

What is CIA?

Proposed improvements to transportation facilities can have a variety of effects, positive and/or negative, on people and the surrounding natural, cultural, and community resources.

Community impact assessment (CIA) is the process used to evaluate the effects of a proposed transportation action on a community and its quality of life. The CIA process is an iterative process that spans all phases of PENNDOT's project development process. A key consideration of CIA is the emphasis on continuous community coordination throughout the process.

CIA focuses on issues that affect the community and the quality of life of its people. Issues of concern typically include: community cohesion; displacement of people, businesses, and farms; community facilities and services; aesthetic and natural environmental values; and other community issues.

Why is CIA Important?

The assessment of a community's needs, values, goals and objectives helps ensure that transportation policies and investments embrace the views of neighborhoods, communities and society as a whole. Understanding the relationship between transportation actions and quality of life can lead to projects that fit more harmoniously within the context of the community. Recognition of community attributes, coupled with an understanding of transportation needs, can allow PENNDOT to better assist communities in achieving their goals and objectives.



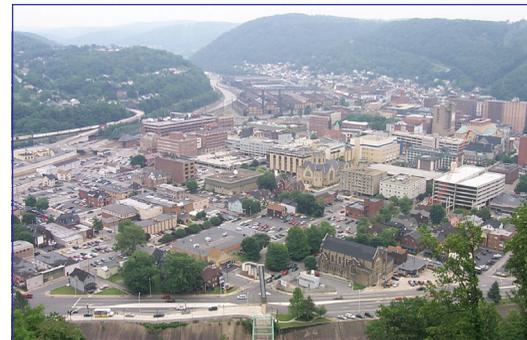
CIA Policy and Principles

"It is the policy of PENNDOT to work proactively in collaboration with communities in implementing the principles of Community Impact Assessment throughout the transportation project development process."

This policy is consistent with PENNDOT's "Plan for a New Pennsylvania," and strives to build better projects and better communities by working together with affected communities.

In Pennsylvania, implementation of the following CIA principles shall be promoted during all phases of transportation project development:

- **Recognize and understand the importance of community resources, needs, values, goals, and objectives in achieving balanced and equitable transportation decisions.**
- **Proactively identify and analyze community impacts throughout all phases of the transportation project development process.**
- **Recognize those attributes and characteristics that define a community's "quality of life," even if they are not easily measured or quantified.**
- **Recognize the transportation needs and concerns of all populations within communities during the transportation decisionmaking process, including those who have not traditionally participated in public involvement activities.**
- **Promote meaningful citizen participation and public involvement throughout all phases of the transportation project development process.**



Pennsylvania Department of Transportation



Vision:

Customer driven, intermodal transportation system and services that enhance the quality of life in Pennsylvania.

Values:

Service: Committed to providing the best possible service to every customer.

Integrity: Responsible and honest conduct to earn the public's trust everyday.

People: Value and respect of each other.

Performance: Work each day to improve our individual and collective performance.

Relationship: Value our relationships with our partners and commit to cultivating these relationships to keep them strong and productive.

For additional information on CIA in Pennsylvania, contact:

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COMMUNITY IMPACT ASSESSMENT



*Considering Quality of Life Issues in
Transportation Project Development*

PENNSYLVANIA DEPARTMENT
OF TRANSPORTATION



COMMUNITY IMPACT ASSESSMENT PROCESS

Define Community Study Area Boundaries

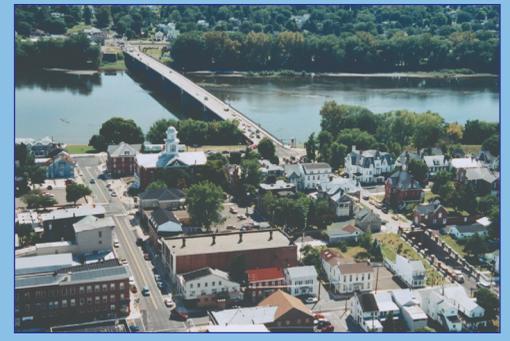
Define study area boundaries through a review of the varied physical, natural, administrative, social, and economic boundaries associated with a community. The wide-ranging nature of community impacts may involve a broader area than typical project study area boundaries, which tend to be based more closely on direct physical impacts of transportation projects.

Develop Baseline Conditions

Develop community baseline conditions using qualitative and quantitative data on elements of the human environment, the natural environment, and the physical environment. The development of community baseline conditions involves the collection of qualitative and quantitative data from field views, published agency sources, community organizations, municipal governments, and community and individual coordination activities. The baseline conditions should be reassessed periodically as the project progresses through the project development process, and modified as necessary.

Identify Potential Beneficial & Adverse Impacts

Identify direct, secondary, and cumulative community impacts considering beneficial and adverse effects of all project alternatives, including the no action alternative. Social impacts are often interrelated and may vary considerably between segments of the community.



Determine Significance of Potential Beneficial & Adverse Impacts

Determine the significance of community impacts in coordination with the people affected. Consideration should be given to several key factors including the people potentially affected, the pervasiveness and duration of those impacts, and the magnitude of the impact upon community cohesion and quality of life.

Identify Solutions

Develop and identify transportation improvements/solutions in concert with PENNDOT's Context Sensitive Solutions initiative, that are context sensitive and help the project fit more harmoniously within the community. These context sensitive solutions should be developed in collaboration with the effected communities.

Document Findings

The findings and results of CIA activities should be included as part of the environmental documentation required by the National Environmental Policy Act and Pennsylvania Act 120 for federally or state funded transportation projects. The level of detail provided in the documentation should be commensurate with the significance of community impacts and the level of NEPA/PA Act 120 documentation required (i.e., CEE, EA, EIS, or EER).