

B7

Community and Transportation Assets for the Future

CONSIDERING COMMUNITY ATTRIBUTES AND IMPACTS IN LONG-RANGE PLANNING

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The North Carolina Department of Transportation has undertaken a major process improvement with the goal of integrating the long-range transportation planning process with the project development process (National Environmental Policy Act (NEPA) process and its state counterpart State Environmental Policy Act (SEPA)). As part of this process improvement, a multi-agency team (FHWA, NCDOT, MPO, and RPO staff) developed tools to assist with Community Impacts Assessment (CIA) in long-range planning. The purpose of these tools is to help appropriately identify, consider, and address community attributes and potential community impacts in long-range transportation planning and to provide useful information to the project development process under NEPA/SEPA.

1. The Community Understanding Report (CUR) is a template for gathering information about a community in order to support a transportation planning effort in either an MPO or non-MPO area. The information gathered relates to population trends and projections, population diversity, community character, schools/ parks, public safety/ emergency response, centers of community, community events and special event venues, economic conditions/ jobs, development goals, farming operations, natural resources, and transportation choices.
2. Other tools developed as part of the Community Impacts Assessment effort include lists of potential stakeholders and transportation plan steering committee members to aide in the development of a well-rounded transportation plan.
3. A Stakeholder/Steering Committee matrix table serves as a check that identified stakeholders are represented during the long-range planning process.

The CUR and other products from this NCDOT Integration sub-committee have been implemented in several county comprehensive transportation plans (CTPs) and have been helpful throughout the development of the CTP. NCDOT is giving MPOs the option to use these products as they develop their long-range plans.

This presentation will provide an overview of the data that is included in the CUR and how that information can be used in the transportation planning process (such as establishing a steering committee, visioning, establishing goals and objectives, planning and conducting public involvement, identification of deficiencies and constraints, and analysis of project proposals).

Learning Objectives:

- a. Integration of long-range planning and project planning
- b. Ways to identify and consider community impacts in long-range planning
- c. Ways early identification of community attributes may benefit project level analysis
- d. Lessons learned from implementation in several county CTP studies

CONSIDERING COMMUNITY ATTRIBUTES AND IMPACTS IN LONG-RANGE PLANNING

Background of the Integration of Long-range Planning and Project Development in NC

In 2003 the North Carolina Department of Transportation (NCDOT) began a major process improvement initiative to integrate the long-range planning process with the project development process, essentially the National Environmental Policy Act (NEPA) and its state counterpart the State Environmental Policy Act (SEPA). NCDOT formed a multi-agency group to look at integration that included representatives from NCDOT's long-range planning and environmental review branches, federal and state resource agencies, metropolitan planning organizations (MPOs), rural planning organizations (RPOs), and the Federal Highway Administration. This representation configuration continued on all working groups that came out of this initiative to look at specific elements.

In North Carolina the long-range planning process is called the Comprehensive Transportation Planning (CTP) process which yields a multi-modal, 25-30 year vision transportation plan that is not fiscally constrained. CTPs are adopted by all local governments in the study area and NCDOT. They are endorsed by the appropriate RPO or MPO. The intent of Integration is to ensure projects from the CTP process are developed and documented in a way that the documentation can serve as the starting point for or inform the NEPA/SEPA process for identified projects.

Through a series of discussions and workshops, eight areas of potential linkages between long-range planning and project development were identified where products from the CTP process could inform or serve as the starting point for NEPA/SEPA. The linkage between community impacts assessment (CIA) in long-range planning and community impacts analysis in project development was one of the linkages identified. In 2008, an 'Integration Implementation Team' (IIT) was formed to direct the implementation of the Integration Project. Under IIT, small working groups were tasked to design best standards and practices for accomplishing the goals of integration for several of the identified linkages including CIA.

Table 1: Eight Identified linkages:

Long-range planning		Project development
Problem Statement	linked to	Purpose and Need
Alternatives analysis	linked to	Alternatives selected for detailed study
Unreasonable solutions	linked to	Alternatives selected for detailed study
Multi-modal analysis	linked to	Multi-modal alternatives
Community impacts assessment	linked to	Community impacts analysis
Land use	linked to	Indirect and cumulative effects
Public involvement	linked to	Public involvement
Mitigation opportunities	linked to	Mitigation needs and opportunities

Community Impacts Assessment in Long-range Planning

Community Impacts Analysis has traditionally been conducted as part of the NEPA analysis in the project development process, but there has been increasing national emphasis to consider community impacts in the long-range planning process. The IIT held a workshop in 2005 where ways to bring the CIA into the CTP process were sought.

The seven CIA issue areas that are used in the national CIA course were reviewed:

- Socio-cultural
- Economic
- Land Use
- Displacement
- Mobility / Accessibility
- Sensory / Aesthetics
- Safety

Next the IIT identified each step in the CTP process (and sub-processes) where one or more of these issue areas should be considered. The IIT developed the purpose and outcome for the CIA related discussion for each of the identified steps. They identified the steps in the CTP process where there is an opportunity to provide both technical and policy decision-makers with information about the role and importance of CIA. Nine CTP process steps and one sub-process step were identified as appropriate opportunities for educating CTP participants on CIA.

The following table summarized the CIA related products from the CTP process that link to project development.

Table 2: Summary of CIA-Related CTP Products

Products	Description	Comments
Community Characteristics Inventory report – Called Community Understanding Report (CUR)	Summary of the community characteristics and the stakeholder issues that should be examined and evaluated during the NEPA CIA process	Combination of GIS and primary community data collected during the CTP process
Explicit consideration of broad range of community impacts as part of CTP process	CIA technical procedure collects and integrates CIA data into the overall CTP technical and decision-making process	
Education program about broad range of community impacts (what they are and why they are important)	Detailed education process that identifies what staff and policy makers need to know about CIA, when they need to know it and the best education mechanism	

Later, a working group for CIA considerations was tasked by the IIT to develop best practices and process standards for considering community impact assessment opportunities and issues in the CTP process, including supporting data, community impacting decisions, community planning, and public involvement opportunities; to develop documentation standards that specify standard location, content, and format; and to develop training modules/ materials, initiate training, and develop a Training Plan with recommendations for future training. The CIA work group was asked to develop a Community Characteristics Inventory (CCI) that would serve as the starting point for CIA products developed in the NEPA/SEPA process.

The overall approach for the IIT and CIA work group was to view community impacts assessment from a producer (CTP) and customer (NEPA/SEPA) perspective. By using the producer-customer framework it allowed in depth discussions of what data, analyses and decisions are available from long-range planning that can be useful and value-added for project development. Potential linkage was then identified.

1. Can the data, analysis and/or decisions made during the CTP process be used to replace or inform work done during the project development process?
2. If so, what standards or criteria need to be in place during long-range planning for the data, analysis, decisions or documentation to be acceptable to the project development process?

Following this approach, the first task of the CIA Work Group was to review and validate the CTP process and identify appropriate steps and actions that consider community impact assessment opportunities/issues, including supporting data collected/created, community impacting decisions, community planning, and public involvement opportunities. The work group also reviewed a Community Characteristics Report (CCR) developed during project development that serves as the basis for the Community Impact Analysis completed during the NEPA process so they would understand what information is meaningful at a project planning level.

The first distinction identified is that CTPs are similar to flying a plane at 35,000 feet, and project specific planning is similar to flying at 2000 feet. This level of detail affects the type of information identified and documented during the CTP process.

Table 3: Overview of North Carolina Comprehensive Transportation Planning (CTP) process

CTP Procedure Step	CIA Linkage Opportunities	Product Developed
1. Develop CTP Vision Develop Public Involvement for Plan Evaluate and Establish Community Vision/Develop Plan Goals and Objectives/Measures of Effectiveness	Public Involvement Transportation Plan Committee CTP Vision, Goals and Objectives	List of Potential Stakeholders List of Potential Transportation Plan Committee Members Cross-reference table linking stakeholders and Transportation Plan Committee members. Community Understanding Report (CUR)
2. Conduct Needs Assessment Collect Data (environmental, land use, and socio-economic data)	Mapping Natural & Human Environmental layers	Identified specific mapping layers to develop and use during the CTP process
3. Analyze Alternatives	How well do the proposed alternatives match the local vision, goals, and objectives	None. The products developed in the previous two steps are utilized.
4. Develop Final Plan	Documentation of decisions made based on public involvement, Public Involvement	None
5. Adopt Plan	None	None

Tim Gardiner, Transportation Planner for Wake County, part of the CIA Work Group developed the following figure to visualize linkage opportunities. Figure 1.1 shows how information in the CTP flows from community understanding to project selection.

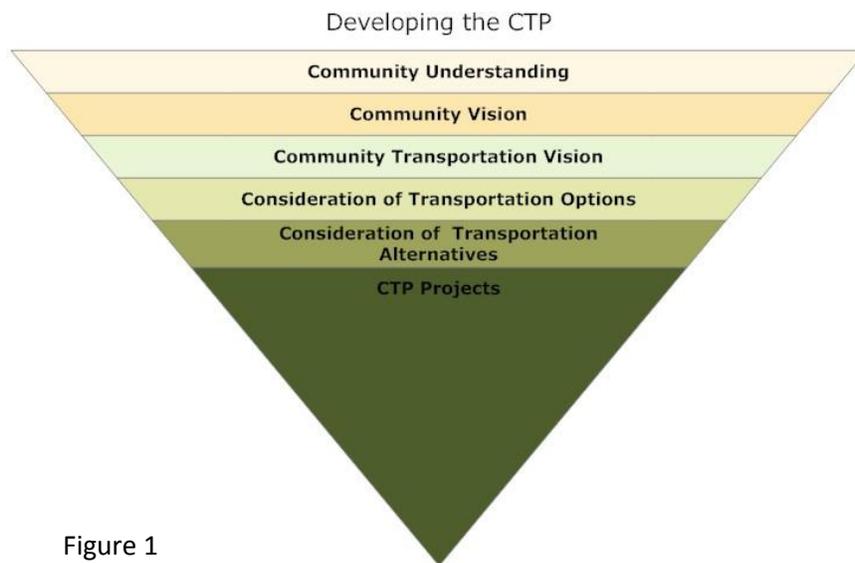


Figure 1

The Community Impact Assessment Steering Committee Products

Prior to the integration process, community impacts were considered during the development of a CTP but not in an organized manner so the considerations were not always documented. For this document the word “community” most often refers to the study area whether a municipality, group of municipalities, a county, or an MPO area. When developing a long-range transportation plan, it is critical to understand the community for which the plan is being developed. North Carolina recognizes the linkage between land use and transportation and requires that there is locally endorsed land development plan prior to the development of a transportation plan (NC G.S. 136-66.2)ⁱ. Through the CIA products identified in this paper, North Carolina DOT also acknowledges the attributes of the community also impact transportation decisions. Time invested at the beginning of a study gaining an understanding of the study area community make-up has the potential to save time in the long run and lead to a better transportation plan.

The primary product to come out of the CIA work group is **the Community Understanding Report (CUR)**ⁱⁱ. The Community Understanding Report (CUR) is a report that allows the engineers and planners leading the development of the plan to have an overview of the characteristics of the entire study area that can inform the planning process. As stated earlier, the IIT identified the need for a community characteristic inventory report during the linkage analysis between project development and long-range planning. The CUR is this report.

In North Carolina, the appropriate RPO or an MPO requests NCDOT Transportation Planning Branch’s (TPB) assistance with a CTP for a county, town(s), or MPO. NCDOT TPB assigns a project engineer to the study and establishes a tentative schedule. The RPO/MPO is asked to work with local staff and officials to complete the CUR prior to the official start of the CTP study. Two months is the usual time given for the completion of the report. It took several iterations before an effective format and procedure for its completion was determined. For each iteration of the CUR, a local RPO staff for an ongoing CTP study was asked to complete the CUR for the study area. An unformatted questionnaire where just questions were asked with no other guidance seemed to overwhelm most local staff, and its completion was not attempted. Once the CUR was formatted and guidance added for data sources, the CURs were completed by the local staff. The questions are based on information found in a CCR that would be beneficial at the long-range planning level (36,000 feet level) versus at the project specific level (2000 feet level). Some of the questions in the CUR are answered by the Transportation Plan Committee later during the CTP process. These sections are identified in the CUR and center around future growth. It is recommended to have a discussion with the local staff prior to work starting on the CUR so everyone is clear as to who is responsible for what information and what information will be answered during the CTP process versus prior to the start of the CTP, e.g. population and employment projections. Once the majority of the CUR is completed, NCDOT TPB meets with the local officials and planning staff to review the process, discuss the potential stakeholders and discuss the establishment of the Transportation Plan Committee who will work with NCDOT TPB staff to develop a 25-30 year recommended multi-modal transportation plan. The CUR primary section topics are as follows:

- Population Trends and Projection
- Population Diversity, Environmental Justice, and Traditionally Underserved Populations
- Community Character
- Schools/Parks
- Public Safety / Emergency Response
- Centers of Community
- Community Events and Special Event Venues
- Economic Conditions / Jobs
- Development Goals (New Growth) – Generally completed during the CTP process – helps the Transportation Plan Committee think about growth as a group and the impact of land use to the transportation system
- Farming Operations
- Natural Resources
- Transportation Choices – Parts completed during the CTP process – helps ensure important questions are asked during the CTP process

In the latest WORD version, a table of contents has been added so a person working on the document can easily click on the section they want to work on and go directly to it. Each section of the CUR contains tables that explain why the information is important, data sources, and other sources prior to the questions. If a table is the best way to provide the data, an input table is also provided. It was deemed critical to list data sources primarily for consistency between CTP studies, consistency between the data used in CTPs and project development, and also to provide less experienced local staff coordinating the completion of the CUR with a starting point.

Table 4: Sample CUR tables

Data Element: Population Trends and Projections	
Why important ?	<p>Population trends and projections provide the greatest overall sense of community direction. It can illuminate if an area is thriving, growing, aging, or losing population. It provides a high level overview if it is an area that people and/or businesses want to move – or remain if already in an area. This is important information for almost all planning, and many public policy, efforts.</p> <p>Also Informs:</p> <ul style="list-style-type: none"> • Development of CTP and Community Vision • Development of Land Use and CTP scenarios • Indirect Cumulative Effects (ICE) in CTP <p>Census data is available here:</p> <ul style="list-style-type: none"> • NCDOT Project Development & Environmental Analysis Human Environmental Section (HES) Census Data and Calculations Tool, available from NCDOT's Community Studies Group • http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml • The following site also compares census data for population and race at the county and city level for 2000 and 2010: http://censusviewer.com/counties/NC • The following site, prepared by scholars at Brown University, has synchronized census boundaries down to the census tract level and allows comparisons between several decades – it may be the most accurate tool for comparing demographic changes over time in a reliable manner: http://www.s4.brown.edu/us2010/Researcher/LTDB.htm
Data Element: Population Growth CTP Study Area (table and map growth rates)	
Data Source(s)	Population Change – US Census Bureau, Census 2010 and Census 2000, Summary File 1 100% Data, Table P1 (2010) and P001 (2000) “Total Population” (and see data sources in Notes above)
Other Source(s)	Land use/development/comprehensive plans; recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports if for current and immediate past census.

Data Element: Forecast Population Growth (table)

Data Source(s)	http://www.osbm.state.nc.us/ncosbm/facts_and_figures/socioeconomic_data/population_estimates/county_projections.shtm
Other	Local planner, town/county/city manager, recent project level Indirect & Cumulative Effects

Table 5: Sample Table in CUR for Data Entry

Time Horizon	CTP Study Area	County	% Growth from Previous Decade
1990 Census Population			
2000 Census Population			
2010 Census Population			
NC State Demographer			
NC State Demographer			

In addition, the CUR requires the development of several GIS layers, and the layers are developed by the NCDOT TPB project engineer because the NCDOT CTP GIS Data Layers excel spreadsheet is the primary source for GIS data for consistency across the state. The first iteration of the CUR had local staff create the maps that went with the CUR, but local staff pointed out the fact that NCDOT TPB staff create many similar maps during the CTP process and that NCDOT GIS layers are used. The NCDOT TPB Project Engineer now provides the CUR GIS layers/maps for the CUR to the local staff. The list of GIS layers on the excel spreadsheet reflects much coordination over months between several integration work groups, NCDOT Project Development and Environmental Analysis Branch, and NCDOT TPB. This list captures the critical environmental features that should be used to inform long-range planning and project development.

Primary GIS features in the CUR include the following;

- Utility (water/sewer) service area boundaries
- Racial groups in the CTP study area
- Hispanic population in the CTP study area
- Low income populations in the CTP study area
- Main Limited English Proficiency (LEP) language groups in the CTP study area
- Any geographic areas within the CTP study area that are associated with certain racial, ethnic, or foreign born groups
- Households with zero autos
- Households with seniors
- Colleges and Universities, public and non-public schools (k-12)
- Game lands, national and state parks, recreation projects land water, and managed areas
- EMS locations
- National Register & Determined Eligible polygons
- Prime soils layers (used to identify agricultural areas)
- Important natural areas and areas of environmental concern (NCDOT CTPs have environmental features map developed as part of the CTP process (see Table 5 Below)

Table 6: CTP Environmental Features Map Layers

<ul style="list-style-type: none"> • 24k Hydro Lines • 303D Streams • Airport Boundaries • Anadromous Fish Spawning Areas • APNEP - Submerged Aquatic Vegetation • Beach and Waterfront Access • Benthic Habitat • Bicycle Routes • Boating Access • Churches and Cemeteries • Colleges and Universities (Points) • Conservation Tax Credit Properties • Critical Habitat for Threatened and Endangered Species • Emergency Operation Centers • Fish Nursery Areas • Hazard Substance Disposal Sites (points & polygons) • Hazardous Waste Facilities • High Quality Waters and Outstanding Resource Water Management • Historic Resources – National Register and Determined Eligible (points and polygons) • Hospitals 	<ul style="list-style-type: none"> • Hydrography - 1:24,000-scale (polygons) • Landscape Habitat Indicator Guilds (LHIGs) • Managed Areas • National Wetlands Inventory (polygons) • Natural Heritage Element Occurrences • NC-CREWS: N.C. Coastal Region Evaluation of Wetland Significance • NCDOT Maintained Mitigation Sites • Railroads (1:24,000) • Recreation Projects - Land and Water Conservation Fund • Regional Trails • Sanitary Sewer Systems - Treatment Plants • Schools (Public & Non-Public) • Significant Natural Heritage Areas • State Natural and Scenic Rivers • State Parks • Target Local Watersheds - EEP • Trout Streams (DWQ) • Trout Waters WRC (arcs & polygons) • Unique Wetlands • Water Distribution Systems – Tanks & Treatment Plants • Water Supply Watersheds
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Archaeological sites are also considered but are not mapped due to restrictions associated with the sensitivity of the data.

The first benefit of understanding the community of the study area is that appropriate stakeholders for engagement in the planning process can be identified. The CIA working group developed a **list of potential stakeholders**ⁱⁱⁱ, though not comprehensive since each community is unique. This list helps local officials and staff establishing the local Transportation Plan Committee identify local stakeholders for the transportation planning process. **A list of potential Transportation Plan Committee members** was also developed to assist in the development of a well-rounded committee^{iv}.

At the initial meeting with the RPO, local staff, and local officials, a list of stakeholders is developed. The CUR is also reviewed. Sometimes local staff and officials are so engrained in their community they only think of citizens in a general way. It can be difficult for them to identify more specific stakeholder groups. Upon review of the CUR, the Transportation Plan Committee members may note other stakeholders not yet identified. In the CUR for Jackson County, NC (a test case for an early version of the CUR), one of the noted high growth areas was an unincorporated town. The steering committee thought it would be good to find representation for that area to serve on the committee. For Rutherford County, NC the growth of tourists as stakeholders was noted and addressed during the CTP process through special speakers and even some committee outings to tourist destinations.

At the initial meeting with local staff and local officials the stakeholders for the study area are identified. In the Jackson County CUR, NCDOT TPB staff noted an unincorporated township was listed as one of the fastest growing areas in the county. Yet, following common practice only officials from incorporated towns had been listed on the Transportation Plan Committee. A concentrated effort was made to include this township in the CTP process. The identified stakeholders and Transportation Plan Committee members are then put into a **matrix cross reference table**^v. By inserting the list of stakeholders identified in the study area and tasking the Transportation Plan Committee members to check off which stakeholders they feel they can represent during the CTP process, it is easy to identify “holes’ in

representation and propose solutions for addressing the deficiencies. In an example from a matrix cross reference table that was filled out for the Jackson County CTP study after the initial members of the committee reviewed the stakeholder list and checked off who they felt comfortable representing during the process several stakeholders without representation were identified: emergency medical services (EMS), local airport, representatives from special destinations (Great Smoky Mountain Railroad), Eastern Band of Cherokee Indians (EBCI), and senior citizens. It was determined that there was not a need for an EMS, local airport, or the Great Smoky Mountain Railroad representative to be a full time Transportation Plan Committee member who attends the monthly meetings, but it would be beneficial to the CTP process to have representatives from these stakeholders come to a meeting and share their concerns and needs, later give input on any related goals and objectives, and then review the draft recommended CTP to identify any concerns from their perspective. It was decided that a fulltime representative for the EBCI and senior citizens was critical to the CTP process as the EBCI owns land in the study area in one of the fastest growing areas and also owns one of the largest attractions in the area, and senior citizens are a significant percent of the population. The local RPO staff and county manager were able to recruit Transportation Plan Committee members to represent these stakeholders. Without taking the time to list the stakeholders in the study area and cross-reference them with the committee members, these shortfalls may have been missed, and the CTP process would not have been as comprehensive or robust.

The CUR also helps inform the development of the public involvement plan for the CTP, e.g. identification of specific languages to translate material into and locations that provide access for all members of the community. It may also help identify neighborhoods for public meetings.

Community needs can often be captured in the goals and objectives. The CUR helps inform the vision, goals, and objectives, and population and employment projections. Perhaps trout streams are mentioned as a valuable source of revenue for the county so an objective might be to try to avoid impacts to trout streams in the planning area when considering projects. Community needs can often be captured in the goals and objectives. A by-product of the CIA working group was the development of guidance for crafting vision statements, goals, objectives & measures of effectiveness for CTPs and MTPs (Metropolitan Transportation Plans)^{vi}.

Information from the CUR can inform future projections used for identifying deficiencies. This information can inform the development of a travel demand model. The socio-economic data and projections should be consistent with the CUR data/information provided. If not, any inconsistencies should be addressed before proceeding with the transportation plan study.

In addition, the CUR information can be used to identify and evaluate constraints and priorities to be considered in the development and analysis of potential alternatives/solutions. Without a structure in place for documentation of community characteristics, some considerations may be forgotten during the alternative analysis process.

The data and mapping from the CUR (as well as other sources) is used to identify and evaluate proposed solutions to identified transportation needs (all modes) in the development of a draft CTP. Documentation of the proposed solutions should be thorough and include how information from the CUR and other sources, such as public input, was used to inform analysis and decisions in the CTP development process.

The CUR is a dynamic document that is referenced throughout the CTP process. The CUR puts the data in one place so that it is able to be referenced throughout the long-range planning process and serves as a reminder to keep these elements in mind as deficiencies are identified and solutions considered. As data changes or new information becomes available the CUR is updated. The questions in the CUR should be updated throughout the process if information/data changes. And the questions provide opportunity for the Transportation Plan Committee to have meaningful discussions throughout the planning process.

Case Studies Lessons Learned:

1. Watauga County CTP was the first case study which revealed the CUR format was too cumbersome. There were many questions by the RPO, and the CUR was not completed due to it seeming overwhelming to the local staff.
2. Rutherford County CTP was the second case study which led to NCDOT assuming responsibilities of the CUR GIS maps/layers. While the format of the CUR was much friendlier, the local staff found the required time investment overwhelming and requested that NCDOT consider creating the maps requested in the CUR.
3. Jackson County CTP was the third case study and the first to answer all the questions. It has helped inform the CTP process and became even more valuable to the process when the County Planner left about one-third of the way into the joint Comprehensive Growth Plan and CTP process. The CUR provided a transfer of knowledge in one location for the Transportation Plan Committee/Comprehensive Plan Committee and new County Planner.

Resources

1. NCDOT CIA Work Group Members: Tim Gardiner, Transportation Planner, Wake County; Harrison Marshall, Community Studies Group Leader, Human Environment Section, NCDOT Project Development and Environmental Analysis Group; Wendy Miller, Winston-Salem MPO; Don Eggert, Cape Fear RPO; Donnie Brew, Preconstruction and Environment Engineer, FHWA, Julie Hunkins, IIT Liaison, NCDOT,
2. <https://connect.ncdot.gov/projects/planning/Pages/Integration-Project.aspx> - NCDOT Integration Project Information
3. <https://connect.ncdot.gov/projects/planning/TPB%20Documents/IP-CTP-Guidelines.pdf> - NCDOT Guidance for North Carolina's Comprehensive Transportation Planning (CTP) Process
4. <https://connect.ncdot.gov/projects/planning/TPB%20Documents/The%208%20Integration%20Linkages.pdf> – The eight Integration Linkages
5. <http://www.fhwa.dot.gov/livability/cia/index.cfm> - FHWA Office of Planning, Environment & Realty Community Impact Assessment information
6. <https://connect.ncdot.gov/projects/planning/Pages/TransPlanManualCTP.aspx> - CTP Manual containing specific guidance and procedures for many of the CTP steps.
7. http://www.fhwa.dot.gov/environment/environmental_justice/training/presentations/cia_guidance/ - FHWA Guidance for Conducting Community Impact Assessments
8. <https://connect.ncdot.gov/resources/Environmental/Pages/Merger.aspx> - NC Merger Process
9. http://www.fhwa.dot.gov/environment/environmental_justice/training/presentations/cia_guidance/ - Guidance for Conducting Community Impact Assessments FHWA presentation

Planning Regulations that relate to CIA:

1. Statewide planning ([23 CFR 450.210](#))
2. Statewide long-range transportation plan ([23 CFR 450.214](#))
3. Statewide transportation improvement program and Metropolitan planning ([23 CFR 450.316](#))
4. Metropolitan transportation plan ([23 CFR 450.322](#))
5. Transportation Improvement Plan ([23 CFR 450.324](#))

NEPA Requirements that relate to CIA:

1. [FHWA Technical Advisory 6640.8](#): Social and economic impacts
2. [23 CFR 771.111](#): Public Involvement requirements

ⁱ [NC G.S. 136-66.2](#) - North Carolina law requiring development of a coordinated transportation system; requirement of a land development plan in an area no older than 5 years prior to the development of a long-range transportation plan development.

ⁱⁱ [Community Understanding Report \(CUR\) Template](#)

ⁱⁱⁱ [Potential Transportation Plan Stakeholders](#)

^{iv} [Potential Transportation Plan Committee Members](#)

^v [Committee Member – Stakeholder Table](#)

^{vi} [Guidance for Crafting Vision Statements, Goals, Objectives & Measures of effectiveness for Comprehensive Transportation Plans & Metropolitan Transportation Plans by FHWA/NCDOT -](#)