

Social and Economic Impacts

Contact

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Purpose

To ensure that impacts to people and communities are integrated into the decision making process for highways.

Threshold Criteria

None. In general, improvements to existing facilities within current right-of-way have few potential impacts unless changes in access or capacity are involved.

Prepared Statement of No Effect

The proposed project is not expected to cause any adverse impact to any community or neighborhood. No categories of people uniquely sensitive to transportation (e.g. children, elderly, minorities, persons with mobility impairments) will be unduly impacted.

Relationship to the HPDP

Social and economic impacts must be considered on all MnDOT projects. Most projects involving repair or improvement within existing right-of-way have historically been found to have few or no social or economic impacts. Frequently, the most important adverse social and economic impacts are those associated with the construction period, i.e. detours, temporary reduction of access to businesses, emergency service access, etc. By maintaining a strong infrastructure, MnDOT projects frequently enhance the long term social and economic vitality of the project area.

Social and economic impacts of alternatives are normally addressed in the appropriate environmental document(s) for the proposed project. The analysis should address questions such as:

- Does the project impact sensitive groups Impact sensitive groups (children, persons with disabilities, minorities, low income)?
- Does the project affect public safety?
- Does the project affect community service or community facilities, or access to services/facilities?
- Does the project change travel patterns?
- Does the project affect business activity, employment or have other economic impacts?

Environmental documents also address the [right of way acquisition and relocation](#).

Possible mitigation should be identified and commitments made to the extent possible at that stage of project development. Any commitments must be carried forward so detail design staff are made aware of and follow the commitments.

Relocation planning, if applicable, begins prior to the right-of-way acquisition phase (see Right-of-Way/Relocation subject in this manual).

Agencies Involved

The FHWA; City and County professional staff, i.e., city planners, school district staff, etc., should be involved where appropriate. It is also appropriate to coordinate with neighborhood associations, civic or professional groups in the community, e.g., Chamber of Commerce, Development Associations, etc.

Permits/Approvals

None.

Legal Basis

NEPA and MEPA specifically require the consideration of social and economic impacts of proposed projects.

Guidelines/Regulations

Federal

- 40 CFR [1502.6](#), [1502.16](#), [1508.8](#), [1508.14](#)
- DOT Order 5610, 7(C); 5610.1C Attachment 2, Part 3C, 3E, 6, 8.
- FHWA Technical Advisory [T6640.8A](#)

State

- Minnesota Rules [4410.2300](#) et seq.