123	4,144	155	4,108	72	3,156	73	3,533	89	3,573	102	3,843	98
2018 Y-T-D	4,242	119	8,104	252	12,723	345	17,251	437	21,813	563	26,057	686	30,201	841	34,309	913	37,465	986	40,998	1,075	44,571	1,177	48,414	1,275
2019 Deplanements	3,309	100	2,520	59	3,857	102	4,227	125	4,570	134	4,541	126	4,113	133	4,560	120	4,219	109	4,800	80	3,906	88	4,069	88
2019 Y-T-D	3,309	100	5,829	159	9,686	261	13,913	386	18,483	520	23,024	646	27,137	779	31,697	899	35,916	1,008	40,716	1,088	44,622	1,176	48,691	1,264
2020 Deplanements	3,733	59	3,461	109	1,919	46	104	5	372	12	738	23	910	50	1,431	72	1,274	51	1,801	60	1,451	62	1,486	50
2020 Y-T-D	3,733	59	7,194	168	9,113	214	9,217	219	9,589	231	10,327	254	11,237	304	12,668	376	13,942	427	15,743	487	17,194	549	18,680	599
2021 Deplanements	1,633	73	1,423	40	2,555	67	2,922	88	3,702	94	4,185	69	3,758	68	3,921	50	3,925	65	3,174	55	3,364	60	3,593	60
2021 Y-T-D	1,633	73	3,056	113	5,611	180	8,533	268	12,235	362	16,420	431	20,178	499	24,099	549	28,024	614	31,198	669	34,562	729	38,155	789
2022 Deplanements	2,485	57	2,640	62	3,669	109	3,354	64	3,477	73	3,422	77	3,174	96	3,407	87	2,202	27	1,951	45	1,831	33	1,760	38
2022 Y-T-D	2,485	57	5,125	119	8,794	228	12,148	292	15,625	365	19,047	442	22,221	538	25,628	625	27,830	652	29,781	697	31,612	730	33,372	768
2023 Deplanements	1,750	47	1,654	40	1,765	38	1,711	33	1,636	45	1,778	48	1,785	61	1,955	51	2,566	63	3,091	66	3,176	69	2,572	81
2023 Y-T-D	1,750	47	3,404	87	5,169	125	6,880	158	8,516	203	10,294	251	12,079	312	14,034	363	16,600	426	19,691	492	22,867	561	25,439	642
2024 Deplanements	2,464	66	2,401	85	3,101	127	2,988	114	3,055	108	3,099	146	2,972	141	3,235	101	3,422	86	3,542	109	3,030	122	2,910	87
2024 Y-T-D	2,464	66	4,865	151	7,966	278	10,954	392	14,009	500	17,108	646	20,080	787	23,315	888	26,737	974	30,279	1,083	33,309	1,205	36,219	1,292
2025 Deplanements	2,867	120	2,721	112	3,433	128	3,204	132	3,522	91	3,454	95	3,199	84	3,264	106	3,018	122	3,290	105	2,981	119	2,830	95
2025 Y-T-D	2,867	120	5,588	232	9,021	360	12,225	492	15,747	583	19,201	678	22,400	762	25,664	868	28,682	990	31,972	1,095	34,953	1,214	37,783	1,309
2026 Deplanements	2,806	112	2,515	124	3,237	103	3,070	148																
2026 Y-T-D	2,806	112	5,321	236	8,558	339	11,628	487	11,628	487	11,628	487	11,628	487	11,628	487	11,628	487	11,628	487	11,628	487	11,628	487
2026 vs. 2025 Comparison																								
Mthly % Change - 25 to 26	-2.1%		-7.6%		-5.7%		-4.2%		-100.0%		-100.0%		-100.0%		-100.0%		-100.0%		-100.0%		-100.0%		-100.0%	
% Change YTD - 25 to 26	-2.1%		-4.8%		-5.1%		-4.9%		-26.2%		-39.4%		-48.1%		-54.7%		-59.5%		-63.6%		-66.7%		-69.2%	
2026 Comparison																								
% Change from Mth Prior	-0.8%		-12.3%		19.0%		-10.6%		-100.0%		-100.0%		-100.0%		-100.0%		-100.0%		-100.0%		-100.0%		-100.0%	

Walla Walla County - Port's Economic Development Sales Tax Fund - 2026

Revenues	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	YTD
2024 Revenues	\$ 78,170	\$ 102,574	\$ 66,488	\$ 70,166	\$ 83,603	\$ 82,643	\$ 86,017	\$ 87,729	\$ 87,085	\$ 88,629	\$ 96,870	\$ 90,858	\$ 1,020,833
2025 Revenues	\$ 87,832	\$ 93,697	\$ 78,786	\$ 71,122	\$ 84,790	\$ 88,411	\$ 98,545	\$ 101,484	\$ 94,588	\$ 87,549	\$ 89,769	\$ 89,345	\$ 1,065,920
2026 Revenues	\$ 81,378	\$ 94,976	\$ 73,061	\$ 58,355	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 307,769
Fund Balance on 12/31/25				\$ 5,001,895									
2026 Sales Tax Received				\$ 307,769									
2026 Sales Tax Loan Repayment				\$ 20,700									
2026 YTD Balance				\$ 5,330,364									
2026 Fund Disbursement YTD				\$ 400,000									
Present Fund Balance				\$ 4,930,364									
Less Future Project Commitments				\$ 2,775,000	Projects 34, 47, 48, 50, 52, 53, 54 & 55								
Available Fund Balance				\$ 2,155,364	Updated: 05/22/26								

#	Project Fund Allocations	Amount	Funding	Disbursed	Year	Type
1-30	*** 30 Archived EDSTF Projects from Oct 2001 - Oct 2018 (Grants & Loans) ***	\$ 8,279,035				
31	February 2019 - City of Walla Walla - Spokane Street Improvement Project	\$ 250,000	Grant	Yes	2021	EDP
32	March 2020 - City of College Place - Southwest Wastewater Sewer Trunk Line Project	\$ 200,000	Grant	Yes	2021	EDP
33	December 2020 - City of Walla Walla - Heritage Square Redevelopment Project	\$ 200,000	Grant	Yes	2023	Non-EDP
34	December 2020 - Walla Walla County - Historical Courthouse Upgrade Project	\$ 200,000	Grant	No	(1)	Non-EDP
35	August 2021 - City of Waitsburg - Millrace Grade Improvement Project	\$ 80,000	Grant	Yes	2021	EDP
36	February 2022 - Walla Walla County-Fairgrounds Arena Expansion (Viewing Platforms)	\$ 200,000	Grant	Yes	2022	Non-EDP
37	February 2022 - Walla Walla County-Fairgrounds Arena Expansion (Viewing Platforms)	\$ 200,000	Loan	Yes	2022	Non-EDP
38	March 2022 - Prescott Joint Parks & Recreation - Prescott Pool Repairs and Upgrades Project	\$ 100,000	Grant	Yes	2022	Non-EDP
39	September 2022 - City of Waitsburg - Sewer System Relining Project	\$ 200,000	Grant	Yes	2022	Non-EDP
40	October 2022 - City of College Place - Lions Park Renovation Project	\$ 200,000	Grant	Yes	2024	Non-EDP
41	December 2023 - Walla Walla Community College - Farm to Fork Expansion Project	\$ 200,000	Grant	Yes	2026	Non-EDP
42	December 2023 - Port of Walla Walla/Walla Walla Regional Airport - Life Flight Hangar Project	\$ 200,000	Grant	Yes	2025	EDP
43	February 2024 - Walla Walla Public Schools - Multi-Sport Community Complex Project	\$ 200,000	Grant	Yes	2024	Non-EDP
44	February 2024 - Walla Walla County Rural Library District - Touchet Library Construction Project	\$ 200,000	Grant	Yes	2024	Non-EDP
45	June 2024 - Port of Walla Walla - WGBP Attalia Road Improvements	\$ 400,000	Grant	Yes	2024	EDP
46	June 2024 - Port of Walla Walla - Avery Business Park Infrastructure Project	\$ 200,000	Grant	Yes	2024	EDP
47	January 2025 - City of Walla Walla - Myra Road Extension Project	\$ 200,000	Grant	No		EDP
48	July 2025 - Port of Walla Walla - WDWS - Raindance/Railex Road Water Line Extension Project	\$ 400,000	Grant	No		EDP
49	August 2025 - Port of Walla Walla/Walla Walla Regional Airport - BLDG 315 E Cessna Avenue Project	\$ 176,914	Grant	Yes	2025	EDP
50	November 2025 - College Place Public Schools - Field House Project	\$ 200,000	Grant	No		Non-EDP
51	November 2025 - City of Prescott - Town Hall Expansion and Modernization Project	\$ 200,000	Grant	Yes	2026	Non-EDP
52	November 2025 - City of Prescott - Town Hall Expansion and Modernization Project	\$ 200,000	Loan	No		Non-EDP
53	February 2026 - Mill Creek Flood Control Zone District - Mill Creek Channel CAP 205 Flood Damage Reduction Project	\$ 1,000,000	Grant			EDP
54	February 2026 - Walla Walla County Public Works Department - Fishhook Park Road Project	\$ 200,000	Grant	No		EDP
55	March 2026 - City of Waitsburg - Waterline Improvement Project	\$ 400,000	Loan	No		Non-EDP
56		\$ -				
57		\$ -				
58		\$ -				
59		\$ -				
60		\$ -				
(1) 2023 - Project 34 was disbursed \$25K of its \$200K Allocation						
Total Fund Allocations to Date		\$ 14,485,949				

The Port has established on its website information on the Economic Development Sales Tax Fund. Information includes the background on the EDSTF, Port and Walla Walla County Interlocal Agreement, Historical Use of Funds, EDSTF Application, EDSTF Guiding Principles, and Walla Walla County's Comprehensive Plan - Appendix G (Projects that are eligible to receive EDSTF). Here is the link to the Port's website for information. www.portwallawalla.com/economic-development/economic-development-sales-tax-fund. Note: Eligible projects are those listed in Appendix G of the County of Walla Walla Comprehensive Plan and projects that can clearly demonstrate the tangible creation and/or retention of family wage jobs. EDP=Economic Development Project, Non-EDP=Non-Economic Development Project