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- None.

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SECTION 1900.00 - SOCIAL AND ECONOMIC CONDITIONS

SECTION 1910.00 - INTRODUCTION

This section discusses considerations related to potential social and economic impacts of a transportation project, including the following categories:

- ***Social***— Impacts on community cohesiveness, changes in neighborhood travel patterns, accessibility, recreation, school districts or community facilities, traffic safety and public safety, and environmental justice issues specifically affecting residents such as those who depend on public transportation and those who live in areas where elements of the environment such as air, water, and groundwater have been degraded.
- ***Economic***— Impacts to the local economy and long-term impacts that may lead to significant economic loss of business and employment.
- ***Housing***— Impacts on established housing areas.
- ***Relocation***— Impacts that would require relocation of people, housing, or businesses. For related information on environmental justice issues, see [Section 2000.00](#).

Many, if not most, ITD projects will not require the depth of detail concerning social and economic impacts that is presented here.

1910.01 Summary of Requirements. Under NEPA implementing regulations, social and economic impacts of transportation projects must be assessed and documented.

1910.02 Abbreviations and Acronyms.

ADA	Americans with Disabilities Act
CIA	Community Impact Assessment
EJ	Environmental Justice
USDOJ	United States Department of Justice

1910.03 Glossary.

Joint Development— Participating cooperatively with a local jurisdiction or private party in an element of the project or impact mitigation.

SECTION 1920.00 - APPLICABLE STATUTES AND REGULATIONS

1920.01 National Environmental Policy Act. The National Environmental Policy Act (NEPA), 42 USC 432, requires that all actions sponsored, funded, permitted, or approved by federal agencies take a systematic, inter-disciplinary approach in considering environmental and community factors in decision making. Federal implementing

regulations are in 23 CFR 771 (FHWA) and 40 CFR 1500-1508 (CEQ). For details on NEPA procedures, see [Section 200.00](#).

1920.02 Uniform Relocation Assistance and Real Property Acquisition Act. This 1970 statute, amended in 1987, establishes a uniform policy for the fair and equitable treatment of individuals and businesses displaced as a direct result of programs or projects undertaken by a federal agency or with federal financial assistance. The primary purpose of this act is to ensure that such persons shall not suffer disproportionate injuries as a result of programs and projects designed for the benefit of the public as a whole and to minimize the hardship of displacement. The act is available online at FHWA's web site: <http://www.fhwa.dot.gov/> Click on FHWA Programs, then Environment, then Environmental Justice, then The Facts, then Legislation and Guidance. Or visit the site at <http://www.fhwa.dot.gov/environment/ejustice/facts/index.htm#legislation>.

SECTION 1930.00 - POLICY GUIDANCE

No specific federal or state plans or policies address social or economic issues that might provide guidance for ITD staff. Local comprehensive plans may contain policies addressing social issues and/or economic development. These plans should be reviewed during preparation of NEPA or 4(f) studies. See also [Section 1700.00](#), [Section 1800.00](#) and [Section 2000.00](#).

SECTION 1940.00 - TECHNICAL GUIDANCE

1940.01 ITD Social and Economic Reports. These studies should be performed in coordination with local agencies. See also the environmental justice Section 2000, which includes additional guidance.

1940.01.01 Social Elements. This Social Impacts Report covers such things as community cohesion, recreation, regional and community population characteristics and growth, public services, pedestrian and bicycle facilities, safety, and environmental justice. The "affected environment" covered by this report includes community cohesion (neighborhood population characteristics and linkages with churches, schools and other community facilities); parks and recreation activities and facilities; population characteristics and growth government, religious and social facilities and services; pedestrian and bicycle facilities); and environmental justice (see also [Section 2000.00](#)).

1940.01.02 Economic Elements. The Economic Impacts Report covers such things as the area's general economic climate, established business districts, and businesses related to transportation facilities. The "affected environment" covered by this report includes: overall economic climate, farm and business activity, employment, property values, and local economy.

1940.01.03 Relocation. The Relocation Impacts Report covers the potential for transportation projects to result in relocation of residences or businesses. The "affected environment" covered by this report includes: population characteristics (such as ethnicity and race, handicapped, elderly, family, income level, owner/tenant status); businesses (numbers and types of businesses and farms), employment, availability of replacement sites; and long term stability of the area. See also [Section 2000.00](#).

1940.02 FHWA Technical Advisory. FHWA Technical Advisory T6640.8A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents (October 30, 1987), gives guidance on preparing sections on social, economic, and relocation impacts, and joint development. Click for online details, [FHWA Technical Advisory T 6680.8A](#).

1940.02.01 Social Impacts. The environmental document should discuss the following for each alternative:

1. changes in the neighborhoods or community cohesion for various social groups as a result of the proposed action;
2. changes in travel patterns and accessibility (e.g., vehicular, commuter, bicycle, or pedestrian);
3. impacts on school districts, recreation areas, churches, businesses, and police and fire protection services (including both direct impacts to these entities and indirect impacts of displacing households and businesses);
4. impacts of alternatives on highway and traffic safety and on overall public safety;
5. social groups especially benefited or harmed by the proposed project, particularly disproportionate impacts to elderly, handicapped, transit-dependent, and minority and ethnic groups

1940.02.02 Economic Impacts. Where there are foreseeable economic impacts, the draft EIS should discuss the following for each alternative:

- The economic impacts on the regional and/or local economy such as development, taxes and public expenditures, employment opportunities, accessibility, and retail sales.
- Impacts on the economic vitality of existing highway-related businesses (e.g., gasoline stations and motels) and the overall local economy.
- Impacts of the proposed action on established business districts, and any opportunities to minimize or reduce such impacts by the public and/or private sectors.

1940.02.03 Relocation Impacts. Following is a summary of information regarding households and businesses that should be discussed for each alternative when a proposed project will result in displacements:

- Estimated number and characteristics of households to be displaced.
- Comparison of available housing with the housing needs of these households.
- Affected neighborhoods, public facilities, non-profit organizations, and families; special relocation considerations and the measures proposed to resolve these relocation concerns.
- Measures to be taken if available alternate housing is inadequate.
- Estimate of the numbers, descriptions, types of occupancy (owner/tenant), and sizes (number of employees) of businesses and farms to be displaced. Describe

business or farm products and services, particular requirements, and specific availability of replacement sites or buildings.

- Coordination with local governments, organizations, groups, and individuals regarding residential and business relocation impacts, including any measures or coordination needed to reduce general and/or specific impacts.

The report should include a statement that (1) the acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and (2) relocation resources are available to all relocatees without discrimination. Plans to conduct these programs and provide these resources should be developed as well.

1940.02.04 Joint Development. Where appropriate, the draft EIS should identify and discuss joint development measures, undertaken by ITD in cooperation with a local jurisdiction or private party that will preserve or enhance an affected community's social, economic, environmental, and visual values. This discussion may be presented separately or combined with the land use and/or social impacts presentations. The benefits to be derived, those who will benefit (e.g., communities and/or social groups), and the entities responsible for maintaining the measures should be identified.

1940.03 Other FHWA Resources. The following FHWA publications on community impacts may be useful in analyzing social and economic impacts.

- *National Community Impact Assessment Research Design Team – Recommendations for Development of the Strategic Plan.* Prepared for FHWA by the Center for Urban Transportation Research, University of South Florida (April 1999).
- *Community Impact Mitigation Handbook.* Publication No. FHWA-PD-98-024 (May 1998).
- *Community Impact Assessment: A Quick Reference for Transportation.* Publication No. FHWA-PD-96-036 (September 1996). See description in [Section 2000.00](#).

These documents may in future be available online at FHWA's web site: <http://www.fhwa.dot.gov/> Click FHWA Programs, then Environment, then Environmental Justice (under Transportation), then Resources, or go to <http://www.fhwa.dot.gov/environment/ejustice/lib/index.htm>.

1940.04 Community Impact Assessment (CIA). The CIA process should begin during project planning. CIAs are typically performed for large, complex projects and not for Categorical Exclusions (CEs). Each CIA requires a study design and analysis that is unique to the community and project; however, the FHWA has identified the following steps for a successful and complete CIA.

1. Define project, study, and planning area: This includes project alternatives.
2. Develop a community profile: Use demographic data from the US Census, surveys, and any other methods necessary to fully identify communities within the study area.

3. Analyze impacts: Examine impacts of project and alternatives on identified communities.
4. Identify solutions: Address adverse impacts through avoidance, minimization, mitigation, and enhancement.
5. Use public involvement: Public involvement is critical to achieving a robust CIA, to satisfying environmental justice requirements, and to reaching a preferred alternative that the communities can live with.
6. Document findings: The audience for documentation includes decision makers, project implementers, and the public.

The CIA should state the source of all data collected and analyzed.

Reference

More specific information is available from FHWA - Community Impact Assessment, A Quick Reference for Transportation at www.fhwa.dot.gov/environment/cia.htm.

SECTION 1950.00 - PERMITS

None.

SECTION 1960.00 - NON-ROAD PROJECT REQUIREMENTS

Rail, aviation, and non-motorized transport systems are subject to the same policies, procedures, and permits that apply to road projects.