

PART 2, CHAPTER 4

COMMUNITY IMPACT ASSESSMENT

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PART 2, CHAPTER 4

COMMUNITY IMPACT ASSESSMENT

4.1 OVERVIEW

This chapter contains the Florida Department of Transportation's (FDOT's) procedures for conducting a Community Impact Assessment (CIA). Topics considered during a CIA include social, economic, land use changes, mobility, aesthetics effects, and relocations. Farmland is also considered during a CIA; however, it follows a different process for analysis provided in [Part 2, Chapter 6, Farmland](#) and is not included in the topics discussed in this chapter. The CIA process identifies and addresses potential effects of transportation projects on communities and community resources. The CIA process is collaborative, involving government agencies, the public, and other stakeholders, to ensure that community values and concerns receive consideration during project delivery and that no population groups are disproportionately affected.

4.2 PROCEDURE

FDOT proactively engages with communities in delivering transportation projects. The CIA process supports legal requirements during project development to consider and account for community resources that may be affected by project activities. Specific non-discrimination laws considered during the CIA process include those in [Table 4-1](#). Information gathered through the CIA process is carried forward and used to support decision-making throughout project delivery.

Table 4-1 Non-Discrimination Laws

Demographic Characteristics	Legal Authority for Protection from Discrimination
Race, color, or national origin	Title VI of the Civil Rights Act
Disability	Americans with Disabilities Act and Rehabilitation Act
Age	Age Discrimination Act of 1975
Gender	23 United States Code (U.S.C.) § 324
Handicap, age, race, color, sex, or national origin	23 Code of Federal Regulations (CFR) Part 771

The CIA process focuses on the topics listed in [Table 4-2](#). The topics are described in [Section 4.2.2.3.1](#).

Table 4-2 Community Impact Assessment Topics

<p>Social Demographics Community Cohesion Safety/Emergency Response Community Goals Quality of Life Special Community Designations</p> <p>Economic Business & Employment Tax Base Traffic Patterns Business Access Special Needs Patrons</p>	<p>Land Use Changes Land Use – Urban Form Local Plan Consistency Open Space Sprawl Focal Points</p> <p>Mobility Modal Choices <ul style="list-style-type: none"> ○ Pedestrian ○ Bicyclists ○ Transit Transportation Disadvantaged Connectivity Traffic Circulation Public Parking</p>	<p>Aesthetic Effects Noise/Vibration Viewshed Compatibility</p> <p>Relocation Potential Residential Non-Residential Public Facilities Businesses</p>
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The CIA process typically starts at the earliest planning stages of a project and continues throughout the project delivery process. Each successive phase builds on the data, analysis, and results of previous assessments to achieve the particular objectives of the project phase. The level of analysis required to determine potential project effects varies according to project phase, project context and scope, intensity of public interest, and potential for project effects. Projects qualifying for screening through the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) receive early consideration of CIA topics. Project types qualifying for ETDM screening are identified in the [ETDM Manual, Topic No. 650-000-002](#).

The ETDM screening evaluations available are:

1. Planning Screen – This initial screening identifies possible topics that need to be considered as the proposed project advances. This is the first opportunity for comments from other agencies, the public, and stakeholders.
2. Programming Screen - This screening builds upon the Planning Screen evaluation (if conducted) to further identify, refine, and understand potential project issues while supporting the development of a scope of service to complete the detailed analysis during the Project Development and Environment (PD&E) phase.

4.2.1 Projects Not Qualifying for Efficient Transportation Decision Making Screening

For projects not qualifying for an ETDM screening, such as Type 1 Categorical Exclusions (CEs) and Non-Major State Actions (NMSAs), consideration of the CIA topics is needed but an in-depth analysis is not required. The EST Area of Interest (AOI) tool may be used to obtain demographic and community focal point data for the CIA. If needed, a **CIA Technical Memorandum** may be prepared to address a potential adverse effect on one or more CIA topics. Additional information about **CIA Technical Memorandums** is provided in [Section 4.2.2.3](#).

4.2.2 PD&E Phase

The CIA process is an important part of the PD&E Study to comply with the **National Environmental Policy Act (NEPA)**, which requires federal agencies to consider the human environment in the decision-making process. The CIA process also applies to FDOT State Projects. Generally, as a project transitions from the ETDM screening to the PD&E phase, the CIA topics receive more detailed consideration.

In the PD&E phase, project detail is developed to the level necessary to accurately assess and address potential project effects on the social, cultural, natural, and physical environments and support project decisions. The PD&E Study considers the potential environmental impacts of a project and the community's need for safe and efficient transportation. The CIA is the portion of the study that considers potential effects, both positive and negative, on the human environment.

The CIA process supports the development of an Environmental Document. Information on the various types of Environmental Documents is provided in [Part 1, Chapter 2, Class of Action Determination for Federal Projects](#), and [Part 1, Chapter 10, State, Local, or Privately Funded Project Delivery](#). The level of assessment and documentation varies by project depending on the:

- Scale and complexity of the project
- Intensity of public interest
- Potential for significant impacts
- Degree and quality of information available from previous activities

CIA's are conducted for projects with minimal or no impact potential to those with greater impact potential. While CIA topics are considered, they are not usually evaluated in detail for projects with minimal or no impact. In determining the appropriate level of analysis and need for additional information for the CIA process, consider if the project would:

- Require large amounts of Right of Way (ROW).

- Displace a large number of people.
- Disproportionately affect a potentially distinct community or group.
- Cause a substantial increase or decrease in traffic through an area.
- Conflict with local government comprehensive plans.
- Impact community facilities, such as schools, parks, or churches.
- Impact historic districts or community landmarks.
- Adversely affect aesthetic features, such as a canopy road or scenic vista.
- Disrupt or divide a neighborhood.

In the PD&E phase, further evaluation of community effects may be unnecessary if:

- The CIA was adequately completed and potential community effects were adequately considered and documented during Planning phase;
- Conditions in the project area have not changed appreciably since the prior CIA, and
- A community concern is not identified during the Planning phase

Any CIA topic that was not adequately evaluated and documented during the Planning phase must be evaluated in the PD&E phase. Each of the CIA topics ([Table 4-2](#)) are discussed in the Environmental Document to show when and how they were considered in project decision-making.

4.2.2.1 Community Information and Data

Information from an earlier project phase or acquired in preparation for the PD&E Study can help determine the level of analysis for the CIA. For some projects, this information may indicate previously identified community concerns or topics requiring additional consideration such as potentially distinct communities or groups in the project vicinity.

Community information is used to describe the context of the project area including community facilities/services; presence of certain population groups; and indications of community values, concerns, and preferences. Sources for this information may include:

- EST (e.g., AOI Tool)
- Most recent U.S. Census Bureau data (e.g., American Community Survey)

- City/county/regional planners within government planning, transit, economic development, housing, and other departments
- Community plans or studies and related public involvement (e.g., neighborhood plan, redevelopment plan, public infrastructure/service plan, and corridor study)
- County property appraiser (e.g., parcel data)
- State licensing agencies (e.g., social service agency and business data)
- Bureau of Economic and Business Research (BEBR)
- Commercially available data sources (e.g., employment data)
- Local historical society (if the project is in a historic district or historically significant area)

A field review provides an opportunity to check for inconsistencies between data sources and field conditions. If needed, coordination with the Metropolitan Planning Organization (MPO)/Transportation Planning Organization (TPO), local government planners, and neighborhood groups can assist to identify community/neighborhood boundaries (e.g., local government jurisdiction, delineated neighborhood, and residential subdivision); special districts (e.g., school, legislative, historic, redevelopment, and employment); and community focal points, history, and goals.

4.2.2.2 Supporting Community Outreach

Special community outreach needs to support the CIA should be identified within the **Public Involvement Plan (PIP)**. Close coordination between the PD&E team's CIA analyst and public involvement coordinator throughout the CIA process will help maximize effectiveness and minimize duplication of efforts in obtaining public input.

Community outreach should be performed throughout the project development process to provide opportunity for input on the project, verify community data, and identify community concerns and preferences for project alternatives/features. The focus of PD&E phase community outreach is specific to community groups and neighborhoods with potential for project effects. The methods and level of community outreach should be tailored to the specific community, the nature of the project, and the potential for project effects. Special considerations may be necessary to effectively involve potentially distinct communities or groups.

For more information about the development of the **PIP** and public involvement techniques, see [Part 1, Chapter 11, Public Involvement](#) and the [FDOT Public Involvement Handbook](#).

4.2.2.3 Conducting Community Impact Assessments

The inventory of community data and public commentary are examined relative to each CIA topic to evaluate potential project effects. The CIA also analyzes interrelationships among the CIA topics and how various considerations contribute to the avoidance, minimization, or mitigation of project impacts. When no adverse effects are anticipated, a brief summary of the analysis and findings can be incorporated within the Environmental Document. If an adverse effect is anticipated for one or more CIA topics, then a **CIA Technical Memorandum** can be prepared to support the findings summarized in the Environmental Document. The **CIA Technical Memorandum** should only address the CIA topic(s) resulting in an adverse effect. See [Figure 4-1](#) for a suggested outline of the **CIA Technical Memorandum**. When preparing a separate **CIA Technical Memorandum** for FDOT Federal Projects, the cover page must include the **NEPA** Assignment standard statement and use the **Technical Report Cover Sheet, Form No. 650-050-38a**.

4.2.2.3.1 Potential Direct Effects

Direct effects include the potential for both positive and negative impacts from the project on the community. An example of a direct effect is increased customer exposure to a grocery store due to a higher level of vehicle traffic on a widened road. The widened road might also make it more difficult for a local transportation-disadvantaged population to walk across the road to access the grocery store. [Table 4-3](#) provides a list of considerations to assist in identifying direct effects for each CIA topic.

Social

Assessing the potential effects on community groups and community resources includes consideration of the following: disproportionate impacts related to **Title VI** populations (race, color, national origin, disability, age, or gender) and other nondiscrimination statutes; community cohesion (potential for the project to create/eliminate barriers to interaction); potential changes affecting the safety of pedestrians, bicyclists, and motorists; potential changes affecting emergency service response times; and whether the project complements or detracts from the community's goals or special designations (e.g., community redevelopment area). Understanding the community's history, goals, focal points, unique attributes, and quality of life features help identify potential project effects.

Economic

Assessing the potential effects on economic activity includes consideration of the following: presence of business and employment activities in the study area, including industries with special needs (e.g., freight distributor) or considerations (e.g., regional employer); presence of economic-oriented land uses/designations; and understanding of economic development plans/goals and community development priorities in the study

area. Potential impacts on the local government tax base should be identified as well as changes to routes, access, parking, or visibility that could benefit or impair businesses, employment centers, or community facilities.

Land Use Changes

Assessing the potential effects on local and regional land use and transportation plans includes consideration of the following: project's consistency with the physical character of the area and applicable community plans; project's compatibility with the community's land use vision and existing/planned land use patterns and urban form, and consistency with the local government comprehensive plan(s). The potential for changes in the acreage devoted to recreational/open space and rural lands should be identified as well as agricultural lands not protected under the **Farmland Protection Policy Act (FPPA) of 1981** and **7 Code of Federal Regulations (CFR) Part 658** (see [Part 2, Chapter 6, Farmland](#)).

Mobility

Assessing the potential effects on mobility and accessibility in the study area includes consideration of the following: non-driving population groups (i.e., elderly, young, disabled, and low-income individuals); existing and planned transportation modes (e.g., pedestrian, bicycle, transit, and vehicle); and existing and planned services (e.g., public bus routes, school bus routes, and transportation disadvantaged services). If a transportation-disadvantaged population is present in the study area, consider potential effects on the transportation system serving this population. If changes to existing travel patterns, traffic circulation, accessibility, or public parking are envisioned, consider who might benefit or be impacted as a result.

Aesthetic Effects

Assessing the project's compatibility with the community's aesthetic values includes consideration of the following: noise sensitive sites (e.g., residential areas, hotels, nursing homes, and parks); vibration sensitive sites (e.g., residential uses, eye clinics, dentist offices, and hospitals); special viewsheds and vistas; community focal points; historic structures, districts, and landmarks; and community character (e.g., existing and planned streetscaping, highway beautification, canopy roads, and development patterns). See [Part 2, Chapter 5, Aesthetic Effects](#) for further guidance on evaluating aesthetic effects.

Relocation Potential

The CIA must also identify residences, businesses, and institutional or community facilities that may require relocation to accommodate the project. **Title VIII of the Civil Rights Act of 1968 [42 United States Code (U.S.C.) §§ 3601-3619]** guarantees each person equal opportunity in housing. Typically, when relocations are anticipated for a project regardless of Environmental Document type, a **Conceptual Stage Relocation Plan (CSRP)** is prepared. For projects requiring minor relocation needs, a memorandum

detailing the required relocation information may be prepared instead of a **CSRP**. See [Section 4.3.2](#) and [Section 4.3.3](#) for more information.

4.2.2.3.2 Potential Indirect Effects

Indirect effects are caused by other actions that have an established relationship or connection to the project. These related actions would not or could not occur without the original project. For example, the displacement of an anchor tenant in a business complex as a result of a new road alignment could cause other tenants in unaffected buildings to relocate.

Use information from any previous planning studies, community data, community commentary, and the CIA considerations listed in [Table 4-3](#) to assist in identifying indirect effects. Methods for analyzing indirect effects include quantitative methods, such as travel demand models and integrated land use and transportation models, and qualitative methods, such as scenario writing, focus groups, and expert panels.

4.2.2.3.3 Determining Project Effects

A review of potential direct and indirect effects helps to identify the potential for project impacts on community resources, values, and desires, and the public's reaction to the proposed project. Consider both positive effects (benefits) and adverse effects (burdens). Project effects should be described based on the following factors:

- Magnitude - size or amount of effect
- Geographic extent - how widespread the effect may be
- Duration and frequency - whether the effect is a one-time event, intermittent, temporary, or chronic

When characterizing beneficial and adverse effects, consider the project context. Effects may vary depending on the setting, or context, of the project. Community input will help with this assessment.

One of the functions of the CIA is to identify methods to avoid, minimize, or mitigate potential project impacts or enhance the project's fit in the community. The range of solutions to address adverse project impacts are described as follows:

- **Avoidance** - Alterations to the project so that an adverse effect does not occur (e.g., minor alignment shifts or reduced typical-sections to avoid a community resource)
- **Minimization** - Modifications to the project to reduce the severity of the effect (e.g., timing construction to coincide with the tourism off-season)

- **Mitigation** - Actions to alleviate or offset an effect or replace a protected resource (e.g., replacement of impacted property or facilities)
- **Enhancement** - Additional desirable or attractive features added to the project to make it fit more harmoniously into the community (e.g., landscaping to complement the existing or planned community aesthetics, placement of crosswalks, refuge areas, and transit stops to improve pedestrian mobility and accessibility)

When considering any potential solution, coordination with appropriate FDOT offices (e.g., Design, Construction, ROW) takes place and any commitments must be documented consistent with [Procedure No. 650-000-003, FDOT Commitment Tracking](#) and [Part 2, Chapter 22, Commitments](#).

4.2.3 Updating Community Impact Assessments in Subsequent Phases

Project development for a transportation project may span several years and communities potentially impacted by the project may change over time. Therefore, potential effects to communities are updated at each phase of project delivery. Typically, in the design phase, community information and concerns are gathered through public involvement activities identified in the **Community Awareness Plan (CAP)**. These activities vary depending on the community context, the nature and scope of the project, and the potential for adverse project effects. If commitments have been made, they are tracked according to FDOT [Procedure No. 650-000-003, Project Commitment Tracking](#) and documented in the Environmental Document (see [Part 2, Chapter 22, Commitments](#) for more information).

Changes to community effects are documented in a Re-evaluation as the project progresses per [Part 1, Chapter 13, Re-evaluations](#).

4.3 DOCUMENTATION

4.3.1 Environmental Document

The results of the CIA are documented in the Environmental Document. Information from the **CSRP** or memorandum, which supports the evaluation of potential relocation effects, is also included in the Environmental Document (see [Section 4.3.3](#)).

Documentation of the CIA varies by Environmental Document type and complexity of the project as described below.

4.3.1.1 Type 1 Categorical Exclusions or Non-Major State Actions

Minimal documentation on community effects is needed for Type 1 CEs and NMSAs. **Type 1 CEs** - The results of the CIA are documented on the **Type 1 Categorical Exclusion Checklist** in the StateWide Environmental Project Tracker (SWEPT). See [Part 1, Chapter 5, Categorical Exclusion](#) for guidance on preparing the **Type 1**

Categorical Exclusion Checklist. For these projects, “No” is selected if there are no community effects. If there are community effects, “Yes” is selected and a list of questions appear related to changes in community cohesion, characteristics, and potential impacts to distinct communities or groups, emergency services, access, and mobility. See [Section 4.2.2.3](#) for information about evaluating community effects. If questions do not apply “n/a” can be added. A **CIA Technical Memorandum** may be prepared to address a potential adverse effect on one or more CIA topics. If applicable, it is referenced and included in the SWEPT project file. It is recommended that it be placed within the Community Impact Assessment folder within SWEPT.

If there are relocations for a Type 1 CE project, the District should contact the Office of Environmental Management (OEM). The appropriateness of proceeding with the action as a Type 1 CE, given relocations, must be documented. If relocation is required, it is documented that the **Uniform Relocation Act** will be followed. See [Section 4.3.2](#) for guidance on relocations.

NMSAs - The results of the CIA are documented on the **Non-Major State Action Checklist** in SWEPT. See [Part 1, Chapter 10, State, Local, or Privately Funded Project Delivery](#) for guidance on preparing the **Non-Major State Action Checklist**. For a NMSA, “No” is selected to document that there are no CIA related issues. A **CIA Technical Memorandum** on one or more CIA topics may be prepared if additional documentation is needed to support a finding of no adverse effect. If applicable, it is referenced and included in the SWEPT project file. It is recommended that it be placed within the Community Impact Assessment folder within SWEPT.

4.3.1.2 Type 2 Categorical Exclusions

Community effects for a Type 2 CE are documented in the **Type 2 Categorical Exclusion Determination Form** in SWEPT. For additional information on the components of a Type 2 CE, see [Part 1, Chapter 5, Categorical Exclusion](#).

Environmental Analysis Section- The CIA topics are documented in the Community Effects sub-section. The evaluation may be incorporated directly into a Type 2 CE rather than requiring a separate **CIA Technical Memorandum**. If applicable, a reference is added to any supporting data sources. It is recommended that they be placed within the Community Impact Assessment folder within SWEPT.

The minimization and mitigation actions or features that were developed in response to community input are summarized. The elements implemented in the preferred alternative that addressed community concerns should also be described.

To record that the project has fully considered effects to groups under the **Civil Rights Acts of 1964**, and other nondiscrimination laws and regulations, the **Civil Rights Act of 1964** standard statement is included on the cover page of the **Type 2 Categorical Exclusion Determination Form**:

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

4.3.1.3 Environmental Assessments

Environmental Analysis Section - The results of the CIA are summarized in the Community Effects sub-section. The summary should be commensurate in scope with the analysis results and should provide sufficient information to briefly describe the communities and community resources that have the likelihood to be impacted by the project; descriptions of foreseeable impacts to the CIA topics; and avoidance, minimization, mitigation, or enhancement actions.

If a **CIA Technical Memorandum** was prepared, it is referenced in the Environmental Assessment (EA) and included in the SWEPT project file. It is recommended that it be placed within the Community Impact Assessment folder within SWEPT.

To record that the project has fully considered effects to groups under the **Civil Rights Acts of 1964**, and other nondiscrimination laws and regulations, the **Civil Rights Act of 1964** standard statement must be included in this section of the document:

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

4.3.1.4 Environmental Impact Statements

Executive Summary - To record that the project has fully considered effects to groups under the **Civil Rights Acts of 1964**, and other nondiscrimination laws and regulations, the **Civil Rights Act of 1964** standard statement must be included in the Executive Summary:

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

Environmental Analysis Section - The Community Effects sub-section should provide a concise summary of the existing conditions for each of the CIA topics by using the compiled community information for the project. The potential community impacts are summarized for each alternative as well as the strategies for resolving adverse impacts. If any of the CIA topics have a significant impact, it should be clearly described in this section. Project features developed in conjunction with community outreach and coordination with government agencies, private groups, and the public should be discussed and the **Civil Rights Act of 1964** standard statement included.

If a **CIA Technical Memorandum** was prepared, it is referenced in the Environmental Impact Statement (EIS) and included in the SWEPT project file. It is recommended that it be placed within the Community Impact Assessment folder within SWEPT.

4.3.1.5 State Environmental Impact Reports

Community effects for a State Environmental Impact Report (SEIR) are documented in a SEIR form in SWEPT. For additional information on the components of a SEIR, see [Part 1, Chapter 10, State, Local, or Privately Funded Project Delivery](#).

Environmental Analysis Section - The evaluation completed for the CIA topics is summarized in the Community Effects sub-section. This information may be incorporated directly into a SEIR rather than requiring a separate **CIA Technical Memorandum**. If applicable, supporting data sources are referenced and included in the SWEPT project file. It is recommended that they be placed within the Community Impact Assessment folder within SWEPT.

Any avoidance, minimization and mitigation actions or features that were developed in response to community impacts are summarized. A summary of community outreach and public involvement activities that supported the CIA are also included. Elements implemented in the preferred alternative that addressed community concerns should also be described.

To record that the project has fully considered effects to groups under the **Civil Rights Acts of 1964**, and other nondiscrimination laws and regulations, the **Civil Rights Act of 1964** standard statement is included on the cover page of the SEIR:

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

4.3.2 Conceptual Stage Relocation Plan

When relocations are anticipated for a project regardless of Environmental Document type, information regarding residences, businesses, and institutional or community facilities that may be relocated will be obtained and incorporated into the Environmental Document. Typically, a **CSRP** is prepared in accordance with **Chapter 9** of the [Right of Way Procedures Manual, Topic No. 575-000-000](#). The plan should include data about the demographics of the households and businesses being relocated, replacement property, and relocation assistance. For projects requiring minor relocation needs, a memorandum detailing the required relocation information may be prepared instead of a **CSRP**. If there are no relocatees, or if relocation assistance is not going to be provided on the project, then a **CSRP** is not required.

The information from the **CSRP** or memorandum must be incorporated into the appropriate sections of the Environmental Document to address anticipated relocation effects. The **CSRP** or memorandum is then placed in the SWEPT project file. If the **CSRP** includes information that may be exempt from public records, the document should be identified as “potentially exempt” in the SWEPT project file.

4.3.3 Considerations for Evaluating Relocation Effects

Listed below are some important points in developing the information from the **CSRP** or memorandum for inclusion in the Relocation Potential section of the Environmental Document:

- Relocation information must be quantifiable (i.e., a general statement such as “There are sufficient resources available for residential relocatees” is not acceptable as quantifiable data).
- The **CSRP** or memorandum must document the sources of information used in developing the plan. Since most of the information provided in the **CSRP** or memorandum is secondary source information, the data are estimates. Ensure that the information provided in the Environmental Document is accurate, timely, and adequate with respect to identifying and discussing relocation effects within the project area.
- Pertinent data in the **CSRP** or memorandum is summarized and discussed in the Environmental Document. If relocations are anticipated, indicate the number and type of relocatees (residents, tenants, businesses, institutions or community facilities), and discuss the relocation impact to groups protected by nondiscrimination laws. If there is relocation potential, indicate whether comparable replacement housing is available.
- A brief discussion of Last Resort Housing must be provided when comparable replacement housing is not available. [Section 4.3.3.1](#) provides standard information to be incorporated into the Environmental Document.
- A brief summary of FDOT’s Relocation Assistance Program must also be provided. [Sections 4.3.3.2](#) and [Section 4.3.3.3](#) provide standard information to be incorporated into the Environmental Document depending on whether there is involvement with relocatees.

If “functional replacement of real property in public ownership” pursuant to **23 CFR § 710.509** may be provided, the results of discussions and decisions concerning “functional replacement” must be included in the Environmental Document.

Any commitments must also be listed in the appropriate sections. See [Procedure No. 650-000-003, FDOT Commitment Tracking](#).

4.3.3.1 Last Resort Housing

When comparable replacement housing is not available, the following standard paragraph must be included in the Relocation Potential section of the Type 2 CE, EA, or EIS:

Comparable replacement housing for sale or rent is not available in the area. In accordance with 42 U.S.C. § 4626, replacement housing of last resort will be used to assure that comparable decent, safe, and sanitary housing will be made available to a displaced person when such housing cannot otherwise be provided within the person's financial means.

For a SEIR, include the following standard paragraph in the Relocation Potential section:

Comparable replacement housing for sale or rent is not available in the area. In accordance with Section 421.55, Florida Statutes, Relocation of displaced persons, replacement housing of last resort will be used to assure that comparable decent, safe, and sanitary housing will be made available to a displaced person when such housing cannot otherwise be provided within the person's financial means.

4.3.3.2 Information Required When a Relocatee is Involved

The following standard information must be included in the Relocation Potential section of a Type 2 CE, EA, or EIS when there is involvement of a relocatee:

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Section 421.55, Florida Statutes, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

For an SEIR, include the following standard information in the Relocation Potential section:

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, the Florida Department of Transportation will carry out a Right of Way and Relocation Assistance Program in accordance with Section 421.55, Florida Statutes, Relocation of displaced persons.

4.3.3.3 Information Required When There are No Relocations

The following standard information must be included in the Relocation Potential section of a Type 2 CE, EA, or EIS whenever the proposed action does not involve a residential or business relocation:

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, a Right of Way and Relocation Assistance Program will be carried out in accordance with Section 421.55, Florida Statutes, Relocation of displaced persons, and the Uniform Relocation

Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

For a SEIR, include the following standard information in the Relocation Potential section:

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, the Florida Department of Transportation will carry out a Right of Way and Relocation Assistance Program in accordance with Section 421.55, Florida Statutes, Relocation of displaced persons.

4.4 REFERENCES

Chapter 187, Florida Statutes. State Comprehensive Plan.

http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&URL=0100-0199/0187/0187ContentsIndex.html

Chapter 339, Florida Statutes. Transportation Finance and Planning.

https://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&URL=0300-0399/0339/0339.html

Chapter 760, Florida Statutes, Florida Civil Rights Act of 1992.

http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0700-0799/0760/0760PARTIContentsIndex.html

FDOT, Right of Way Procedures Manual, Topic No. 575-000-000.

<https://www.fdot.gov/rightofway/ProceduresManual.shtm>

FDOT, 2025, Public Involvement Handbook.

<https://www.fdot.gov/planning/policy/community-engagement/resource-guide.shtm>

FDOT, Efficient Transportation Decision Making Manual, Topic No. 650-000-002.

<https://www.fdot.gov/environment/oem-divisions/qa-gc/etdm-manual>

FDOT, Project Commitment Tracking Procedure, Topic No. 650-000-003.

<https://pdl.fdot.gov/>

Federal Aid Highway Act, 23 U.S.C. Chapter 1. <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-A/part-1>

FHWA, 1987, Technical Advisory T6640.8A.

<http://environment.fhwa.dot.gov/projdev/impta6640.asp>

National Environmental Policy Act of 1969

State of Florida, Office of the Governor, Executive Order 07-01. Florida's Plain Language Initiative. 2007

Title 23 CFR Part 710, Right-of-way and Real Estate. <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-H/part-710>

Title 23 CFR Part 771, Environmental Impact and Related Procedures.
<https://www.ecfr.gov/current/title-23/chapter-I/subchapter-H/part-771>

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, Public Law 91-646 (as amended by Public Law 100-17), 42 U.S.C. Chapter 61
<https://uscode.house.gov/view.xhtml?path=/prelim@title42/chapter61&edition=prelim>

U.S. Age Discrimination Act of 1975, 42 U.S.C. 42, §§ 6101-6107.
http://www.dol.gov/oasam/regs/statutes/age_act.htm

U.S. Civil Rights Act of 1964, Title VI. <https://www.justice.gov/crt/fcs/TitleVI>

U.S. Civil Rights Act of 1968, Public Law 90-284, Title VIII (Fair Housing Act), 42 U.S.C. 42, §§ 3601-3631. <http://www.gpo.gov/fdsys/pkg/USCODE-2011-title42/html/USCODE-2011-title42-chap45.htm>

U.S. Civil Rights Restoration Act of 1987

U.S. Rehabilitation Act of 1973, 29 U.S.C. § 701

4.5 FORMS

[Technical Report Cover Sheet, Form No. 650-050-38a](#)

Table 4-3 CIA Considerations

<p><i>Social</i></p> <ol style="list-style-type: none">1. What are the demographics of the potentially affected population?2. What displacements of population, if any, would be expected as a result of the project?3. Would any increases or decreases in population be expected as a result of the project?4. Would any displacement of distinct communities or groups be expected as a result of the project?5. Are there any disproportionate effects on distinct communities or groups?6. Have distinct communities or groups previously been affected by other public projects in the area?7. Would the project result in any barriers dividing an established neighborhood(s) or would it increase neighborhood interaction?8. What changes, if any, in traffic patterns through an established neighborhood(s) would be expected as a result of the project?9. Would any changes to social relationships and patterns be expected as a result of the project?10. Would the project result in any loss, reduction or enhancement of connectivity to a community or neighborhood activity center(s)?11. Would the project affect community cohesion?12. Would the project result in the creation of isolated areas?13. Would any increase or decrease in emergency services response time (fire, police, and EMS) be expected as a result of the project?14. Does the project affect safe access to community facilities?15. Would any changes in social value be expected as a result of the project?16. Would the project be perceived as having a positive or negative effect on quality of life?17. Have community leaders and residents had opportunities to provide input to the project decision-making process in the present and/or past?18. Have previous projects in this area been compatible with or conflicted with the plans, goals and objectives of the community?19. Is the proposed project consistent with the community vision?20. Are transportation investments equitably serving all populations?
<p><i>Economic</i></p> <ol style="list-style-type: none">1. Would any changes to travel patterns be expected that would eliminate or enhance access to any businesses?2. Would any increases or decreases in traffic through traffic-based business areas be expected?

Table 4-3 CIA Considerations (Page 2 of 3)

3. Would any changes in travel patterns be expected that would result in a business or district being bypassed?
4. Would access for special-needs patrons increase or decrease as a result of the project?
5. Would any increase or decrease in business visibility for traffic-based businesses be expected as a result of the project?
6. Would the loss of any businesses be expected as a result of the project?
7. Would any increases or decreases in employment opportunities in the local economy be expected as a result of the project?
8. Would regional employment opportunities be enhanced or diminished as a result of the project?
9. What is the effect of the project on military installations?
10. Would any real property be removed from the tax rolls as a result of the project?
11. Is it likely that taxable property values would increase or decline as a result of the project?
12. Would changes in business activities increase or decrease the tax base?

Land Use Changes

1. Would the project result in a change in the character or aesthetics of the existing landscape?
2. Would the amount of recreation/open space be expected to increase or decrease as a result of the project?
3. Would the project be compatible with local growth management policies?
4. Would the project be compatible with adopted land use plans?

Mobility

1. Would access to public transportation facilities be increased or reduced as a result of the project?
2. Would pedestrian mobility be increased or decreased as a result of the project?
3. Would non-motorist access to business and service facilities be increased or reduced as a result of the project?
4. How does the project affect intermodal connectivity?
5. Would any change in connectivity between residential and non-residential areas be expected as a result of the project?
6. What are the expected changes to existing traffic patterns as a result of the project?
7. Would a change in any public parking areas be expected as a result of the project?
8. Would access for transportation disadvantaged populations be affected?

Table 4-3 CIA Considerations (Page 3 of 3)

Aesthetic Effects

1. Are there noise or vibration sensitive sites near the project?
2. Is the project likely to affect a vista or viewshed?
3. Does the project blend visually with the area?
4. Is the project adjacent to any community focal point?
5. Is the project likely to be perceived as being compatible and in character with the community's aesthetic values?
6. What feature(s), if any, of the project might be perceived by the community as inconsistent with the character of that community?

Also see requirements in [Part 2, Chapter 5, Aesthetic Effects](#).

Relocation Potential

1. Would any displacement of residences and/or dwellings be expected as a result of the project?
2. Would any displacement of non-residential land uses be expected as a result of the project?
3. Do any potentially displaced non-residential uses have any unique or special characteristics that are not likely to be reestablished in the community?
4. Would any displacement of community or institutional facilities be expected as a result of the project?

See additional requirements in [Section 4.3.3](#), Considerations for Evaluating Relocation Effects.

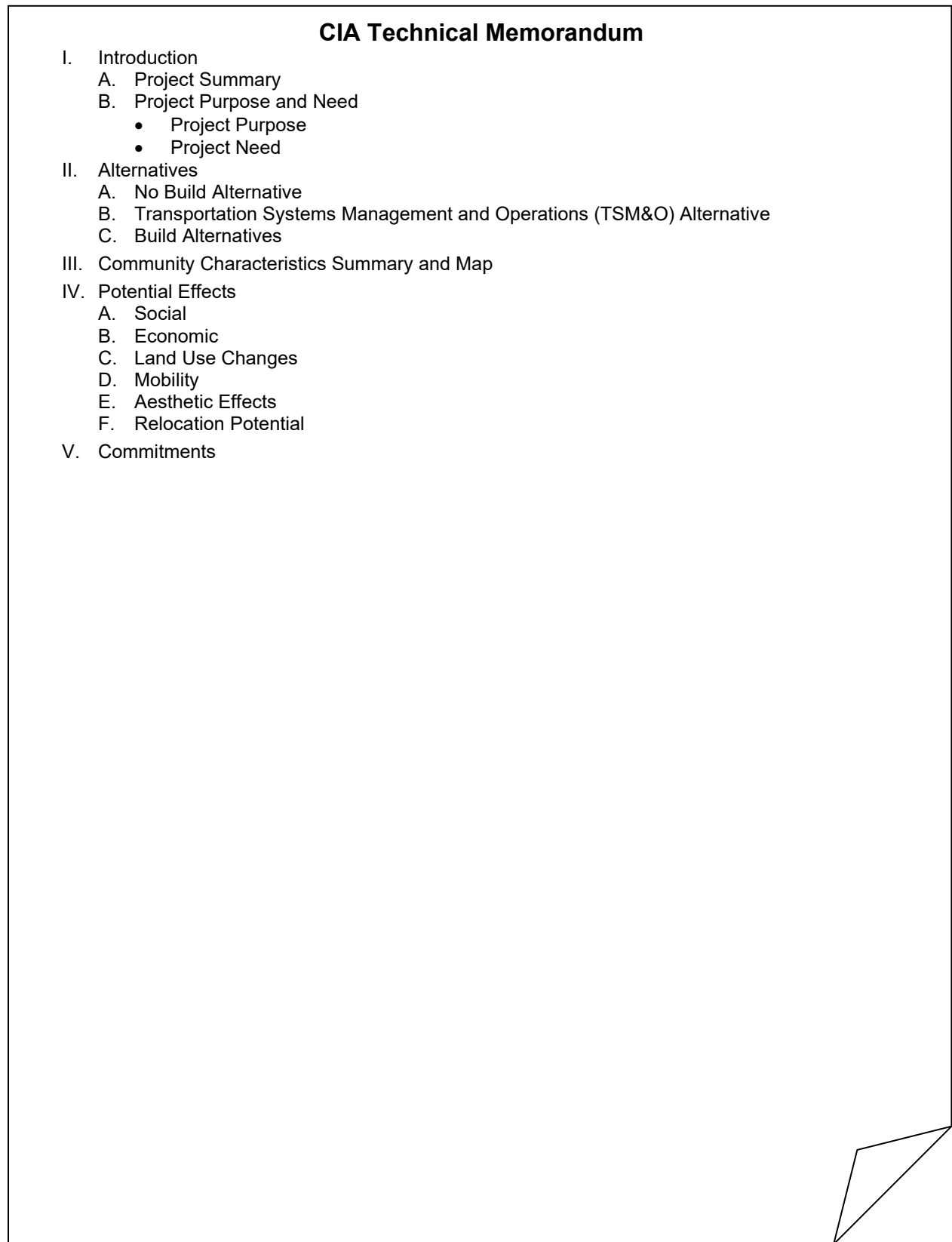


Figure 4-1 Recommended CIA Technical Memorandum Outline