



FDM 25-15-1 Use of the Community Profile

February 15, 1988

1.1 Objectives

The evaluation of socio-economic factors is primarily a subjective process which uses data and observations about an area to develop a base against which to measure changes brought about by a transportation project.

The evaluation of socio-economic impacts resulting from a transportation project is primarily a comparison between existing or projected conditions without the project and anticipated conditions if the project proceeds. The means used to understand past, present and currently projected future conditions is the community profile. The means used to anticipate impacts is the imposition of the project alternatives upon the base conditions and the observation of the probable changes in those base conditions. Impacts vary by alternative as to number, magnitude, exposure to populations, degree of irreversibility, potential policy conflicts, and level of public controversy.

1.2 Application of the Community Profile to the EIS Process

The community profile is recommended here as an organizational tool which will facilitate an orderly and efficient review of the probable impacts of a proposed project. The profile should, in general, include those subjects discussed in greater detail in [FDM 25-5-1](#) through [FDM 25-5-30](#). Issues emphasized during the scoping process or in the course of developing the material for the draft Environmental Impact Statement (EIS) may dictate the relative weight, or importance, assigned to the various subjects. In any case, each subject should be developed only to that degree necessary to accurately assess the probable impacts.

In the case of an EIS, it is recommended that the community profile be developed in a format which enables it to be used in the chapter describing the existing environment. This is described in greater detail in [FDM 20-30](#). This provides for the greatest efficiency during the data collection phase. The impacts measured against the community profile of existing conditions can then be presented in a parallel format in the chapter of the EIS dedicated to impact assessment.

The format of the EIS as outlined in [FDM 20-30](#) is the most conducive to the direct use of materials developed for the community profile. In the case of any other environmental analyses, the Screening Worksheets described are used and editing in the material contained in the community profile will be required. A discussion of the use of the Screening Worksheets follows in Section 15, Subject 5 of this chapter.

<https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnsit-rsrcs/environment/formsandtools.aspx>

FDM 25-15-5 Adaptation of the Community Profile to Screening Worksheets

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5.1 Introduction

Although some transportation projects will require a full Environmental Impact Statement (EIS), many others will only need an Environmental Assessment (EA) or lesser report. In most cases, these environmental reviews are conducted using the environmental Screening Worksheets.

<https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnsit-rsrcs/environment/formsandtools.aspx>

Whereas, an EIS provides a ready format for the use of the community profile in a relatively intact form, the Screening Worksheets, which are arranged topically, do not. This procedure is designed to assist in the transference of information from this chapter, which is organized to facilitate EIS formats to the worksheet format. The procedure should be used as an index, directing those undertaking Type II and III environmental studies to those sections of this chapter, which might provide assistance on a given project. Most aspects of this chapter will most probably not apply in all cases.

In most cases, socio-economic information will have to be culled from several areas and, in some cases, the existing and impact information will be presented together rather than separately. In some lesser types of environmental review, or for those projects with minimal impacts, a community profile may not be necessary at all. A review should be conducted early on this point to avoid unnecessary efforts.

5.2 Basic Sheets

With two exceptions, socio-economic information is not generally required in the four basic sheets.

The two exceptions are on Basic Sheet 4, Items 4 and 6. Item 4 asks for a general description of surrounding land uses which should include information on community, recreational, industrial, commercial, and residential facilities from the base data collected for the community profile.

Item 6 asks, among other things, for a description of the results of the public information program and is an opportunity to discuss issues of concern which may have arisen during any of the public information activities conducted during the project.

5.3 Factor Sheet "A" -General Economics

Factor Sheet "A" is directly related to the information collected in the community profile. All of the information required here should be available from that source.

For Item 1, information should be prepared as described in [FDM 25-5-5](#) through [FDM 25-5-20](#) for those sections which apply to economic issues. These include the following topics with procedure references:

- Development Issues ([FDM 25-5-5](#))
- Property Taxes ([FDM 25-5-10](#))
- Employment ([FDM 25-5-10](#))
- Tax Revenues ([FDM 25-5-10](#))
- Retail Sales ([FDM 25-5-10](#))

Item 2 and 3 will use the results of the analysis performed on development issues and specific business districts in the project area. The response should be directed toward the potential for economic development.

5.4 Factor Sheet "B" -Community or Residential Areas

Factor Sheet "B" will use information developed under [FDM 25-5-5](#), [FDM 25-5-25](#) and [FDM 25-5-30](#); Community and Neighborhood Cohesion, Affected Social Groups, and Relocation, respectively.

The first Item asks for a description of the community and includes land uses, demographic characteristics, and community facilities. Most of the rest of Factor Sheet "B" discusses changes in those conditions. The descriptions of existing conditions should relate to the impact categories and should be prepared only to the depth required to adequately complete the impact analysis.

Item 3 discusses changes in land use based upon the description presented in Item 1. Items 4, 5, 6, 7 and 8 ask for descriptions of impacts for the categories summarized in the statement of existing conditions. Items 9, 10, 11 and 12... refer to the relocation information with some assistance from the discussion of affected social groups. Item 11 also provides an opportunity to expand upon any issues regarded as controversial or significant by residents.

5.5 Factor Sheet "C" -Commercial and Industrial Impacts

Factor Sheet "C" involves impacts on commercial and industrial areas affected by a proposed transportation project. Several areas of study prepared for the community profile can be used here. These include the following sections with procedure references:

- New Development ([FDM 25-5-5](#))
- Retail Sales ([FDM 25-5-10](#))
- Public and Private Development Plans ([FDM 25-5-15](#))
- Existing Business Districts ([FDM 25-5-20](#))

Item 1 calls for the description of the existing environment and Item 2 for the statement of impacts. As before, the description of the existing environment and the discussion of impacts should be no more than that required to adequately address the issues requested.