



Environmental Screening Tool Quick Reference Guide

Development of a Purpose and Need Statement

Introduction:

The ETDM process is intended for major transportation improvement projects, such as:

- New roadways or a new location
- Addition of new lanes to a roadway
- New fixed rail transit construction
- Public transportation projects
- New bridge construction
- Bridge widening
- New interchange or major interchange modification
- Major capital improvements (intermodal centers and transit centers)

If the Purpose and Need (P and N) Statement is being developed for a project to be entered into the Planning Screen, the project description and primary objective or “purpose” (i.e. increase capacity, improve drainage, improve safety, etc.) may be very conceptual in nature. The “need” may be based on preliminary information and planning level analyses, using a number of techniques and approved methodologies with varying degrees of sophistication and accuracy.

A project being entered into the Programming Screen has been funded or “programmed” in the work program of a local government, Florida Department of Transportation (FDOT), or another implementing agency. Typically, a project entering the Programming Screen has undergone another level of evaluation (i.e. feasibility study, corridor study, master plan, bridge inspection report, interchange justification/modification report, etc.). As a result, the project description and P and N is usually better defined and documented.

A project that is being entered into the Project Development Screen should have a project description, as well as a P and N statement that is comprehensive and well documented. At this point, the scope of the project should be clearly defined.

Format for the Quick Reference Guide

The format for this guide is based on an approved P and N statement for SR 60 in Hillsborough County as the Sample Project. Each suggested section of the P and N is presented first, followed by the Key Information required for the section. Please note that the “Key Information” will not be applicable to all types of projects. Also included are suggested resources or references to use in obtaining the information that is required for each section of the document. If a section outlined below is not applicable to the Need of the project it is not required to be included.



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SAMPLE PROJECT:

SR 60 FROM DOVER ROAD TO SR 39 (ETDM #7741)

Hillsborough County

Project Description Summary

This project is proposed to add two lanes to SR 60, an existing 4-lane divided arterial, expanding it to a 6-lane divided arterial from Dover Road to SR 39. Based on these limits, this project is 6.01 miles. The portion of SR 60, to the west, from Valrico Road to Dover Road (ETDM #4131) was reviewed by the ETAT in October/November 2005.

Key Information:

- Name of project/facility
- Description of the proposed improvement or new facility
- Project mode(s) of transportation (i.e. roadway, transit, rail, etc.)
- Location (city and/or county)
- Project termini
- Project Length (if roadway or bridge)
- Definition of area to be served by transit, rail, or other public transportation projects
- Description of alternate location(s), or study area, being considered for intermodal or transit centers
- One or two summary sentences describing the need for the proposed improvement

Resources:

- **Planning Screen** – Reference the MPOs' Long Range Transportation Plan (LRTP) in urban areas; city or county Capital Improvement Plans (CIPs) in rural and urban areas; master plans for various modal agencies; Transit Development Plans (TDPs), other public transportation studies/documents; if facility is part of the Strategic Intermodal System (SIS), reference FDOT SIS website <http://www.dot.state.fl.us/planning/SIS/designation.htm>; if new bridge, feasibility studies or studies of new crossings; if new interchange, interchange justification reports.
- **Programming Screen** – Resources listed above plus FDOT Work Program; SIS/FIHS Plan; in urban areas, MPOs' Transportation Improvement Program (TIP); check to see if any preliminary studies have been done (i.e. feasibility studies, corridor studies, modal plans, etc.); for bridge improvements, check bridge inspection reports; for interchange improvements/modifications, check interchange modification reports (IMRs).



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Purpose and Need Statement

Introduction

The purpose of this project is to address the need for two additional lanes of capacity to improve access and mobility due to the intense growth that continues to occur in this area of the County. The planned and approved development within the SR 60 corridor and the Brandon and Plant City areas will continue to generate significant volumes of traffic and operating conditions will worsen. Future traffic volumes will cause the facility to operate at an unacceptable Level of Service (LOS) based on standards adopted by Hillsborough County.

Key Information:

- One or two summary sentences describing the purpose and need for the proposed improvement.

Regional Connectivity

SR 60 is a major east-west arterial and is part of the Florida Intrastate Highway System (FIHS). The FIHS is comprised of interconnected limited and controlled access roadways including interstate highways, Florida's Turnpike, selected urban expressways and major arterial highways. The FIHS is part of a statewide transportation network that provides for movement of goods and people at high speeds and high traffic volumes. The FIHS is the Highway Component of the Strategic Intermodal System (SIS), which is a statewide network of highways, railways, waterways and transportation hubs that handle the bulk of Florida's passenger and freight traffic. East of I-75, SR 60 connects to a number of regional north-south routes including US 98, US 17, US 27, US 441, Florida's Turnpike, I-95, and US 1. SR 60 terminates at Highway A1A in Indian River County on the east; therefore, it provides an almost coast-to-coast route across the State. As an SIS/FIHS facility and part of the regional roadway network, SR 60 is included in the 2025 Regional Long Range Transportation Plan developed by the West Central Florida MPOs' Chairs' Coordinating Committee (CCC). SR 60 is a vital link in the regional transportation network that connects the Tampa Bay region to the remainder of the state and the nation.

Key Information:

- Transportation system linkage or connectivity (i.e. if more local facility, discuss how it provides connections to the regional transportation network; if a regional facility, discuss how it links to statewide and/or national network.
- Traffic circulation, access, mobility.

Resources: Reference the SIS webpage to determine if project is on the SIS, Emerging SIS or SIS connector; in urban areas, reference the LRTP summary to see if there is discussion on regional planning; also, if there is a regional planning organization or forum (i.e. West Central Florida Chairmen's Coordinating Committee or CCC, Central Florida MPO Alliance, etc.), check to see if



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proposed project is part of a designated regional network or regional system. Some counties have designated facilities as existing or future “truck routes”, and that information should be mentioned in this section.

Plan Consistency

The proposed improvement is included in the SIS 2030 Highway Component Unfunded Needs Plan dated April 2005; however, it is not included in the FIHS 2025 Cost Feasible Plan Update, dated August 2003. This project is consistent with the Transportation Element of the Hillsborough County Local Government Comprehensive Plan adopted in March 2001 and last amended in January 2005. It is also included in the Hillsborough County MPO’s 2025 Long Range Transportation Plan (LRTP) adopted on November 10, 2004.

Key Information:

- Include all plans or studies that include the proposed project, along with the date the plan/study was adopted/completed.
- If the project is not included in a specific plan, but supports the goals and objectives of the plan, that should be stated as well (i.e. a transit facility in a specific location may not be included in the comprehensive plan for a certain local government; however, construction of such a facility may support the overall goals and objectives of the applicable comprehensive plan).
- If the project is included in a plan that has a “needs” component, as well as a “cost feasible” component, please state which component includes the proposed project.
- Existing statutory and regulatory planning and conformity requirements must be met with regard to the Statewide Transportation Improvement Plan/Transportation Improvement Plan (STIP/TIP) and the Florida Transportation Plan prior to the Federal Highway Administration (FHWA) signing a Record of Decision (ROD), or Finding of No Significant Impact (FONSI), or approving a Categorical Exclusion (CE) for a project. Prior to the FHWA signing a ROD, FONSI, or approving a CE for a proposed regionally significant project, the Division will be taking the additional step to ensure the applicable planning requirements for inclusion of the project in the appropriate plan, TIP, and STIP are met.

Resources: Reference the SIS webpage to determine if project is on the SIS or SIS connector; in urban areas, determine if project is consistent with LRTP Needs Plan or Cost Feasible Plan; if there is a regional planning organization or forum, check to see if proposed project is included in, or consistent with, any regional plans; reference the applicable local government comprehensive plan(s) transportation element, for consistency. If project is being implemented by a local government, check also for consistency with the local government’s CIP; if transit or intermodal facility, reference the applicable master plans, modal plans, studies, etc.



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Emergency Evacuation

SR 60 is a critical evacuation route and is shown on the Florida Division of Emergency Management's evacuation route network.

Key Information:

- State whether or not the proposed project is designated as an evacuation route, and by what agency (i.e. Florida Division of Emergency Management, city or county emergency management plans, etc.)

Resources: Reference the website for Florida Division of Emergency Management (www.FloridaDisaster.org/PublicMapping/index.htm); if no mention there, refer to the website for the applicable regional planning council (RPC) and check Emergency Evacuation Planning; if not there, go to the applicable city or county website and check under Emergency Management Plans. If the proposed project involves a facility that is not designated as an emergency evacuation route, state that the facility is not designated as such.

Future Population and Employment Growth in Corridor

The population of Hillsborough County, according to the 2000 Census, was 998,948. This reflected an average annual increase of 16,489 persons, or about 2 percent per year, since the 1990 Census. The Hillsborough MPO's LRTP is based on a future population estimate of 1,532,000. Based on the 2000 Census, employment was 672,400 and is projected to be 1,120,000 in 2025. This represents an increase in employment of approximately 67%. These socioeconomic projections are used in the Tampa Bay Regional Planning Model (TBRPM) to estimate travel demand in the future. The proposed project is within unincorporated Hillsborough County and between the cities of Brandon and Plant City. The Brandon planning area is projected to have the highest gross population growth, adding more than 59,526 people by 2025. Similarly, Brandon will experience the highest gross employment growth, adding more than 46,114 jobs over the 25-year planning period. This tremendous growth is largely due to the number of approved new office/commercial/residential developments in the area, many of which are Developments of Regional Impact (DRIs). SR 39, the eastern terminus for the proposed project provides direct access to Plant City, which is considered the residential, commercial and industrial hub of eastern Hillsborough County. Some predominant land uses in this area, in addition to residential and commercial, are agricultural, manufacturing, and warehouse/distribution centers. It appears these uses will continue to thrive and grow as part of the local economy.

Key Information: (Social demands or economic development; land use changes; population and employment growth in the project area)

- Social demands or economic development
- Employment growth
- Existing land use
- Projected land use



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- Large scale developments, or intensity of development
- Existing population
- Projected population
- Tourism
- Community expressed needs

Resources: In urban areas, reference the LRTP summary report for discussion on population and employment projections used in development of the latest update of the LRTP; also, the LRTP summary document may contain other pertinent narrative about general growth trends/economic development within specific planning areas. For all projects, a good reference is the website for the applicable RPC and look under Developments of Regional Impact (DRIs). The RPCs may also have general information about the region's growth and economy, or may have conducted studies relevant to this topic. If possible, get input from the FDOT District's DRI staff, RPC or local government staff regarding growth and/or development trends that may have contributed to the need for the proposed project.

Future Traffic

In 2004, SR 60 between Dover Road and SR 39 carried 30,500 Annual Average Daily Traffic (AADT) with 13% of the traffic being trucks. By 2030, SR 60 within these limits is expected to reach volumes of approximately 47,500 AADT. Based on the Generalized Annual Average Daily Volumes for a four-lane divided facility from the Florida Department of Transportation 2002 Quality/Level of Service (LOS) Handbook, the existing LOS is "C". Without the proposed improvement, the operating conditions will continue to deteriorate resulting in a projected LOS "D". The accepted LOS standard for SR 60 within the proposed project limits is "B".

Key Information:

- Existing number of lanes
- Existing AADT
- Existing capacity
- Existing LOS
- Future number or lanes
- Projected AADT and source (i.e. from trends, MPO model, etc.)
- Future capacity
- Projected LOS

Resources: For projects on the State Highway System (SHS), consult with the FDOT District for existing and future traffic information, as well as resulting LOS. You can reference the FDOT website for traffic count data <http://www.dot.state.fl.us/planning/statistics/trafficdata/default.htm>; however, some FDOT districts do not necessarily support the data presented by Central Office and prefer to provide their own traffic information. For county or city projects, some local government websites have their own traffic counting program data available. Also, check to see if any preliminary studies have been conducted (i.e. feasibility studies, corridor studies, master plans, etc.). If so, information contained therein would be pertinent to this section.



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Safety/Crash Rates

The actual crash rates per million vehicle miles for this study corridor from the Florida Department of Transportation Safety Office are shown for 2002 through 2004 together with the statewide average for similar facility types.

The safety ratio for 2002 was 2.129, 1.991 for 2003, and 1.987 for 2004 as compared to the statewide average which is 0.670.

Safety within the SR 60 corridor will be enhanced due to the additional capacity that will be provided. Roadway congestion will be reduced, thereby decreasing potential conflict with other vehicles.

Key Information:

- Crash data for the previous three (3) years (from base year of existing traffic), if applicable.
- If there are more general safety issues related to the proposed project, include that information in this section. For example, if the proposed project is a bridge replacement, information regarding structural integrity/deficiencies would be appropriate to include.
- If safety information is not readily available, and safety is not a primary consideration/objective of the proposed improvement, it is acceptable to provide a statement indicating such in this section.

Resources: For proposed projects on the SHS, crash data should come from the FDOT Safety Office (Tallahassee). If not on the SHS, check with the appropriate local government. Also, check to see if any special studies have been conducted that addressed safety of the proposed facility (i.e. safety studies, access management studies/plans, feasibility studies, corridor studies, bridge reports, etc.). If so, information contained therein would be pertinent to this section.

Transit

The transit component of the MPO's LRTP, calls for enhancing bus service on existing routes by increasing frequency and extending operating hours. The area east of Brandon and west of Plant City is currently served by the Hillsborough Area Regional Transit (HART) Authority, including some express route service. The transit needs assessment for the 2025 LRTP evaluated the potential to expand service to the Plant City/Dover area. In Plant City, fixed route service is provided by the Strawberry Connection and is supported financially by the City of Plant City.

Key Information:

- Existing transit service or transit amenities
- Existing deficiencies in transit system network or service
- Future transit service improvements or transit amenities
- Future transit system expansion or service enhancements



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Resources: In urban areas, reference the Transit Element of the MPO's LRTP; also, reference the Transit Development Plan (TDP) or other public transportation studies or plans. It may be desirable to consult with the FDOT District's Public Transportation staff for additional input and/or clarification of information contained in the various plans. Also, reference the SIS plan for the applicable geographic area/FDOT district.

Access to Intermodal Facilities and Freight Activity Centers

SR 60 is part of the highway network that provides access to regional intermodal facilities such as the Tampa International Airport, several general aviation airports, MacDill Air Force Base, a number of seaports, transit stations, cruise ship terminals and major CSX intermodal rail facilities. As such, SR 60 has been designated as an SIS corridor. Improvements to SR 60 will enhance access to activity centers in the area, and movement of goods and freight in the Tampa Bay region and across the State.

Key Information:

- Access to existing intermodal facilities or freight activity centers
- Access to future intermodal facilities or freight activity centers
- Access improvements/mobility enhancements to intermodal facilities or freight activity centers that may be included in the proposed project

Resources: Reference the SIS website for intermodal and freight information; also, check to see if any countywide or regional goods movement/freight planning studies have been conducted for the area (access the appropriate MPO website or the applicable regional planning council website); the MPO's LRTP summary report may include discussion relative to this section.

Relief to Parallel Facilities

The SIS 2030 Highway Component Needs Plan includes six-laning the subject project. Several other 4-lane segments of SR 60 through Hillsborough County are included in the FIHS 2025 Cost Feasible Plan Update dated August 2003. The expanded SR 60 may provide some relief to traffic wanting to avoid certain segments of I-4 that are experiencing high levels of congestion.

Key Information:

- Any roadways parallel to the proposed project that may experience some relief as a result of the improvement
- Enhanced access to, or improved mobility within, the overall transportation network that may result from the proposed project
- If the proposed improvement does not provide relief to a specific parallel facility, and does not improve overall mobility in the transportation network, include a statement indicating such in this section.



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Resources: There are no specific references. Review map of the entire regional transportation network, and considering the existing levels of congestion, access or overall mobility issues, make some judgments regarding any parallel facilities that might experience relief as a result of the proposed improvement.

Bicycles and Sidewalks

The MPO's LRTP includes bicycle and pedestrian improvements to enhance mobility of the communities in Hillsborough County. To accommodate pedestrians, sidewalks are planned for existing and new roadway facilities. Currently there are no sidewalks adjacent to SR 60 within the limits of the proposed improvement. The MPO's LRTP, however, includes sidewalk projects along SR 60.

Key Information:

- Existing bicycle and/or pedestrian accommodations
- Future bicycle and/or pedestrian accommodations
- Discuss connectivity to existing or future bicycle/pedestrian networks that may be provided by improvements included in the proposed project

Resources: In urban areas, reference the Bicycle/Pedestrian (or Non Motorized) Element of the MPO's LRTP; in both urban and rural areas, refer to the applicable city or county planning department website for any sidewalk and/or bicycle plans or policies. For projects that include multimodal recreational trails, check to see if the trails are part of any countywide, regional or statewide trail system.