GCB 1436 Exhibit A – Scope of Work

Pullman/Whitman County Freight Alternatives Study Background

Pullman is the central hub for many businesses, commerce, industrial areas, higher education facilities, and interstate commerce in Whitman County and the region. The primary north-south highway is SR195, which bypasses Pullman to the west, and is served by a business route following SR27 through downtown Pullman. North-south commerce in nearby Idaho uses US95 that passes through Moscow, Idaho, only 8 miles to the east. The two major routes are connected by SR270 which also passes through the heart of downtown Pullman. Since downtown Pullman is geographically constrained by steep hills, and follows the main river channel through downtown, the highways route through the heart of downtown. This results in a significant number of heavy trucks, farm implements, tankers, and other heavy equipment having only one primary route through the downtown core.

For decades, the City of Pullman and Whitman County have recognized the safety and functional shortcomings of the downtown area as it relates to freight movement. Frequent heavy trucks, implements, tankers with flammable materials, chemical haulers, and other large/heavy freight movements represent a threat to both safety and a positive downtown business environment. Historically, the State, City and County have studied various ways to shift freight movements out of the downtown corridor, through capacity improvements (north and south bypass concepts). These capacity improvements generally come at a very high cost. Projecting trends into the future, the freight traffic through downtown will only continue to increase, unless practical and affordable solutions can be identified and funded. Practical solutions are defined as context sensitive solutions that achieve community-defined outcomes at the lowest cost to the public. Practical solutions involve performance-based approaches to transportation decision making.

Purpose and Intent

Downtown Pullman has historically been an area where all transportation modes conflict in the congested downtown business area. This conflict includes pedestrians, bicycles, automobiles, delivery trucks, heavy commercial trucks, and freight traffic all competing for the same limited space. The enjoyment and character of the downtown area is diminished for those who live and work downtown, and the area is less friendly to business and community development. Safety of multiple modes can be compromised when heavy traffic and pedestrians/bicyclists interact on the same busy streets. Pullman City Council has recognized that reduction of freight traffic downtown would be a significant benefit to the many active transportation users, business sectors, and an improvement in overall quality of life and safety.

The purpose and intent of the study is to examine various innovative and practical solutions to reduce heavy truck traffic and regional freight movement within the Pullman downtown area, while providing safe, reliable and practical alternative route(s) for freight movements. Reducing freight movement through the downtown area is more important than ever, as Pullman began its $12.2 million downtown revitalization project in April 2024 that is proposed to provide more “Complete Street” improvements upon completion in November 2024. Maintaining a way to support freight movements through the region, including east-west freight movement between SR195 and US95 in Idaho and local freight destinations within Pullman and WSU is also very important. The solutions identified will be of critical

importance in informing the Pullman and Whitman County comprehensive land-use plans. Previous north and south capacity improvement corridor studies provided alternative freight routes for the region. The implementation of either of these routes is not currently considered a practical strategy without concurrent land use development due to the high cost to only address freight mobility issues. The City of Pullman maintains these routes as a part of the city's arterial street network in their comprehensive plan to provide land use development and serve as a mean to provide freight bypass of the Pullman downtown core. The study may analyze the use of these corridors as incrementally developed background corridors through the lens of practical solutions, but otherwise, the previously developed capacity solutions known as the north arterial option (US195 to Terre View Drive), and the south bypass option (SR195 to SR270 via Johnson Road) are not being studied within this scope of work as they are not practical solutions due to the high cost to develop them.

Study Approach and Alternatives

Practical solutions require a data driven approach that uses tools such as Transportation Systems Management and Operations (TSMO) Strategies. As defined by the Federal Highway Administration, TSMO Strategies are integrated strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system. Many management and operations strategies enable transportation agencies to provide better customer service in the near-term without incurring the high costs and time to implement major infrastructure projects. The study will strive to collaboratively identify performance measures, to seek lower-cost approaches and efficiencies to address safety, freight mobility, and multimodal interactions. The study effort will look at the Pullman Downtown Revitalization Plan and other local planning efforts and recently identified potential practical solutions that have been derived through collaborative planning processes.

Community engagement is an important factor in helping to develop practical solutions. Practical solutions are found when key stakeholders work together to identify approaches that are affordable, sustainable, and innovative. The community and other potential affected interests will be engaged throughout the study. To facilitate the analysis, the study will seek to obtain regional traffic data, including origin and destination data, and model the various potential solutions, as follows:

- Identify and research past studies that evaluated mitigation of freight mobility in downtown Pullman.
- Develop baseline assessment of existing conditions to be used in the development of an analysis of phased practical strategies. This will incorporate the City of Pullman's downtown modeling efforts, and any data available through the collaborating agencies (Palouse RTPO, WSDOT, Whitman County, etc.)
- Identify and recommend potential practical solutions within existing transportation routes and corridors: consider central Pullman freight bypass route, Kirkendahl/Sand Road route, or other yet to be identified routes, as well as modifications and/or improvements to existing signage/signals, routing, lane configurations, technology upgrades, and/or intersections, etc.

Existing Transportation Network and Conditions for Assessment

The following are potential elements to include in the analysis:

- Origin-destination data collection to support alternatives analysis, commonly referred to as “big data”, from cell phone records and vehicle GPS (no personally identifying information will be obtained with the data).
- Model existing conditions and proposed traffic modification scenarios using “big data” to determine impacts of scenarios.
- Existing freight movements, north-south, east-west.
- Safety performance measures/features.
- Managing congestion along the downtown corridor.
- Enhancing quality of life.
- Multi-modal safety strategies.

Targeted Study Outcomes

Outcomes for the study include a thorough understanding of freight movements in and around Pullman and understanding of potential practical solutions to reduce freight traffic in downtown Pullman while maintaining efficient freight movement through the region. The City of Pullman and Whitman County strive to understand the cost and benefit (effectiveness) characteristics of the various practical solutions to create a framework for future decision making by the community. The results will help inform future land use and funding decisions.

Study Guiding Principles/Elements

- Review City and County Comprehensive Plans.
- Facilitate input from stakeholders.
- Collaboratively develop a projected land use growth rate.
- Acquire freight and traffic movement data.
- Create model of transportation system performance analysis: capacity, operations, safety.
- Identify proposed transportation improvements.
- Assess interactions between various transportation modes.
- Incorporate the Pullman Downtown Revitalization Plan “Complete Streets” proposed geometrics within the analysis.
- Research, Identify and evaluate potential practical strategies in collaboration with partnering agencies. Develop primary emerging practical strategies to planning level & cost estimates.
- Model transportation system performance analysis using practical solutions options.
- Develop ranking of effectiveness (benefit) of the potential practical solutions.
- Develop “order of magnitude” practical solutions including a cost metric to evaluate emerging strategies.
- Assess short and long-term solutions rankings and buildability.
- Prepare single sheet summaries for each alternative for community presentation and future funding requests.
- Prepare a summary report on the preliminary findings.

Technical Advisory Group

The study impacts several regional agencies. Coordination of a technical advisory group (TAG) is required by the consultant to solicit ideas, coordinate agency and interagency priorities, affirm designs/standards,

and discuss funding strategies and opportunities. The TAG would include the following agencies:

- City of Pullman
- WSDOT
- Whitman County
- Palouse RTPO
- Port of Whitman

Community Engagement

The consultant shall implement a process to engage and solicit feedback from the City of Pullman and Whitman County community. The consultant will develop a public engagement program upon selection, subject to approval of the TAG and local agency.