

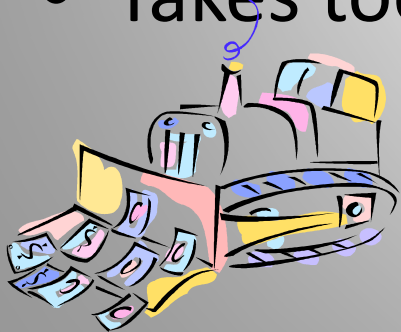
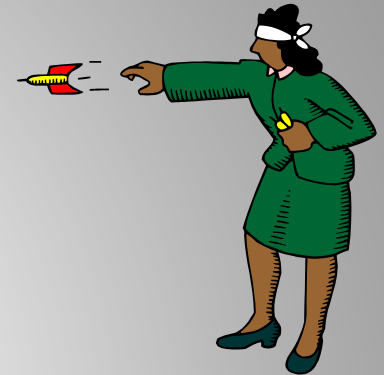
There Has to be a Need...to Give
Your Project a Purpose... Towards
Providing a Solution!”

What happens with a poor purpose and need?



Bad Purpose and Need Leads To :

- Poor decisions
- Wasted resources
- Solving wrong problem or overkill
- Doesn't get built
- Costs too much
- Takes too long



Practical Guidance

- P/N statements should be concise.
- No more than one or two paragraphs.
- Purpose: why the project is being proposed (note “why”, not “what”.)
- Helps to define what the project will deliver and what it will not
- Need: describes the problem to be addressed.
- Do not use what is listed in the Six Year Plan!

Practical Guidance

- Focus on transportation problems
- Will help advance a project efficiently
- Provide a clear basis for evaluating alternatives
- Are legally defensible
- It is the yardstick that we measure decisions against, particularly alternative solutions and decisions

Practical Guidance

- P/N statement should not discuss alternatives.
- It defines what can be considered reasonable, prudent, and practical alternatives.
- That is, it shouldn't say, "The purpose of this project is to build a six lane expressway on the current alignment of Main Street from Avenue A to Avenue D."

Why is P&N Import?

- Describes how the project was developed
- Presents a shared understanding of the transportation problems and objectives
- Assists in defining project scope
- Guides the development and evaluation of alternatives
- Avoids developing an ill-conceived project
- Ensures decisions are legally defensible



The Purpose and Need: The Backbone of Any Project!

Helps focus the scope, budget and schedule for a project

Why is P&N Import?

- Communicates and coordinates effectively with stakeholders and the public
- Evaluates alternatives
- Justifies impacts
- Establishes logical termini/independent utility
- Manages controversy

Basic Structure

- Project History
- Purpose Statement
- Need Elements
- Goals and Objectives – optional
- Summary
- Logical Termini/Independent Utility

Purpose and Need

Purpose

- Transportation problem(s) to be addressed
- Defines causes of existing problems
- Factual, quantifiable data

Need

- Transportation problem(s) to be addressed
- Defines causes of existing problems
- Factual, quantifiable data

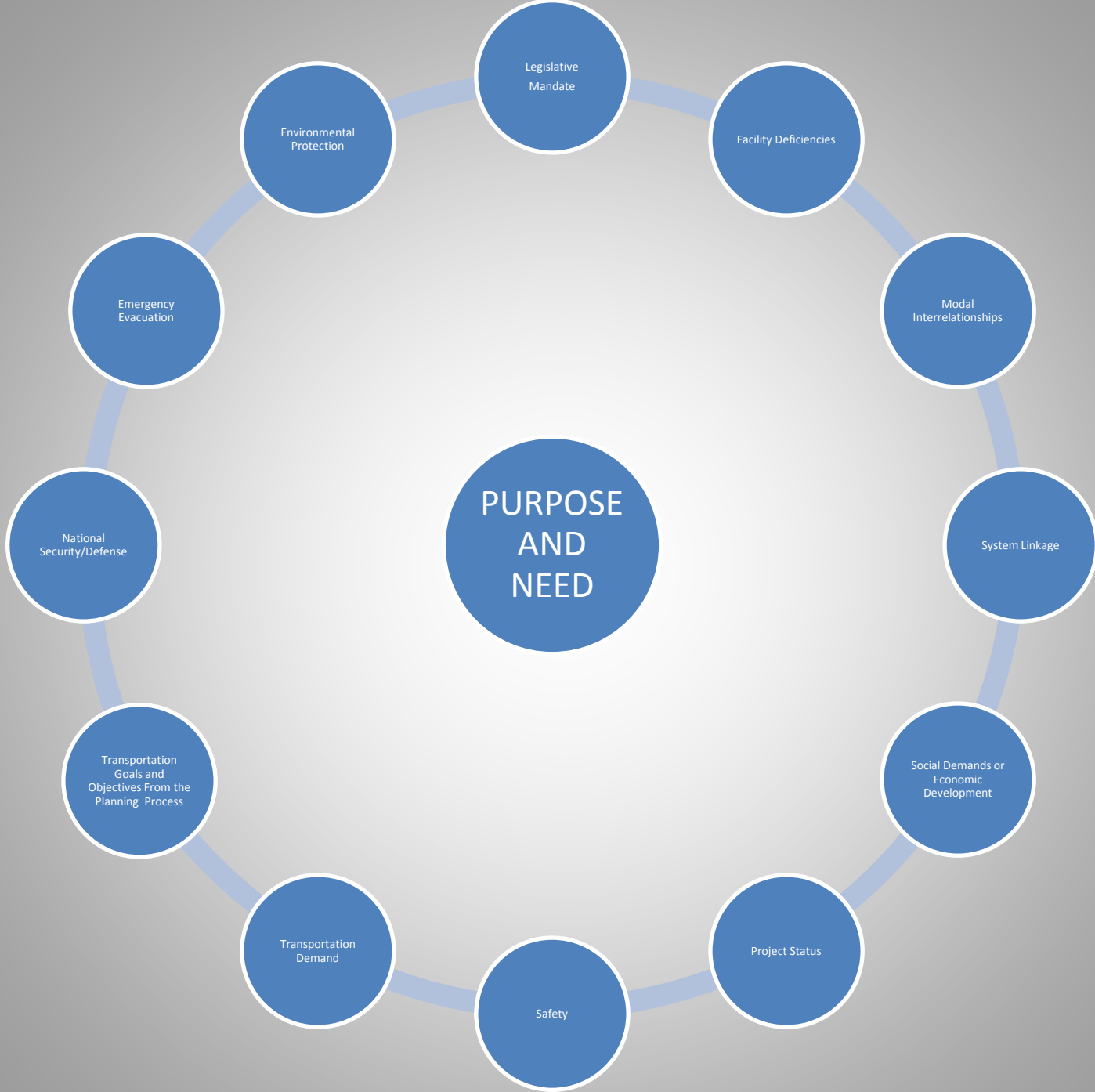
Purpose Statement

Clearly and concisely states primary objectives to be attained

- A range of potential purposes can exist
i.e. Mobility, Safety, Access
- Articulates the intended positive outcomes
An alternative that does not achieve primary purposes would be eliminated
- 1-2 sentences in length

Transportation Needs

- Quantified data obtained through analyses will determine if a well-defined and well-supported need exists
- Do not include any reference to solutions
- Need Elements
 - Defines existing and future conditions
 - Desired conditions
 - Determined by analyses
 - 1-2 well defined needs vs. several poorly supported needs
 - 1-2 paragraphs per need element



FHWA'S Nine Elements of Purpose and Need

Project Status

Capacity

System Linkage

Transportation Demand

Legislation

Social Demands or Economic

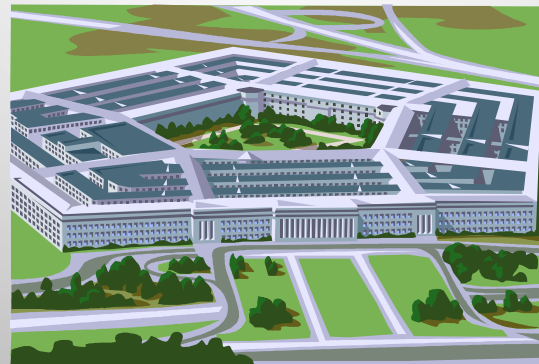
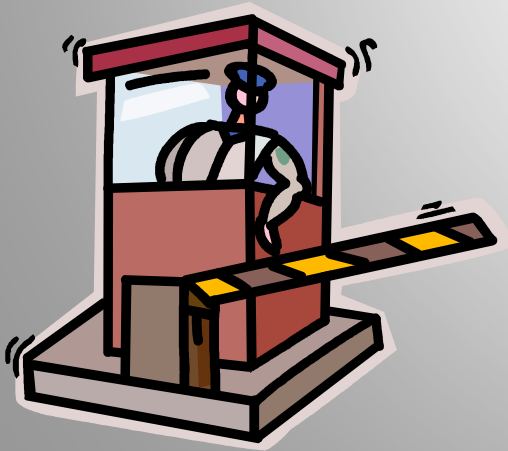
Modal Interrelationships

Safety

Roadway Deficiencies

Other Types of Transportation Needs

- National Security/Defense
- Emergency Evacuation
- Environmental Protection



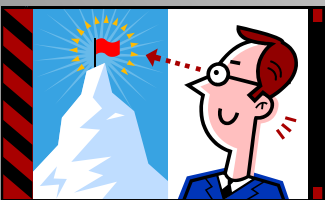
Goals & Objectives

- Optional and discretionary - come from planning
- Community perspective rather than a transportation perspective
- Consistent with and follows local plan
- Aids in the development of context sensitive solutions

Goals & Objectives



- Secondary elements/other desirable outcomes
- Is not a core purpose of the undertaking
- Goals are not a basis for eliminating alternatives in the screening stage
- May be a factor in the selection of a preferred alternative



Logical Termini

One Must Consider That

- A “whole” or integrated project should satisfy an identified need and should be considered in the context of the local area socioeconomics and topography, the future travel demand, and other infrastructure improvements in the area.

Framing a Highway Project: FHWA

Three General Principles

- connect logical termini and be of sufficient length to address environmental matters on a broad scope;
- have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and
- not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.
- all are interrelated and necessary for the development of an integrated project. (23 CFR 771.111(f))

Defining Logical Termini

- the rational end points for a transportation improvement
- the rational end points for a review of the environmental impacts.
- FHWA defines “logical termini” as major crossroads, population centers, major traffic generators, or similar major highway control elements.



Logical Termini

- Transportation problem begins and ends
- Federal Actions shall not be segmented
- Does not preclude phasing of construction under a single NEPA action
- State/County/Municipal boundaries are not end points



The termini chosen must be such that:

- environmental issues can be treated on a sufficiently broad scope to ensure that the project will function properly without requiring additional improvements elsewhere, and
- the project will not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Independent Utility

- Establishes independent significance
- May be implied by logical termini
- May need to be specifically addressed
- Distinct from project construction phasing
- Demonstrates that the project is not dependent on any other action

Segmentation

- may occur when a transportation need extends throughout an entire corridor, but project sponsors discuss the environmental issues and transportation need for only a segment of the corridor.



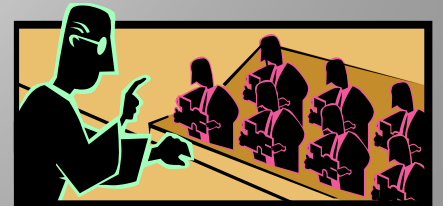
Points to Remember



- Must provide tangible, quantifiable data to support the need
- Comprehensive, specific, and concise
- Include appropriate maps, illustrations, photos, charts, graphs, spreadsheets, etc., in appendices
- Re-examine and update P&N as appropriate throughout project development

Points to Remember

- Eliminate “FLUFF”
- “Just the Facts”
- Opinions do not count
- Avoid subjective words: May, Maybe, Likely, Could
- Avoid words with legal interpretations: Significant, Segment, and Hazardous





Points to Remember

- Define existing transportation problem(s)
- Identify and quantify needs to the level that independent utility can be established
- Establish logical termini
- Adequately evaluates, eliminates or advances alternatives



Purpose and Need Links

- [KYTC Design Website Link](#)
- www.environment.fhwa.dot.gov/projdev/tdmneed.htm
- www.environment.fhwa.dot.gov/projdev/tdmelements.htm
- www.environment.fhwa.dot.gov/projdev/impTA6640.htm
- <http://www.ncdot.org/planning/statewide/PN-report-8-29dist.doc>
- <http://www.ncdot.org/doh/preconstruct/tpb/PDF/IP-NCPurpose&NeedGuidance-V2-Feb-09.pdf>
- The AASHTO Practitioner's Handbook on *"Defining the Purpose And Need And Determining The Range of Alternatives For Transportation Projects"* provides a good summary of relevant court decisions related to P&N. environment.transportation.org/pdf/PG07.pdf