Final Environmental Impact Statement

Appendix N—Agency Coordination and Public Involvement

N-1 Agency & Public Involvement Coordination Plan

N-2 ACE Meeting Summaries

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Appendix N-1—Agency & Public Involvement Coordination Plan

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Agency & Public Involvement Coordination Plan

Introduction

This Agency & Public Involvement Plan (APIP) has been developed by the South Carolina Department of Transportation (SCDOT) in cooperation with the Federal Highway Administration to comply with the National Environmental Policy Act (NEPA) and other federal and state regulations. An Environmental Impact Statement (EIS) is a document required by NEPA to promote informed decision-making by federal, state and local agencies by making "detailed information concerning significant environmental impacts" available to both agency leaders and the public. Collaboration, communication and cooperation between all who are involved in environmental decisions, including government officials, private businesses, and the public is vital. The intent of an EIS is to help key decision makers and stakeholders balance the need to implement an action with its impacts on the surrounding human and natural environment and provide opportunities for mitigating those impacts.

During the EIS, stakeholder and public input are critical to providing important insight to the SCDOT as it refines which alternative is the best for a given locality and corridor as a whole. Public and agency input will be integrated into the technical evaluation process to ensure their insight is considered before decisions are made.

This APIP outlines the project's approach to public involvement, which includes outreach to diverse groups of the public and agencies to make them aware of the project and to educate them on the process. An aware and informed public will be more encouraged to participate and able to supply relevant input into the process. Timely updates and clear communication are keys to successful public participation.

The APIP will be implemented at the onset of the project in April 2015, continue through the publication of the Notice of Intent (NOI) in July 2015 and will end in May 2019 with the expected completion of the Record of Decision (ROD).

Project Background

The interchange of Interstates 20, I-26 and I-126 and the associated interstate corridors is a major hub for the Midlands' commuters as well as travelers and commerce. In addition to being a main route in and out of Columbia, I-26 is a thoroughfare for travelers headed to the coast and mountains for recreation, and a major cargo route between Lowcountry ports and Upstate manufacturers. As an interstate corridor initially developed in the 1950s, the designs have become outdated. Access ramps to and from each interstate consistently become congested. As a result, the I-20/26/126 Interstate Project (Project) is listed as one of South Carolina's most congested interstate corridors and finding an up-to-date solution has become a statewide priority. This project will play a critical role to enhance mobility and safety in one of the most congested highway corridors in the state. Because of congestion issues, the project area has derisively been known as "Malfunction Junction". Moving forward SCDOT will call

the study the Carolina Crossroads, I-20/26/126 Corridor Project to better reflect the goals and vision for this important and vital corridor.

Project Area

The I-20/26/126 Corridor is generally defined as I-20 from the Saluda River to the Broad River, I-26 from US 378 to Broad River Road, and I-126 from Colonial Life Boulevard to I-26.

Outreach Goal, Objective and Milestones

Goal

The primary goal of the APIP is to foster open communication between a diverse public, agencies, and the Project Team in order to gain productive input leading to better decisions that meet the community's needs.
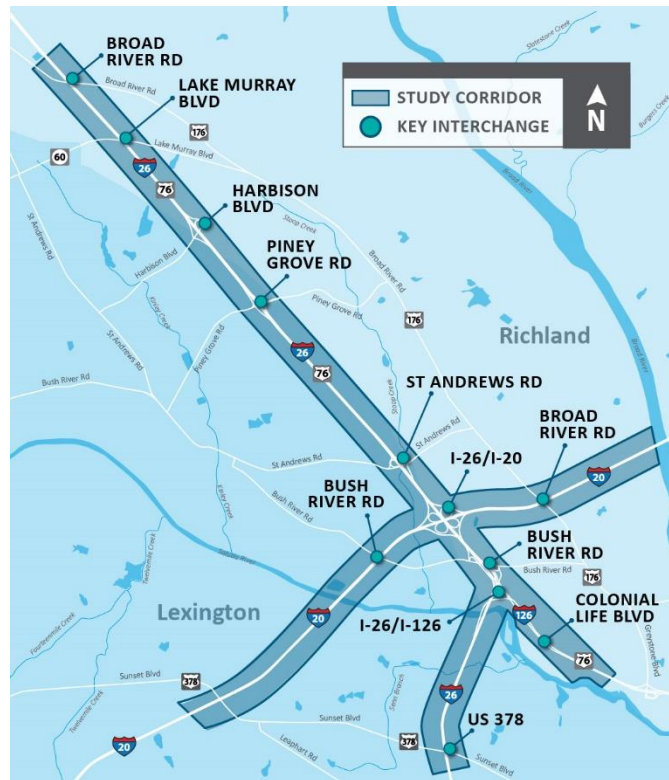

Figure 1: Project Area

Public Involvement Objectives

The Agency and Public Involvement Coordination Plan objectives are to:

- Educate the public and stakeholders about the NEPA process and the development of an EIS.

- Accomplish agency and public participation according to NEPA and the SAFETEA-LU Environmental Review Process that require plans be developed in consultation with state, tribal, and local agencies responsible for land-use management, natural resources, conservation, environmental protection, and historic preservation.

- Build awareness of the project through a clearly established brand that includes a project identifier/logo and informational materials distributed in a variety of media.

- Involve a diverse group of stakeholders, which includes residents of potentially affected areas, commuters, interstate commerce, businesses in the corridors, elected officials, and community organizations.

- Achieve compliance with Environmental Justice (Executive Order 12898) requirements by ensuring that minority and low-income populations, who have traditionally been under-represented, have equal access to the decision-making process.

- Make specific efforts to increase participation by traditionally under-represented populations and groups, as required under Title VI of the Civil Rights Act of 1964 and to track participation by these groups.

- Meet the provisions of the Americans with Disabilities Act (ADA) of 1990.

- Promote an open and transparent public involvement process that inspires trust and integrity of the information that is presented. Participants should feel that their input is heard and considered and have an understanding of how their comments will be used.

- Encourage elected officials, area businesses, and civic and community organizations to represent the interests of their constituents and to promote direct participation by their constituents throughout the process. These community leaders can help to reach, or at least to represent, the interest of hard-to-reach groups including youth, the elderly, minorities, immigrants, and low-income residents.

- Provide a variety of options for receiving input from the general public, and other stakeholders.

- Provide opportunities for following up on inquiries and requests.

- Document comments received and responses to inquiries and requests.

- Document the progress and effectiveness of the Outreach Program.

Key Milestones

The APIP is planned around several key Project milestones, including:

- Scoping

- Alternatives Analysis

- Draft EIS

- Public Hearing

- Final EIS

- ROD

Outreach Team

The Outreach Team is made up of representatives from SCDOT and SCDOT's consultant team. Contact information for these representatives is described below.

TABLE 1: OUTREACH TEAM

Name	Position	Organization	Phone Number	E-mail Address
Brian Klauk	Project Manager for Carolina Crossroads	SCDOT	801-737-5051	klaukbd@scdot.org
Chad Long	Director of Environmental Services	SCDOT	803-737-1396	longcc@scdot.org
Ladd Gibson	Director for Mega Projects	SCDOT	803-737-3511	gibsonls@scdot.org

Name	Position	Organization	Phone Number	E-mail Address
Randy Young	Chief Engineer, Project Delivery	SCDOT	803-737-4682	youngrl@scdot.org
David Kinard	Project Manager	HDR	843-414-3736	daivd.kinard@hdrinc.com
Shannon Meder	Environmental Manager	HDR	843-414-3708	shannon.meder@hdrinc.com
Jennifer Schwaller	NEPA Task Lead	HDR	816-412-1310	jennifer.schwaller@hdrinc.com
Theresa McClure	PI Task Lead	HDR	843-414-3743	theresa.mcclure@hdrinc.com
Jesica Mackey	PI Coordinator/Social Media Manager	HDR	803-509-6627	jesica.mackey@hdrinc.com
Robert Flagler	PI Coordinator	HDR	843-414-3748	robert.flagler@hdrinc.com
Benjamin Burdette	Database Manager	HDR	864-631-0434	benjamin.burdette@hdrinc.com
Julie Hussey	Stakeholder/Elected Officials Coordinator	Civic Communications	843-224-1096	jchussey@civiccommunications.com
Teowonna Clifton	Community Outreach Coordinator	DESA	803-743-1126	tclifton@desainc.com
Rob Hamzy	Elected Official Liaison	Mead & Hunt	803-996-2900	Rob.hamzey@meeadhunt.com
Berry Still	Assistant Project Manager	Mead & Hunt	803-996-2900	Berry.still@meadhunt.com
Dan Moses	Assistant Project Manager	Mead & Hunt		Daniel.moses@stvinc.com

Federal and State Agency Coordination

Lead Agency

SCDOT and FHWA will serve as the joint lead agencies for this project. As lead agencies, SCDOT and FHWA are responsible for scoping, inviting cooperating agencies, developing consensus among a wide range of stakeholders with diverse interests, resolving conflict, and ensuring that quality transportation decisions are fully explained in the environmental document.

Cooperating Agencies

Cooperating Agencies will be involved in the NEPA process in accordance with CEQ regulations for implementing the procedural provisions of NEPA (40 CFR 1501.6). According to CEQ (40 CFR 1508.5), "cooperating agency" means any Federal agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. In addition to participating in scoping, Cooperating Agencies become involved in the review of NEPA documents before public distribution. This cooperation facilitates the development of the NEPA

document so that it may be adopted by the Cooperating Agencies in at least partial satisfaction of the agencies' NEPA obligations for future approvals associated with the Project.

Table 2 provides a list of cooperating agencies.

TABLE 2: COOPERATING AGENCIES

Agency	Type
U.S. Army Corps of Engineers	Federal

Participating Agencies

SCDOT and FHWA will consult with Participating Agencies to ensure that the joint effort makes the best use of the areas of jurisdiction and of special expertise of the Participating Agencies, that their views are considered in the course of the NEPA analysis and documentation process, and that the substantive and procedural requirements of all Participating Agencies are met.

Participating agencies are those with an interest in the project. Their roles and responsibilities include, but are not limited to:

- Participating in the NEPA process starting at the earliest possible time, especially with regard to the development of the purpose and need statement, range of alternatives, methodologies, and the level of detail for the analysis of alternatives.
- Identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts. Participating agencies also may participate in the issue resolution process described later in this guidance.
- Providing meaningful and timely input on unresolved issues.
- Participating in the scoping process. The scoping process should be designed so that agencies whose interest in the project comes to light as a result of initial scoping activities are invited to participate and still have an opportunity for involvement.

Federal, state and regional agencies were invited to the Agency Scoping Meeting to learn more about the project and to provide early input on Purpose and Need. Following the Scoping Meeting, the Project Team identified agencies that should be invited to serve as Participating Agencies and a formal invitation was sent. Table 3 provides a list of participating agencies and the list below that includes the federal, state, and regional agencies that were invited to serve as participating agencies.

TABLE 3: PARTICIPATING AGENCIES

Agency	Type
U.S. Environmental Protection Agency	Federal
U. S. Fish and Wildlife Service	Federal
South Carolina Department of Archives and History	State
South Carolina Department of Health & Environmental Control	State

Agency	Type
South Carolina Department of Natural Resources	State
South Carolina Department of Public Safety	State
Central Midlands Council of Governments	Regional
Central Midlands Regional Transit Authority	Regional
Richland County	Regional
Lexington County	Regional

All scoping comments, as well as responses to the invitation will be tracked using iREALM Contact and Comment Management[SM] (iREALM CCM).

Federal
- U.S. Fish and Wildlife Service
- U.S. National Park Services
- U.S. Army Corps of Engineers
- U.S. Department of Agriculture
- U.S. Health and Human Services
- U.S. Department of Housing and Urban Development
- U.S. Environmental Protection Agency
- Federal Aviation Administration
- Catawba Indian Nation
- NOAA National Marine Fisheries Service

State
- South Carolina Department of Archives and History
- South Carolina Department of Health & Environmental Control
- South Carolina Department of Natural Resources
- South Carolina Department of Housing and Urban Development
- South Carolina Department of Public Safety
- South Carolina Forestry Commission
- South Carolina Department of Parks, Recreation & Tourism

Regional/Local
- Mid-Columbia Council of Governments
- Central Midlands Council of Governments
- Richland County
- Town of Irmo
- The Comet Transit System
- City of Columbia
- Lexington County

- Richland County Planning and Zoning
- Richland County Planning Department
- City of Columbia Department of Planning and Development
- City of Columbia Department of Utilities and Engineering
- Richland County Public Works
- Richland County School District
- City of Columbia Water and Sewer
- Alpine Utilities
- Bush River Utilities
- West Columbia
- Time Warner Cable
- AT&T
- Columbia Public Schools
- City of Columbia Parks and Recreation Department
- Richland County Housing and Urban Development
- Richland County Sheriff's Department
- Richland County Economic Development Office
- Richland County Recreation Commission
- Lexington County Community Development Department
- Lexington County Economic Development
- Lexington County Planning and GIS Department
- Lexington County Department of Public Works
- Lexington County Sheriff's Department
- Lexington County Recreation and Aging Commission
- Central Midlands Regional Transit Authority
- Columbia Metropolitan Airport
- Columbia SMART Ride
- Lexington County Airport

Outreach Methods

AGENCY MEETINGS

An Agency Scoping Meeting will be held as the first opportunity to provide information about the Project, obtain comment, and discuss issues related to the Project as identified by affected federal, state, and local agencies, as well as Native American groups, including tribes. The dates, times, and locations will be held in coordination with the Agency Cooperation Efforts (ACE) meetings. At the end of the Scoping Meetings, a Scoping Summary will be completed.

Additional ACE and web-based meetings will be used to present the following information:

- Response to Notice of Intent/Invitation to be a Cooperating and Participating Agency
- Project Study Area

- Schedule for the Environmental Review Process

- Methodology Reports

- Agency/Public Involvement Coordination Plan

- Purpose and Need Statement

- Alternative Evaluation Criteria

- Reasonable Alternatives

- Recommended Preferred Alternative

Cooperating and Participating Agencies will also be invited to participate in a field review of the project study area.

SECTION 106 REQUIREMENTS

Another aspect of agency coordination will be fulfillment of Section 106 requirements under the National Historic Preservation Act. SCDOT will consult with South Carolina State Historic Preservation Offices. Section 106 consultation regarding adverse effects on historic properties will be conducted as part of this EIS.

TRIBAL COORDINATION

Coordination to solicit input from Native American groups, including tribes, will also be conducted for this Project. Information developed for the early coordination packet will be used for Tribal coordination. FHWA will facilitate coordination by providing a list of Tribal contacts in the project area.

FEDERAL REQUIREMENTS

The plan and all associated outreach will comply with Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

- Lead/joint lead agency status will be determined and documented.

- Lead agency will send Letters of Invitation to Participating and Cooperating Agencies.

- Coordination plan will be developed with consultation of participating agencies.

- Schedule for the environmental review process will be developed through consultation with participating agencies.

- Participating agencies and the public will have an opportunity for involvement on purpose and need.

- Participating agencies and the public will have an opportunity for involvement on the range of alternatives.

- Appropriate methodology to be used and level of detail required in analysis will be determined in collaboration with participating agencies.

Public Outreach Strategy

To achieve the APIP goals, the Outreach Team will implement the strategy outlined in the following sections:

- Stakeholder Analysis
- Key Issue Identification
- Communication Tools
- Meetings
    - Stakeholder Advisory Committee
    - Elected Official Outreach
    - Public Meetings
- Targeted Special Outreach
- Media and Advertising Plan
- Communications Protocol
- Analytics & Tracking Protocol

Stakeholder Analysis

To reach out to all interested and other potentially affected parties regarding the Project, the Outreach Team has researched and identified public stakeholders and stakeholder groups to form a contact database. The contact database will be updated throughout the Project and serve as the information distribution mailing list and as a tracking list for all outreach activities.

The outreach process reaches four key audiences:

- People, property, and businesses potentially affected by the Project

- Property owners

- Special interest groups (rail, transit, bike/pedestrian, etc.)

- Title VI-related groups and organizations (minorities [race, color, and national origin], low-income populations, the elderly [seniors], disabled, and Low English Proficiency [LEP] populations)

- Community leaders

- Community organizations

- Elected officials

PARTICIPATING STAKEHOLDERS

Federal Representatives
- Senator Lindsey Graham (R)
- Senator Tim Scott (R)
- Congressman Joe Cunningham – District 1 (D)
- Congressman Joe Wilson (R) – District 2
- Congressman Jeff Duncan (R) – District 3
- Congressman William Timmons (R) – District 4

- o Congressman Ralph Norman (R) – District 5
- o Congressman James "Jim" Clyburn (D) – District 6
- o Congressman Tom Rice (R) – District 7

State Elected Officials
- o Governor Henry McMaster
- o Lt. Governor Pamela Evette

Senate
- o Ronnie Cromer (District 18)
- o John L. Scott, Jr. – Richland (District 19)
- o Richard "Dick" Harpootlian – Lexington & Richland (District 20)
- o Darrell Jackson – Richland (District 21)
- o Mia S. McLeod – Kershaw & Richland (District 22)
- o Katrina Frye Shealy – Lexington (District 23)
- o A. Shane Massey (District 25)
- o Nikki G. Setzler – Lexington (District 26)

House of Representatives
- o Christopher "Chris" Wooten – Lexington (District 69)
- o Wendy C. Brawley – Richland (District 70)
- o Nathan Ballentine – Lexington & Richland (District 71)
- o Seth Rose – Richland (District 72)
- o Christopher R. "Chris" Hart – Richland (District 73)
- o J. Todd Rutherford – Richland (District 74)
- o Kirkman Finlay III – Richland (District 75)
- o Leon Howard – Richland (District 76)
- o Kambrell Garvin – Richland (District 77)
- o Beth E. Bernstein – Richland (District 78)
- o Ivory Torrey Thigpen – Richland (District 79)
- o Jimmy C. Bales – Richland (District 80)
- o Chip Huggins (District 85)
- o Paula Rawl Calhoun (District 87)
- o McLain R. "Mac" Toole (District 88)
- o Micah Caskey (District 89)

Local Public Agencies
- o City of Columbia
- o Richland County
- o Lexington County
- o Town of Irmo
- o City of West Columbia
- o Town of Chapin
- o Town of Lexington
- o Central Midlands Council of Governments

Columbia Elected Officials
- Mayor Steve Benjamin
- Council member Sam Davis
- Council Member Tameika Isaac Devine
- Council Member Howard Duvall, Jr.
- Council Member Edward McDowell, Jr.
- Council Member Moe Baddourah
- Council Member Daniel J. Rickenmann

Richland County Elected Officials
- Council Member Bill Malinowski – District 1
- Council Member Joyce Dickerson – District 2
- Council Member Yvonne McBride – District 3
- Council Member Paul Livingston – District 4, Chair
- Council Member Allison Terracio – District 5
- Council Member Joe Walker – District 6
- Council Member Gwendolyn Kennedy – District 7
- Council Member Jim Manning – District 8
- Council Member Calvin "Chip" Jackson – District 9
- Council Member Dalhi Myers – District 10, Vice Chair
- Council Member Chakisse Newton – District 11

Richland County Planning Commission
- Commissioner Stephen Gilchrist
- Commissioner Heather Cairns
- Commissioner Wallace Brown Sr.
- Commissioner C. David Tuttle
- Commissioner Chui Ping Karen Yip
- Commissioner Prentiss McLaurin
- Commissioner Ed Greenleaf
- Commissioner Beverly Frierson
- Commissioner Mettauer Carlisle

Town of Irmo Elected Officials
- Mayor Hardy King
- Council Member Barry A. Walker, Sr.
- Council Member Julius Waites
- Mayor Pro-Tem Mark Pouliot
- Council Member Kathy Condom

City of West Columbia Elected Officials
- Mayor Bobby Horton
- Council Member Mike Green – District 1
- Council Member Trevor Bedell – District 2
- Council Member Casey J. Hallman – District 3
- Mayor Pro-Tem Temus C. "Tem" Miles, Jr. – District 4
- Council Member Mickey Pringle – District 5

- o Council Member Jimmy Brooks – District 6
- o Council Member Erin Porter – District 7
- o Council Member Teddy Wingard – District 8

Town of Chapin Elected Officials
- o Mayor David Knight
- o Mayor Pro-Tem Mike Clonts
- o Council Member Kay Hollis
- o Council Member Leland Teal
- o Council Member Al Koon

Town of Lexington Elected Officials
- o Mayor Steve MacDougall
- o Mayor Pro-Tem Hazel Livingston
- o Council Member Kathy Maness
- o Council Member Todd Lyle
- o Council Member Steve Baker
- o Council Member Todd Carnes
- o Council Member Ron Williams

Lexington County Council
- o Council Member Scotty "Scott" Whetstone – District 1
- o Council Member Paul Lawrence "Larry" Brigham, Jr.– District 2
- o Council Member Darrell Hudson – District 3
- o Council Member Debra "Debbie" Summers – District 4 and Vice Chairman
- o Council Member Bobby Keisler – District 5
- o Council Member Erin Long Bergeson – District 6
- o Council Member Beth Carrigg – District 7
- o Council Member Glen Conwell – District 8
- o Council Member M. Todd Cullum – District 9 and Chairman

Community Advocacy Groups
- o Transportation Association of South Carolina
- o Palmetto Cycling Coalition
- o Carolina Wildlife Care
- o Columbia Audubon Society
- o Congaree Riverkeeper
- o Keep the Midlands Beautiful
- o Richland County Conservation Commission
- o Sierra Club, South Carolina Chapter
- o South Carolina Wildlife Federation
- o Ducks Unlimited
- o South Carolina Alliance to Fix Our Roads (SCFOR)
- o West Columbia Beautification Foundation
- o Harbison State Forest

Business Community

- o Columbia Chamber of Commerce
- o Lexington Chamber of Commerce
- o South Carolina Chamber of Commerce
- o North Columbia Business Association
- o Five Points Association
- o Central Carolina Economic Development Association
- o Greater Chapin Chamber of Commerce
- o Development/Property Management Entities
- o Midlands Authority for Conventions, Sports, & Tourism
- o South Carolina Trucking Association
- o New Carolina: South Carolina's Council on Competitiveness
- o South Carolina Economic Developers' Association (SCEDA)
- o Lexington County Economic Development Department
- o West Columbia Chamber of Commerce
- o Columbia Metro Convention/ Visitor Bureau
- o Greater Columbia Civil War Alliance
- o Greater Irmo Chamber of Commerce
- o Lexington County Recreating & Aging Commission
- o Riverbanks Zoo and Botanical Gardens
- o Corporation for Economic Opportunity
- o Columbia Mall area

Civic Organizations

- o Central Carolina Community Foundation
- o Chapin We Care Center
- o Columbia YMCA
- o Kiwanis Carolina
- o Lions Club
- o Knights of Columbus
- o Affordable Housing Coalition of South Carolina
- o Richland Sertoma Club
- o Irmo Library
- o Saint Andrews Regional Library
- o First Church of Nazarene
- o Ashland United Methodist Church
- o Friendship AME Church
- o New Spring Church: Columbia Campus
- o Broad River Church
- o Abundant Life Outreach Ministry
- o St. Andrews Evangelical Church
- o Church-Christ North Columbia
- o Christian Life Church
- o St. Andrews Middle School
- o Remington College – Columbia Campus
- o ITT Technical Institute – Columbia Campus

- ECPI University
- Strayer University Columbia Campus
- Sandel Elementary School
- Seven Oaks Elementary School
- Leaphart Elementary School
- Dutch Fork Elementary School
- Dutch Fork Middle School
- Dutch Fork High School
- Harbison West Elementary School
- Irmo High School
- Columbia High School
- Crossroads Middle School
- Irmo Middle School
- Irmo Elementary School
- Able South Carolina
- South Carolina Hispanic Outreach
- University of South Carolina
- River Alliance
- Rotary Club
- Palmetto Health Hospital
- South Carolina Sheriff's Association
- League of Women Voters

Neighborhood Associations

- Arsenal Hill Neighborhood Organization
- Barhamville Estates Neighborhood Organization
- Belvedere Community Organization
- Bethel-Bishop-Chappell Organization
- Booker Washington Heights Organization
- Celia Saxon Neighborhood
- Community Improvement Cooperative Council
- Coalition of Downtown Neighborhoods
- Colonial Heights Neighborhood Organization
- Colonial Park Neighborhood Organization
- Colonial West Neighborhood Organization
- Colony Community Organization
- Downtown Neighborhood Association
- Edgewood Neighborhood Floral Club
- Eva P. Trezevant Neighborhood Organization
- Granby Hill Alliance
- Highland Park Civic Club
- Historic Waverly Neighborhood Council
- Jones McDonald Community Club
- Lincoln Park Community
- Lyon/Martin/Waverly Community Council
- Lyon Street Neighborhood
- Martin Luther King Neighborhood

- o Pinehurst Community Council
- o Quail Hollow
- o Quail Hollow Village
- o Quail Ridge
- o Richland County Neighborhood Council
- o River's Edge
- o Robert Mills Historic Neighborhood
- o Skyland Neighborhood Association
- o The Gates at Quail Hollow
- o Watermark Homeowner's Association
- o Westover Acres
- o Whaley Street Neighborhood
- o Harbison Neighborhood Association
- o Lake Quail Valley Neighborhood Association

Utilities

- o City of Columbia Water & Sewer
- o Alpine Utilities
- o Bush River Utilities
- o West Columbia
- o SCE&G Power – Transmission & Distribution SCE&G Gas
- o AT&T
- o South Carolina DOT ITS
- o Time Warner Cable

Transportation Related Organizations

- o Central Midlands RTA
- o The COMET
- o Checker Yellow Cab
- o Capitol City Cab
- o Blue Ribbon Taxi
- o Five Points Taxi Van
- o Hoffman Travel
- o Columbia Shuttle Service
- o MegaBus

Additional Hispanic Outreach Groups

- o Hispanic Connections, Inc.
- o Hispanic Leadership Council

Additional Disabled Population Outreach Groups

- o Experience Works
- o South Carolina Commission for the Blind

Key Issues Identification

Table 5 identifies topics that may raise concern during the course of the project and methods for addressing the issues at their onset.

TABLE 5: ADDRESSING KEY ISSUES

Key Issues	Methods For Addressing Issues
Reaching Environmental Justice populations	• Use advertising and graphics within minority communities at appropriate locations (e.g.-community centers, grocery stores, public transportation centers) • Use Spanish bilingual outreach materials • Use minority media outlets • Provide translators at public meetings
Alternatives Analysis	• Create key messages to explain what alternatives are being considered and why. • Project videos will be used to illustrate potential reasonable alternatives.
Overcoming the interchange's legacy of malfunction	• Acknowledge past issues • Rebrand the interchange and commit to using the new brand early in the project
Public concern regarding alternatives impacts	• Provide transparent information on impacts regarding potential alternatives • Create visualizations and/or graphics to demonstrate alternatives for the new system to better explain the benefits
Unidentified project constraints	• Be transparent about the project process and possible outcomes at every phase of engagement • Communicate funding issues in simple, educational graphics
Lack of project support	• Educate stakeholders about the loss of revenue caused by avoidance • Market project as a benefit not just locally, but regionally • Offer stakeholders multiple opportunities to engage including online meetings, pop-up events, and social media

Communication Tools

The following tactics will be launched at the start of the Project and used throughout:

• Project Website – An independent website will be maintained for the Project. The site will offer the public and team 24/7 access to current information and documents related to the Project. The Project website will serve as a repository for all project-related educational materials and public participation opportunities. This robust site will include information geared to help decrease public confusion about the project and provide insight into the process. The information will be clear and timely so that the public can provide relevant input based on their understanding of the Project and

the process. Links to join the mailing list, to provide comments and questions, and to stay connected through social media will be available. For Title VI and LEP audiences, the website will include a foreign language translation feature as well as a font enlargement feature and will comply with Website Accessibility Initiative (WAI) standards. The site will be reviewed and updated regularly to ensure the most current and accurate information is available.

- Social Media – Posts will be made to the Project's social media platforms (Twitter and Facebook) throughout the EIS. Social media is conversational in nature and an effective social media presence for the Project will broaden outreach, increase awareness of the Project and provide engagement opportunities to stakeholders who might not otherwise participate. Although social media posts will not be part of the public record, the conversation occurring online is important to the process. A detailed Social Media Protocol is included as Appendix A.

- Project Information Line – The Outreach Team will establish a toll-free telephone information line and create a script for the line's voicemail. The Project information line will be programmed to deliver messages to the database manager. The comment will be transcribed into the contact database.

- Project Videos – The Outreach Team will develop process videos to illustrate typical project-related development activities. Each video will be produced using either vector image animation or white board illustration techniques. Videos will be hosted on a project YouTube channel and embedded in the project website.

Title VI/LEP Outreach

Title VI/LEP outreach strategies include:

- Seeking out, building and maintaining a comprehensive database of mail and e-mail contact information for Title VI groups and advocacy groups

- Partnering with senior, disability, social service, transit, and area Hispanic liaison offices to provide information regarding the Project

- Hosting outreach meetings with Title VI communities and coordinating with advocates to attend already scheduled meetings

- Advertising meetings in high activity centers along the project corridor especially during initial phases using fliers and static displays

- Placing ads in urban and Hispanic newspapers

- Translating newspaper ads and press releases to Spanish for Hispanic publications

- Translating other project materials to Spanish, as needed

- Providing translators free of charge (ADA and Spanish) at public meetings

- Engaging audiences through greater use of visuals, larger font and simpler language in fliers, display boards, and presentations

- Holding meetings at ADA accessible locations

- Translating features on the Project website

- Providing font enlargement features on the Project website

- Coordinating information distribution to focused communities based on GIS mapping and socioeconomic and demographic information such as Environmental Justice (EJ) insight

- Visiting these key areas to secure additional advocate/ambassadors such as retail and human service organizations and adding key contacts to database

Stakeholder, Elected Official, and Public Involvement

Stakeholder Advisory Committee

The Stakeholder Advisory Committee will act in an advisory capacity to the Project Team and includes key stakeholders within the Project Area and the region. The Stakeholder Advisory Committee will meet at key milestones to guide the decision-making process for the initial stages of the Project with potential to taper off. The following describes the role of Stakeholder Advisory Committee members:

- To be briefed on major project milestones.

- To meet quarterly, as needed.

- To serve as advisors to the SCDOT for the EIS.

- To provide technical review and input to complete certain parts of the project.

- To keep appropriate staff (attorneys, engineers, modelers, etc.) informed of project progress, although they would not necessarily need to be full participants in the Stakeholder Advisory Committee meeting.

A tentative schedule for Stakeholder Advisory Committee meetings is detailed below.

TABLE 5: SAC MEETING SCHEDULE

Date	Topic/Milestone
2015 Q2	Project Kick-off
2015 Q3	Project Scoping
2016 Q3	Preliminary Alternatives
2017 Q3	Reasonable Alternatives
2018 Q3	Draft EIS

The following organizations will be invited to participate in the Stakeholder Advisory Committee. Other members of the public will be encouraged to attend following the initial community kick off meeting.

- Columbia Chamber of Commerce
- Greater Lexington Chamber and Visitors Center
- Greater Irmo Chamber of Commerce

- Greater Chapin Chamber of Commerce
- Greater Cayce West Columbia Chamber
- Midlands Authority for Conventions, Sports and Tourism
- Riverbanks Zoo & Botanical Gardens
- Lexington Medical Center
- Palmetto Health
- Blue Cross Blue Shield
- Columbiana Centre
- Central Carolina Realtors
- New Carolina- Council on Competitiveness
- Central South Carolina
- SC Trucking Association
- University of South Carolina
- Midlands Technical College
- Southern Environmental Law Center
- Palmetto Cyclists
- River Alliance
- ULI
- Sustainable Midlands
- League of Women Voters
- Columbia Community Foundation
- South Carolina Hispanic Outreach
- South Carolina Alliance to Fix Our Roads
- Lexington Neighborhood Enhancement Action Team
- University of South Carolina

Elected Official Outreach

EARLY COORDINATION PACKET

At the onset of the project a Coordination Packet will be sent to federal, state, regional, and local elected officials to inform them about the Project, schedule, and outreach efforts.

ELECTED OFFICIAL BRIEFINGS

To engage state and local elected officials with consistent information about the Project, an early coordination meeting will occur with legislative representatives on information including but not limited to, key messages, project description, Project Team, meeting schedule, and outreach efforts. The meeting will be a meet and greet held at a community location in Columbia at a time most convenient for legislators.

REGIONAL GOVERNMENTS

In coordination with public information meetings, presentations will occur with the Central Midlands Council of Governments at their regularly scheduled meeting to reach regional planning agencies, and municipal governments. It is anticipated that the Project team will present at each of the following stages:

- Scoping
- Alternatives Analysis
- Reasonable Alternatives
- Public Hearing for Draft EIS
- Final EIS

ONE-ON-ONE MEETINGS

One-one-one meetings will occur as needed and could take place in the form of in-person meetings or virtual meetings. The purpose of these meetings is to provide continual education regarding the project to newly elected officials or officials wanting more context than the Early Coordination Packet or briefings can provide.

Targeted Special Outreach

Throughout the Project, it is anticipated that requests will be made for presentations to local community groups, Chambers of Commerce, or other special interests along the corridor. In addition, the Outreach Team will identify community outreach opportunities to conduct popup events and mobile meetings in communities that have potential hard to reach, EJ, elderly, and disabled populations.

Summer Outreach will be done at various community events throughout the summer months where the Outreach Team can interact with the public, build relationships and capture authentic user experiences from corridor travelers.

Public Meetings

Five public information meetings will be held:

- Community Kick-off
- Scoping
- Preliminary Alternatives
- Reasonable Alternatives
- Public Hearing for DEIS

The format of the in-person Public Information Meetings will be an open house with a scheduled presentation and question-and-answer session. A combination of traditional and non-traditional meeting times and locations will be considered in order to capture commuters.

A Meeting Plan will be developed specific for each public meeting that includes: agenda, staffing, floor layout, materials, supplies, and equipment.

MEETING NOTIFICATIONS

The following outreach methods will be used to notify the public of scoping and information meetings:

- Direct Mail Invitation - A letter will be sent to property owners within a 500-foot buffer of the corridor and potential alternatives. The letter will make property owners aware of the Project, notify them that team members may be performing analysis in their area, and make them aware of upcoming public meetings and drive them to the website to help them remain informed.

- Fliers - Informational fliers will be printed and distributed prior to public meetings to broaden the awareness and diversity of our participants. Fliers will be placed in community gathering places and may include libraries, recreation centers, restaurants,and businesses. Distribution will center around reaching into low income neighborhoods or ethnic neighborhoods, based on Project corridor demographic information.

- E-mail Invitation - A series of e-mails will be sent surrounding public meetings and comment periods. The first e-mail will be sent three to four weeks in advance of the meeting; the second e-mail will be sent the weeks of the first meetings and the third e-mail will be sent just prior to the end of the comment period. E-mail recipients will be given an option to opt out if they no longer wish to receive meeting invitations. The e-mail address will correspond to the Project website URL.

- Newspaper Ads - Public meeting notice advertisements will be placed in the main news sections of several newspapers in the Project area in accordance with SCDOT requirements. This public notice will announce the date/time/location/format of the public meetings, availability of the project information, comment opportunities, alternative methods to participate by attending the online meeting, and comment deadlines.

- Social Media - As part of the overall Social Media Plan, the Outreach Team will use Twitter, Instagram and Facebook to post meeting notifications, reminders to attend the meetings and reminders to comment. The posts will include links to information and visuals whenever possible. The Social Media Plan and Protocol is included in Appendix A. Per the Protocol, the Outreach Team will make it clear that social media posts will not be part of the official public record.

- Project Website - Meeting details and comment forms will be made available on the Project Website. Links to meeting materials and comment forms will be posted for the public's convenience.

- Press Release/Media Advisory - Press releases and media advisories will be developed by the Outreach Team and distributed in advance of public meetings and/or comment opportunities. The media will be invited to attend meetings and encouraged to interview the Project spokesperson(s).

- Project Information Line – The Outreach Team will establish a toll-free telephone information line pre and post every public event. The Project information line will be programmed to deliver messages to the database manager. The comment will be transcribed into the contact database.

MEETING MATERIALS

The following is a list of materials that will be developed to help the public navigate and understand Project details. Some materials may be in an electronic format.

- Informational Display Boards

- Presentations

- Meeting Information Package/Handouts/Project Brochure

- Comment Forms

MEETING SUMMARY

A Meeting Summary will be prepared within two weeks of each in-person meeting. The summary will include number of meeting attendees, key stakeholders' presence, outreach methods, materials, and media mentions, and staff notes.

ONLINE MEETINGS

In order to reach a broader audience, an online meeting complementary to the in-person public meetings will be developed and made available through the Project website. The content of the online presentation will mirror the in-person meeting presentation. The online meetings will be hosted on the HDR server and will be available in advance of the in-person public meetings and live through the end of the comment period for each key milestone, or as SCDOT directs. The online meetings will include the board content from the in-person meeting and an electronic comment form. Comments received through the online meeting will be sent directly to HDR for input as a contact and comment into the comment management system.

Media Strategies

Information provided to the media about the Project will correspond with public involvement opportunities through the plan development process. The Outreach Team will relay Project-related information with the media using the following methods:

- Project Team Spokesperson –SCDOT will determine spokespersons by topic area expertise.

- Press Releases – Press releases will be developed at key points during the Project to ensure the media understand the Project and the process. Press releases will likely center around the following milestones:

    o Project Kick Off

    o Public Scoping announcement

    o Alternatives Development announcement

    o Reasonable Alternatives announcement

    o Public Hearing announcement

    o Draft EIS

    o Final EIS

    o Record of Decision

- Media Advisories – Media advisories will be distributed prior to public meetings inviting the media to attend and to interview Project Team members. The Outreach Team will develop the media advisory content. SCDOT will review and approve content and distribute to their media distribution list.

- Pitching Interviews – SCDOT will follow up on press releases and seek opportunities for the Project Team to be interviewed.

- Media Monitoring – SCDOT will provide relevant Project news clips. These clips will be circulated by the Outreach Team to the entire Project Team for review to remain current and aware of news surrounding the Project and related issues. Staying alert for activities of note is vital and can be accomplished through reading of print and electronic news media.

- Online Media Kit – For the convenience of the media in a large corridor, the Outreach Team will provide a web page dedicated to news and an online media kit on the Project website. This kit will include press releases, frequently asked questions, project graphics, corridor images, backgrounders on the Project and information about related studies as appropriate. The media will be able to download what they need when they need it.

MEDIA CONTACTS

Establishing the right media contacts is key to implementing this approach in this plan. Targeting individuals such as traffic reporters, municipal reporters, and those who represent grassroots outlets such as weekly public interest newspapers will increase the frequency with which project-related stories are picked up and will provide opportunities to promote different story angles with multiple publications.

See Appendix B for a full listing of media contacts across the State of South Carolina.

PAID MEDIA

The Outreach Team will employ the following paid advertising methods:

- Public notices - A public notice will be printed in the legal section of pre-approved newspapers in accordance with the NEPA requirements in the State of South Carolina.

- Public service announcements - Public Service Announcements (PSAs) will be disseminated to the media with the objective of raising awareness or changing public attitudes and behavior toward issues related to SCDOT infrastructure projects with a specific tie-in to the I-20/26/126 project.

- Radio and print advertising - Billboard, back of buses, radio, and newspaper advertising will be used to strategically market project initiatives to ensure time-sensitive messages are conveyed broadly and effectively to residents and stakeholders.

- Social media advertising - Paid advertisements will be placed on Twitter and Facebook to educate followers about upcoming project milestones, potential impacts, upcoming meetings, and media events.

Communications Protocol

This document is a Protocol that identifies the policies and procedures for communication on the Project. This Protocol will be managed by the HDR Outreach Team Lead, and implemented by all team representatives. Compliance will be monitored and this Protocol can be adjusted as necessary throughout Project.

In order to streamline tracking, integration, and response to comments received from the public on this EIS, this contact management team and Protocol has been developed. General information is listed in Table 6.

TABLE 6. GENERAL INFORMATION

Database Manager (DbM)	Database URL	Contact Log URL
Benjamin Burdette	http://irealmccm.hdrinc.com	[data entry form URL, if utilized]

Mailing Address for Comments	**[Study/Project] Information Line**	**[Study/Project] E-Mail**
Carolina Crossroads Corridor Project **C/O South Carolina Department of Transportation** **Mega Projects Division,** **Room 122** **P.O. Box 191** **Columbia, SC 29202-0191**	1-800-601-8715	info@CarolinaCrossroadsSCDOT.com

Web Site URL	**Facebook URL**	**Twitter URL**
www.scdotcarolinacrossroads.com/	www.facebook.com/SCDOTCarolinaCrossroads	www.twitter.com/scdotCrossroads

The contact management team will include the following project team members.

TABLE 7: CONTACT MANAGEMENT TEAM

Consultant	SCDOT
Theresa McClure, HDR	Brian Klauk
David Kinard, HDR	Chad Long
Shannon Meder, HDR	Ladd Gibson
Jennifer Schwaller, HDR	
Jesica Mackey, HDR	
Robert Flagler, HDR	
Julie Hussey, Civic Communication	
Teowonna Clifton, DESA	
Rob Hamzy, Mead & Hunt	

Communication Tracking and Management

The following tools will be used for communication tracking and management.

CONTACT DATABASE

HDR established iREALM Contacts and Comment Management^{SM} (iREALM CCM), a contact database, for the Project to streamline the tracking of agency, and stakeholder coordination as well as internal team coordination. This includes:

- Tracking and documenting public and agency comments

- Tracking and documenting public participation, outreach, media, and mailing lists

- Managing administrative records

- Providing participation data for metric and tracking results.

Communication types and the associated reporting procedure are shown in Table 8.

TABLE 8: COMMUNICATION TYPES AND PROCEDURES

Type	Procedure
Website & E-mail Inquiries	The web comment form will be programmed to submit directly to iREALM CCM. Any e-mails from the public or agencies received will be forwarded to the DbM for inclusion in the database. All e-mails will be transcribed. E-mail will be converted to electronic, text-selectable Adobe Portable Document format (PDF) files and stored in project files and the database.
Inquires Mailed to SCDOT	Mail delivered to SCDOT will be date stamped and e-mailed to the DbM to enter and stored electronically in the database and project files. All mailings will be transcribed.
Information Line	The Project information line will be programmed to deliver messages to the DbM. The comment will be transcribed into the contact database and the original WAV file will be stored in the database and project files.
Comment Forms	Comments mailed SCDOT should be date stamped, scanned, and forwarded to the DbM to be incorporated into the database. Those forms collected at a public meeting will be delivered to DbM for entry in the database. All comment forms will be transcribed.
Telephone Call	Call receiver will summarize the call in the online database per the iREALM CCM User procedures or on the web contact log form.
Face-to-Face	Comments received in face-to-face conversations will be summarized on the online database on the web contact log form or in an e-mail to the DbM.
Form Letters	Form letters will be drafted to help facilitate the ease of responses to standard inquiries.

Specific policies for official comment period processing will be developed later and may supersede this Protocol during the formal comment periods.

RECEIPT OF COMMENTS

Comment Management

Comments may be submitted by any of the following avenues:

- Letter

- E-mail

- Comment forms at public meetings

- Telephone call

- Face-to-face

- Survey

- Website

- Hotline

- Social Media

There are three main steps in responding to comments: data entry, categorization of comments, and response to comments as described in the following sections.

DATA ENTRY

The DbM will enter all comments into iREALM CCM including name of the commenter, the date received, and contact information provided such as:

- Name of commenter (or comment document signatory)

- Agency

- Address

- Comment method (letter, e-filing, and so forth)

- Contact type

- Other, as appropriate

CATEGORIZATION

- After entering the basic document properties, the DbM will review the document and assign issue codes. Categorization coding personnel will be staff with NEPA experience to facilitate identification of issues. The text for each comment will be copied into the Issues field of the comment record in iREALM CCM and coded appropriately. Each issue will be sorted into categories and assigned a unique code.

RESPONSE PROTOCOL

- An action item will be identified and programmed into iREALM CCM for any item that would need attention. An automatic e-mail will be programmed to the person the action item is assigned to. A 24 hour response time will be observed.

NEPA COMMENT RESPONSE

For comments received in official comment periods during the NEPA process, comments will be reviewed by one of the current chapter managers who each are responsible for sections of the document. Unless the comment requests a direct response, all comments will be responded to in the

NEPA document at the state the comment was left, to include, Scoping, Alternatives Analysis and Draft EIS.

IMMEDIATE RESPONSE REQUIRED

If a comment requires an immediate response, once the DbM receives the comment, they will forward the comment to the Contact Management Team. Examples include media inquiries, public comments about the scoping period or public meetings, etc.

AUTOMATIC RESPONSES

When a comment is submitted an automatic response will be generated by iREALM CCM and through e-mail submissions. The DbM is responsible for drafting the automatic response and initiating and managing the automatic responses.

ACTION ITEMS

If a comment response is assigned to a member of the team an action item will be assigned to the person responsible to follow up. The person assigned to the action item will receive an automatic e-mail from the database notifying them of the action. The action item will not be closed until it is acknowledged by the team that it is complete.

REPORTING

The DbM will generate a report on a timeline determined by the project manager and the client. The report will include all open events on iREALM CCM including additional reporting determined by the client.

OUTREACH MANAGEMENT

Meeting Entries

The database will also be used to record and track outreach activities. All details will be entered into the online database per the iREALM CCM User procedures including:

- Title of meeting/phone call

- Date of meeting/phone call

- Discussion objective and summary

- Attendees/participants

Mailing Entries

The database will also be used to record and track mailings. Mailings will be saved as an event in iREALM. All details will be entered into the online database per the iREALM CCM User procedures including:

- Title of mailing

- Date of mailing

- Mailing content

- Attendees/participants

- A report of all activities will be included with a weekly Contact Report.

MAILING PREFERENCE

In every situation where interested parties have the opportunity to supply contact information (meeting sign-in sheets, on-line comment form, etc.) they will be able to choose their mailing preference: direct mail or e-mail.

In the event no preference has been recorded, the individual will be added to e-mail mailing lists unless the only contact information provided is direct mail.

RETURN TO SENDER

In the event a mailing is returned to sender, e-mail the DbM the name and address to which the mailing was sent and any updated information supplied by the post office. The database will be updated to indicate the mailing failed to this individual and any new address information will be logged. If no forwarding information is provided, the contact will be given a Do Not Mail status.

REPORTING

HDR will prepare and e-mail the Team a weekly report summarizing all new events and comments.

MEDIA AND SOCIAL MEDIA

Media Management

Brian Klauk, SCDOT is the point of contact for media management. Media mentions are tracked through Google Alerts, which are sent to the DbM.

TABLE 9: GOOGLE ALERT PHRASES

Google Alert Phrases	
Carolina Crossroads	Richland County Traffic
I-20/I-26/I-126	Lexington County Traffic
Malfunction Junction	Columbia Interstate
SCDOT Interstate	Malfunction Junction Traffic
South Carolina DOT	Columbia Congestion
Columbia Traffic	Carolina Crossroads Improvement
South Carolina Traffic	Carolina Crossroads Traffic

Social Media Management

HDR will receive alerts on social media activities. If activity occurs, the social media manager, will respond within one to three business hours. They will also create a full social media activity report for the project and send to the Project Manager on a timeline based on the project's needs.

PROJECT/STUDY CLOSE-OUT

At the completion of the Study, the contact management database data and all stored events will be transferred to SCDOT in a Microsoft Excel 2010 database.

ADMINISTRATIVE RECORDS

The Administrative Record is a collection of every document or material an agency considers in making a decision in order to provide a record. The Administrative Record will be maintained in TecHub and be filed in the appropriate folders. Procedures and protocols outlined in the Administrative Record File Management plan will be followed to ensure accuracy and consistency in documentation. The following documents will be included in the Administrative Record in regards to Public Involvement:

- Agency and Public Involvement Coordination Plan
- Comments
- Public meetings and hearings (including date, location purpose, agenda, sign-in sheets, presentation materials, brochures, and meeting records)
- Website information
- Newsletters
- Meeting announcements
- Press releases
- Newspaper and magazine articles
- Television transcripts
- Documentation of opportunities for Public Involvement

ADMINISTRATIVE RECORD CLOSEOUT

Upon project completion all documents considered as part of the decision-making process will be collected and delivered to the client in both printed and electronic form. A report of the Administrative Record contents will be generated. Contents could include:

- Draft and Final EISs (official drafts, but not the preliminary draft)
- Administrative Draft (if it changed substantially)
- Comment letters
- All scientific/technical reports, studies considered
- Computer modeling
- Contracts
- Relevant email correspondence

Monitoring Outreach and Involvement

Successful evaluation of the effectiveness of the APIP requires tracking outreach activities and establishing initial baseline measurements. Reasonable efforts will be made to evaluate the public involvement strategy and its effectiveness. The outreach process will be evaluated through the following:

- Documenting the number of participants at meetings (after each round of public meetings).

- Meeting participants will be counted and compared after each round of public meetings.

- Online meeting participants will be counted and compared after each round of public meetings.

- Reviewing results of Title VI surveys (after each round of public meetings).

- The Outreach team will input Title VI survey responses into a database for review and comparison after each set of public meetings.

- Comparing the number and types of comments received and comparing against goals (after each round of public meetings).

- The Outreach team will review comments to ascertain whether or not the same questions continue to come up as the Project progresses. It may require better education and communication on our part if the questions remain the same.

- Informally surveying meeting attendees and website visitors to find out their thoughts on the public participation process, ease of commenting and more (periodically).

- Evaluating/documenting the number of web hits.

- Evaluating/documenting social media statistics.

- Evaluating/documenting mailing list size and composition.

All outreach activities will be logged, tracked and documented in the iREALM CCM database. HDR will compile reporting, to include outreach activity, comments and their required actions, and social media, website, and online meeting statistics, in biweekly summaries for SCDOT's review. HDR's Projectwise will act as the official repository for the administrative record.

Appendix A

Social Media Plan and Management Protocol

Overview

An effective social media presence for the study will broaden our outreach, increase awareness and provide engagement opportunities to stakeholders who might not otherwise participate in the Carolina Crossroads I-20/26/126 Interstate Project. Social media sites such as Facebook and Twitter have the potential to greatly enhance public involvement, especially in information dissemination and participant feedback. These sites allow for easy sharing of information, networking across various social and professional groups, and add to the visibility and relevance of the plan.

Although social media posts will not be part of the public record, the conversation occurring online is important to the process. Our project team will summarize the content of social media comments for comparison with formal comments to check for most discussed topics and potential new issues not identified through traditional means. Thus, social media will be a tool to perform real-time evaluation of project information and locate geographic areas with higher or lower levels of stakeholder participation.

Social Media Manager

In order to streamline management, communication, and responses to public posts on social media sites, HDR will lead social media management. The point of contact for project updates, monitoring, and analytic tracking will be Jesica Mackey. If a social media comment is in need of a response, Jesica will forward comment to Theresa McClure (HDR) for response creation. The social media manager will work closely with various content authors in order to deliver relevant information.

Social Media Platforms

Facebook and Twitter are unquestionably the top two social media networks that promote peer-to-peer interaction, which allows for continuous conversation/activity even when the project team is not directly involved or facilitating dialogue.

Goals

Through social media outlets, we will interact with potential stakeholders in the study area by:

- Building relationships.
- Listening to what people are saying.
- Educating about the planning process, goals, and objectives.
- Informing and communicating important milestones in the study.
- Consistently engaging citizens.

Strategies

The Carolina Crossroads Facebook and Twitter pages will be used to meet the following strategies/objectives:

- Create a handle complementary to the study name.

- Follow/Friend groups (organizations and agencies) related to rail to remain current on issues.

- Create a network of followers. Encourage groups to follow our feed and to forward messages to their followers and friends.

- Distribute information in the form of interesting news related to rail or other study area news.

- Post information to chronicle decisions in the study process.

- Promote upcoming public meetings and outreach activities.

- Provide information on how to access meeting materials following meetings.

- Post images and video of meetings and interviews.

- Encourage followers and friends to interact with a question of the week (we post or they post)

- Encourage followers and friends to interact by posting their rail experience photos or commute photos.

- Develop a protocol for managing the social media networks and content contributions.

- Develop a draft content document with message ideas.

- Develop a schedule with message timing.

- Monitor online conversations regarding the project to gauge public sentiment and assess the need for changes to messaging.

- Refer interested users to project website.

- Build a project identity in the social world.

Content

For each post on Facebook and Twitter, the same message will apply, however the text will be adjusted to meet content limitations.

Frequency

Posts will be made to Twitter and Facebook at least twice per week, with increasing frequency as public meetings approach. The maximum will depend on the social media content and relevant updates for that week.

TABLE 10: SOCIAL MEDIA SCHEDULE

| Project Initiation/Launch | – Study launch announcement |
| | – Website URL/Splash Page |

Public Scoping Meetings	– Announce dates and locations for meetings (30 days out) – Reminder of dates and locations – Information about what the public can expect to see/hear at meetings – Goals of meetings – Links to supporting documents (ads, fliers, comment forms) – Reminder to comment – Number of people who attended – Summary of event – what's next – Images/video from event
Alternatives Meetings	Same as above
Project Update Meetings	Same as above
Public Hearings	Same as above
Additional Meetings	TBD
Weekly	– Photo of the week – FAQ of the week
Periodically	– Information about EIS evaluation components (what do they study for noise, water, etc.?)
On Demand	– Post/Retweet information related to our project that would interest followers. – Response to follower questions within 24-48 hours

Protocol

Communication Priorities and Opportunities

The most important social media project activity is steadily updating the public on the status of the study, especially upcoming events and opportunities to give input. Additional priorities include monitoring the online conversation to stay abreast of public opinion, connecting with like groups in order to attract new followers and establishing an identity by aligning with well-known entities. Connecting with influential users (those with high follower counts or a tendency to promote certain causes) and entering relevant online conversations in the community will increase awareness for the study and encourage participation. Specifically, we will look for opportunities to connect the project purpose and objectives to Facebook pages and Twitter accounts aligned with advocacy groups and groups with a common purpose.

Process

All content and messages will be approved by SCDOT before posting to social media sites. Social media messages will be sent to SCDOT every month for review and comment.

HDR will be responsible for:

- Manually posting all ad hoc messages
- Checking news feeds and retweet
- Replying to tweets as needed
- Managing the conversation
- Sending messages once a month to SCDOT for approval
- Scheduling tweets and posts in Sprout Social

Public Input/Public Comments

Comments obtained through all social media such as Twitter or Facebook may not be included as part of the formal record. Disclaimers will be used to note that comments posted on social media would not be considered "formal" comments for the record. In addition to the user guidelines and disclaimer, the public will be made aware of how social media will be incorporated into the project process. Guidelines about how the project team will use social media can include: sharing information and answering questions, gathering information and input, and engaging in dialogue. The social media manager will direct members of the public to other sites, such as e-mail addresses or e-comment forms to make formal comments. All conversations through social media will be monitored and recorded.

PUBLIC COMMENT: To provide comment for the official public record, visit the project website www.SCDOTCarolinaCrossroads.com

Themes and Messages

For all posts and responses, adhere to the following guidelines for tone:

- Transparency: be up front and honest, using clear, non-technical language.
- Sourcing: if possible, link or direct followers to primary information sources, such as the project website or online documents.
- Timeline: follow previously stated guidelines for response times (24-48 hours), which allow ample time for crafting well-thought-out responses. Sometimes, the best choice is no response at all.
- Positivity: Every post should be positive toward followers and the project in general, even in the face of negativity.

In the event of significant negative communications, HDR will notify SCDOT so that the appropriate response can be posted within 24 – 48 hours. Abusive or urgent posts will be addressed immediately. The social media manager will use the following steps to assess negative comments.

- Identify the problem
    o Assess the nature of the feedback

- Determine whether the criticism is confined to an individual or is widespread.
- Establish what the core issues are in order to respond most appropriately.

- Determine the validity of the feedback
  - If not valid, the response may be more modest and involve fewer internal changes
  - If valid, respond more tactically using additional guidelines

- Keep the conversation going
  - Post updates that reflect the true facts of the issue
  - Maintain a consistent, conversational tone; avoid jargon

- Reach out in the right way
  - Consider taking individuals' problems offline using Facebook messages or e-mail to resolve the complaints
  - Empower your loyal consumers and advocates

- Take the time to post a "thank you" note if the comment says something positive

- Consider asking loyal followers for permission to repost their comments if they align with communication objectives

Appendix 2: Media List

Local			
Print - Daily		**Radio**	**Television**
The Daily Gamecock	WVOC	WQXL	WLTX
Print - Weekly	WLXC	WFMV	WACH
The Columbia Star	WCOS	WUSC	WIS
SC Black News			WOLO
Free Times			WRLK
The Newberry Observer			
The Northeast News			
Lexington County Chronicle			
Carolina Panorama			
The Twin-City News			
The Manning Times			
Clarendon Citizen			
Columbia Metropolitan Magazine			
Regional			
Print/Online - Daily		**Radio**	**Television**
The State **Cola Daily**	South Carolina Education Radio Network	WRJA- NPR Affiliate	South Carolina ETV
Print - Weekly			
South Carolina Living			
Carolina Living			
SCTA Hi-Lights			

Name	Position	Media Source	Media Outlet	Email	Phone
Doug Fisher	Faculty Advisor	Newspaper	The Daily Gamecock	dfisher@sc.edu	803-777-3315
Mike Maddock	Publisher	Newspaper	The Columbia Star	mikem@thecolumbiastar.com	803-771-0219
Isaac Washington	President/Publisher	Newspaper	SC Black News	scbnews@aol.com	803-799-5252
Eva Moore	Editor	Newspaper	Free Times	evam@free-times.com	803-765-0707 ext. 133
Denny Koenders	Regional Publisher	Newspaper	The Newberry Observer	dkoenders@newberryobserver.com	803-768-2117
Keith Boudreaux	Editor	Newspaper	The Northeast News	keithaboudreaux@mac.com	803-865-5563
John Griggs	Online Editor	Newspaper	The Northeast News	john@thenortheastnews.com	803-772-7506
Jerry Bellune	Editor	Newspaper	Lexington County Chronicle	jerrybellune@yahoo.com	803-359-2059
Nate Abraham	Publisher	Newspaper	Carolina Panorama	nateabraham@carolinapanorama.com	803-256-4015
Leigh Ann Maynard	Publisher	Newspaper	The Manning Times	manningsctimes@gmail.com	803-435-8422
Cleve Dowell	Editor	Newspaper	Clarendon Citizen	cleve@clarendoncitizen.com	803-433-6397
Henry Clay	Publisher	Magazine	Columbia Metropolitan	henry@columbiametro.com	803-787-6501
Brian Tolley	Executive Editor	Newspaper	The State	btolley@thestate.com	803-771-8464
Keith Phillips	Editor	Magazine	South Carolina Living	keith.phillips@ecsc.org	803-926-3175
J. Richard Todd	President & CEO	Magazine	SCTA Hi-Lights	ricktodd@sctrucking.org	803-799-4306

Tucker McGee	Advocacy & Communications	Magazine	SCTA Hi-Lights	tuckermcgee@sctrucking.org	803-799-4306
Leyla Mason	Publisher	Magazine	Carolina Living	leylam@carolinaliving.com	803-782-7466
Rick Prusator	General Manager	Radio	WLXC-FM	Rick.prusator@cumulus.com	803-796-9975
Robyn Simone	Program Director	Radio	WLXC-FM	Robyn.Simone@Cumulus.com	803-796-7600
Tony Jamison	Network Operations	Radio	WFMV-FM	tjamison@wfmv.com	803-939-9530 ext. 114
Sarah Scarborough	Director of Student Media	Radio	WUSC-FM	sarahs@mailbox.sc.edu	803-777-3915
John Gasque	Program Director, Operations Manager	Radio	WRJA-FM	gasque@scpublicradio.org	803-737-3413
Scott Pritchett	General Manager	Radio	WCOS-FM	scottpritchett@wcosfm.com	803-343-1100
Keven Cohen	General Manager	Radio	WQXL-FM	kev@makethepointradio.com	803-563-8558
Gary David	Reporter	Radio	WVOC-AM	garydavid@wvoc.com	803-771-0105
Julie Eisenman	News Director	Television	WLTX-TV	news19@wltx.com	803-647-0231
Greg Conner	General Manager	Television	WACH-TV	news@wach.com	803-252-5757
Brad Hyatt	News Director	Television	WIS-TV	bhyatt@wistv.com	803-758-1261
Crysty Vaughan	News Director	Television	WOLO-TV	cvaughan@abccolumbia.com	803-754-7525 ext. 471
Anthony Padgett	President	Television	WRLK-TV	apadgett@scetv.org	803-737-3200

Don Godish	Digital Strategies/Regional Operations/Public Affairs	Television	WRLK-TV	godish@scetv.org	803-737-3303

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Appendix N-2—ACE Meeting Summaries

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Agency Coordination Meeting 1

Thursday, August 13, 2015

Meeting Minutes

Project: Carolina Crossroads – 1-20/26/126 Corridor Improvement Project

Subject: ACE Meeting – Meeting Minutes

Date: Thursday, August 13, 2015

Location: SCDOT Headquarters – Room 205

Attendees:

Chris Beckham – SCDOT	Tracy Miller – SCDOT	Jackie Galloway – SCDOT
Ed Frierson – SCDOT	Matt DeWitt – M&H	Steve Brumagin – USACE
Shannon Meder – HDR	Shane Belcher – FHWA	Mickey Queen – SCDOT
Ann-Marie Altman – SCDOT	Bill Jurgelski – SCDOT	Chad Long – SCDOT
Mark Mohr – SCDOT	Siobhan Gordon – SCDOT	Benjamin Burdette – HDR
Rebecca Breland – SCDOT		

By Phone: Christopher Mims – USACE   Elizabeth Williams – USACE

1. Introductions -

Limited introductions, Carolina Crossroads number 5 on the meeting agenda. Tracy Miller gave a brief introduction of the Carolina Crossroads project. Shannon Meder provided copies of meeting materials to attendees. Matt DeWitt and Ben Burdette were introduced to the group. This is the second ACE update for the project.

2. Project Overview –

Shannon reiterated the project overview noting that Carolina Crossroads is a corridor improvement project in Columbia, located in Lexington and Richland counties. Refer to the handout for project boundaries. Project purpose is to reduce congestion and increase safety and capacity.

3. Activities Completed to Date

Shannon noted that the project has been under way for almost a year. The NOI was published in the Federal Register on July 26, 2015 and the project is officially into the NEPA process. There has been one community meeting which was held in May and the next official public meeting is scheduled for September 10th and will be focused on project scoping. There is a summary schedule in the reference material - environmental and traffic tasks are running on or ahead of schedule.

4. Environmental Studies Update

Shannon Meder (Environmental Lead, HDR) and Matt DeWitt (Permitting Lead, M&H)

     a.   Jurisdictional Determination – Matt DeWitt

    i.   Started field work in April 2015.

    ii.   Sean and Heather have maps and tables along with first draft of the JD for review. Plan is to have the package submitted to USACE by August 28th.

    iii.   Overall project is approximately 1200 acres, 2% was delineated as "water". 15 different "ponds", 22,000 linear feet of streams, originally 74 tributaries, some were same connection so number has lowered. 39 wetlands.

    iv.   Majority of concerns are in northern urban area; determining cross pipes, water flow routes and connections was a challenge.

    v.   Some ponds have a riser, built for storm-water purposes, but they are dry. 12 of the 15 ponds are dry with either significant vegetation or are maintained by mowing.

        1.   Input from USACE: Recommend calling these features "storm-water basin 3" instead of "pond 3" if it has the appropriate structures and features. Capture the whole thing and then it can be addressed through the JD. If there's a question about whether it is or not then call it a pond.

    vi.   Based on recent conversation, the intent is to request a preliminary JD.

    vii.   Some piping and features are only speculated because of the unknown certainty of pipe locations. See the *Tributary 14* and *Freshwater Wetland 5*.

    viii.   All maps are in the same scale but there are 2ft contour maps to help with field reviews.

        1.   USACE requested that an electronic copy of the mapping be provided.

        2.   Steve stated that he would like an excel spreadsheet in addition to an accurate shapefile of the delineation.

    ix.   Document and represent non-aquatic features – linear conveyance, hydrologic connection, etc.

    x.   Possibly 3 people from HDR and then SCDOT if they opt to join for field verification. Schedule assumes field verification would occur 60 days after submittal of the JD package.

b.   Water Quality – Matt DeWitt

    i.   Area in northwestern portion is listed as a a TMDL for fecal coliform

c.   Historical/Architectural Resources – Shannon Meder

    i.   Edwards Pittman has completed fieldwork and is working on draft reports for Archaeology and Architectural Resources. Will be sent to SCDOT for review upon completion of internal QC.

    ii.   Refer to the summary handout for preliminary findings

    iii.   All finds do not appear to be eligible for NRHP listing, with no further action recommendations.

d.   Section 4(f) and 6(f) – Shannon Meder

    i.   In progress, delievrable for this phase consists of a shapefile detailing the findings.

e.   Protected Species – Matt DeWitt

    i.   Conducting bald eagle surveys in October.

    ii.   Smooth coneflower survey is in progress now

    iii.   2 other plant species that occur in pocosins, are listed in Richland county

    iv.   Did not find suitable habitat for short nosed sturgeon

    v.   Red cockaded woodpecker: thought we'd find habitat, there was plenty of foraging habitat in the study area so a 0.5 mile buffer was established around the study area. No nesting habitat found so do not anticipate an affect on the species.

    vi.   Don't know what bald eagle and smooth coneflower findings will be yet, otherwise expect no-impact for the other species mentioned

    vii.   Any species that weren't originally on the list:

        1.   DOT is doing a survey of the Heel-splitter even though it wasn't originally in the scope.

2. Northern Long-Eared bat Is not listed in the project area counties
3. Wood Stork needs to be addressed in the document.
4. Any species listed in the project area needs to be addressed in the document even if it says "no suitable habitat"

5. Upcoming Meetings and Submittals

Shannon Meder

a. JD package will be submitted in the very near future with an NRTR and ecological ass3esssment at the end of October. There is a further schedule available in the reference material.
b. There will be a round of letters coming out regarding the NOI
c. Agency meetings scoped for Carolina Crossroads include the ACE meetings
d. The Consultant scope includes holding these types of sessions at ACE meetings throughout the project.
e. Scoping meeting next month will be held at the same location as the Community Kickoff Meeting
f. As with the Community Kickoff Meeting, there will be a concurrent online meeting available for 30 days
g. Cooperating and participating agency letters will be issued for SCDOT and FHWA review. USACE is anticipated to be the only cooperating agency.
h. Steve Brumagin noted that the USACE will be using the EIS as a reference for their review and trying to figure out how to synchronize the project. As cooperating agency they will get the documents at the same time. It was noted that SCDOT won't sign the FIES until the USACE reviews as they are a cooperating agency.
i. Once Cooperating & Participating Agency letters go out, HDR will work with SCDOT to finalize the details of the purpose and need workshop. It was toed that this would be a separate meeting outside of the ACE meeting.

6. Other

a. Envision and Invest
   i. Envision program is put together by the institute of sustainability and Invest is an FHWA tool. Team is using both to track the activities on this project.
   ii. At the point to start establishing credits and things we want to achieveon this project
b. Funding Sources and Strategy
   i. Engineering side is looking at developing a budget for the preliminary cost for the project. This will be a very broad preliminary estimate as there are no definitive alternatives established at this time.

Action Items: Document and represent non-aquatic features – linear conveyance, hydrologic connection, etc.

- Wood Stork needs to be addressed in the document.
- Any species listed in the project area needs to be addressed in the document even if it says "no suitable habitat"

Attachments:

Agenda
Fact Sheet

Agency Coordination Meeting 2

Tuesday, April 12, 2016

Final Environmental Impact Statement

Appendix N-2—ACE Meeting Summaries

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Memo

Date: Tuesday, April 12, 2016

Project: April 2016 ACE Meeting

From: David Kinard

Subject: Carolina Crossroads Project Overview Meeting Notes

Attendance: Heather Robbins, Brian Klauk, Shannon Meder, Benjamin Burdette, David Kinard, Chad Long, Jay Hawkins, Siobhan Gordon, Michelle Herrell, Betty Gray, Danny Johnson, Jackie Galloway, Mark Caldwell, Greg Mixon, Steve Brumagin, Matt DeWitt, Bobby Selmieda, Shane Belcher, Chuck Hightower, Mark Giffin,

Departments and Organizations in Attendance
- SCDOT
- DHEC
- USFWS
- DNR
- USACE
- EPA
- COMET
- CMCOG
- FHWA
- SHPO
- HDR
- Mead and Hunt

Carolina Crossroads Discussion

Heather:

Introduction to Carolina Crossroads: Quick Overview of project and why we are back to discuss the project with you again:

- Want input from cooperating agencies and stakeholders for the purpose and need and on the evaluation criteria of the preliminary alternatives
- We are not talking about actual alternative alignments yet.

Shannon:

- Last time Carolina Crossroads was presented at an ACE meeting was August 2015 and field studies were beginning and/or in process.
- Current work status as of today:
  o Just over 1 year into work, nearing end of Phase 1 Scope of Services
    ▪ Took the project through data collection on environmental
    ▪ Initial traffic data collection
    ▪ Developing the initial range of alternatives
  o Alternatives development and screening is underway
  o Preliminary JD has been issued as of March 2016.
  o Noise Advisory Board has been established. First meeting was held in March 2016.
  o Purpose and Need document has been finalized minus the input from cooperating/participating agencies.
- Upcoming events
  o Final Natural Resources Technical memo will go to SCDOT week of April 25.
  o Public meeting in summer/early fall 2016 to show alternatives
  o In the process of initiating the next Phase of the scope (Phase 2). Expecting NTP in May.
- JD timeline
  o Matt: Handout contains a timeline of what has happened so far with the JD.
    ▪ Early 2015 was initial study to obtain baseline data for natural resources.
    ▪ Throughout the summer of 2015 field work and delineation was conducted
    ▪ Submitted preliminary JD in August.
    ▪ A number of stormwater basins were discussed in detail with regards to if they would be considered waters if they didn't have water in them.
      • Reevaluated basins. 9 of the 12 had a wetland bottom so the bottoms were included in the Preliminary JD
    ▪ January resubmission to USACE and received the approval in March
    ▪ 22,000 linear feet of streams
    ▪ 47 wetlands
    ▪ Three open water ponds.
  o USACE: Would like to reiterate this is a preliminary JD, assumption is that all waters are jurisdictional. As the process moves forward, if SCDOT wants to redefine areas, an Approximate-Approved JD could be sought.
    ▪ Matt confirmed that approach and stated that the team will look at the impacts for each of the alternatives and discuss the stormwater ponds further with SCDOT. If it's going to be a minor amount that'll be thrown out with an Approved JD then it may not be worth going through the Approved JD process. If the alternatives are affecting areas that the team feels shouldn't be jurisdictional then an Approved JD may be beneficial.
  o Heather: Another reason the team stayed with the preliminary JD is because no alternatives have been eliminated due to finalizing purpose and need. Once alternatives analysis goes forward, the team will determine what corridor adjustments are actually in the best interest of the project.
  o Heather: The Northern Connector is still in play due to the NEPA process. Cannot get ahead of the NEPA process by stating that the recommended preferred alternative will be within this specific corridor.
  o USACE: If the scope or corridor changes, then it will be up to SCDOT to decide what to do. Have taken preliminary JD's and expanded the scope, or could take what the team currently has now and wrap into an Approved JD.

- o USACE: Preliminary JD's do not expire after 5 years, the boundaries do not, per se, expire. In terms of a preliminary JD, it simply says that a legal status isn't determined, that it's assumed. A preliminary can be changed at any time, though no set expiration. If a preliminary JD is reassessed at a later date, it wouldn't have expired, but the boundaries could change.
  - o Heather: SCDOT would look to update the preliminary JD once there are preliminary alternatives are evaluated.
- Heather: Confirmed with Matt that the team will look at water quality of all streams and wetlands
- Matt: T&E survey findings:
  - o Most of the T&E surveys were conducted during the same field effort for the preliminary JD
  - o Bald Eagle surveys done after the fact due to survey window
  - o No Federally Protected Species in the corridor.
  - o Potential foresting habitat for Red Cockaded Woodpecker
    - ▪ Study area expanded to half mile buffer to look for potential nesting habitat. Did not find any.
    - ▪ Met with staff from Ft. Jackson to review known populations as a baseline comparison.
  - o Matt: No effect in NRTM on T&E species.
  - o USFWS: Without looking at specifics of survey, they will want to ensure the survey was done during flowering period for vegetation in addition to during species windows.
    - ▪ Broad and Saluda Rivers could have habitat for sturgeon.
    - ▪ Unofficially, felt no effect determination was reasonable, but will need to look at NRTM closer.
  - o USFWS: Noted that nearly 24 at risk species may be endangered in the future. If they are listed in the future and the T&E survey has been finalized, it will need to be done again.
    - ▪ Would recommend surveying for these potential species again if the study can be expanded.
    - ▪ No critical habitat in the study area.
- Shannon: Purpose and Need Summary Document Overview:
  - o Team will produce standalone documents for the EIS with the intent that they are reviewed by cooperating/participating agencies individually before they become part of the EIS. Intent is so that when we do have the complete EIS that these sections are not being seen for the first time.
  - o Has been reviewed and approved by SCDOT and FHWA at this point.
  - o Two public meetings have been conducted help shape this document.
  - o Primary Purpose
    - ▪ Reduce congestion
    - ▪ Improve mobility
  - o Secondary
    - ▪ Improve safety
    - ▪ Improve system linkages
    - ▪ Improve commerce transit
  - o Trying to achieve purposes with minimal impact to environment and community.
  - o Hot Spot graphic illustrates where there are accidents within the corridor.
    - ▪ The large numbers represent annual counts.
  - o Pedestrian/Bicycle improvements are being considered as part of the alternatives
  - o This is the opportunity to voice concern for cooperating/participating agencies. SCDOT will not have further meetings on this topic.
  - o COMET - Columbia Midlands Transit:
    - ▪ Look at park and ride locations and facilities, currently have none.

- Building parking decks
- Restricted Lane Use
- Funding Park and Ride shuttles. Busses are mobile infrastructure.
- Look at easy to do, low cost options
- We will not have the density for light rail, even with population increase. Light rail out because of traffic volume, price, lack of density. Large cities with rail volume have congestion at all times and high density.
  - o Bus routes will be considered along with alternate lane options (restricted lanes, toll lanes etc)
  - o Purpose and need document being shown is the summary. There is a further, more detailed purpose and need report that will make up chapter 1. Final detailed report will be sent out in next few days, using this as a last chance for input.
- Evaluating preliminary alternatives
  - o Covering the two levels of screening
  - o Timeline:
    - Draft EIS schedule is July 2017
    - Alternatives: Development of range of alternatives Summer/Fall of 2016
  - o Alternatives analysis will be a report in itself that captures everything including the alternatives matrix.
  - o Northern Alternative: it will be evaluated at the level 1 screening. If it is valid and passes, the project will need to take a timeout so that studies can be conducted to bring it up to the same level as the rest of the alternatives for level 2 screening.
  - o Environmental Justice will be looked at as a whole through our community outreach. Bringing maps to the meetings so that people can self identify their communities and identified further groups that could be EJ or minority communities. Included Spanish speaking translators at community meetings.
    - Will do a community impact assessment to determine what the project will be dealing with.
  - o SHPO: Northern Alternative could pose some very interesting issues. Do not know what cultural resources are in the area.

SCDOT/FHWA would like written concurrence on the purpose and need and alternatives analysis documents.

- SCDOT: Can provide a letter for signature along with the detailed document if preferred.
- USACE: Getting to a concurrence may not be possible.
  - o Statement that we have looked at enough alternatives could be acceptable
  - o USACE can't do an absolute until the permit is issued. SCDOT: Just want to know if you agree with it at this time or have comments.
- FHWA: Would prefer to send own letter.
- At this point only collecting comments on the stated Purpose & Need and the proposed process to evaluate/screen alternatives.
- SCDOT is trying to avoid getting to the EIS and then having a participating/cooperating agency state that they have an issue with the purpose and need or evaluation criteria.
- How long to provide input? There are no deadlines for this one. 30 days suggested.

Action Items

Action	Assigned To

Send detailed Purpose and Need to all agencies   Heather Robbins/Shannon Meder

Collect approval/Comments from Cooperating and Participating agencies	SCDOT/FHWA

Jurisdictional Determination Timeline

Aug 2015
Preliminary JD Request submitted to USACE

Jan 2016
Revised mapping and documentation supporting these revisions were provided to the USACE

Mar 2016
Jurisdictional Determination received from USACE (SAC 2015-1080-DS)

2015

2016

Oct 2015
Field verification site meeting with USACE

The USACE requested two revisions to the Preliminary JD Request, including:
- The stream origination point of Tributary 3 be extended upstream to a pipe discharging from the adjacent lumber yard.
- A reevaluation of stormwater basins based on the three parameters of a wetland.

Tributary 3 was extended 52-lf (0.005 acre) to a total length of 440-lf (0.046 acre).

11 stormwater basins were reevaluated
- Nine were determined to have a wetland within the basin (Freshwater Wetlands 39 through 47).
- Stormwater basins 3 and 4 did not exhibit all three parameters of a wetland and were removed from mapping.

Total Features Delineated
- 47 freshwater wetlands, totaling 7.499 acres
- 58 tributaries, totaling 21,644-lf (21.691 acres)
- 3 ponds/waters, totaling 0.219 acre

CAROLINA **CROSSROADS**

Preliminary Alternatives Analysis: Evaluation of the Range of Alternatives

The South Carolina Department of Transportation (SCDOT), in cooperation with the Federal Highway Administration (FHWA), is preparing an Environmental Impact Statement (EIS) to address the existing and anticipated traffic volumes on the I-20/26/126 corridor in Lexington and Richland counties in South Carolina.

The primary purpose of the proposed Carolina Crossroads project is to implement a transportation solution(s) that would improve mobility and enhance traffic operations by reducing existing traffic congestion within the I-20/26/126 corridor while accommodating future traffic needs. Secondary purposes of the proposed Carolina Crossroads project are to enhance safety throughout the corridor, improve freight mobility, and improve system linkages, while minimizing community and environmental impacts.

In an effort to identify a solution that will benefit these areas, the Carolina Crossroads project is evaluating which options could best meet the transportation needs while balancing community and environmental impacts. The current phase of the study began in January 2015. After defining the project's purpose and need with input from local communities, agencies and other interested groups, Alternatives Development and Screening will begin. This task involves three steps:

Preliminary Alternatives Development

The first step is to prepare initial transportation options or "range of alternatives." These were developed based on public input and past studies and included various transit and roadway options. In May and September 2015, more than 244 members of the community participated in two open houses and provided additional ideas. A total of 318 comments were received and several broad alternatives were identified.

Level 1 Screening

The second step is to evaluate each preliminary alternative to determine whether it meets the Purpose and Need using the below criteria. Based on these criteria, alternatives are screened, eliminated and advanced for further review.
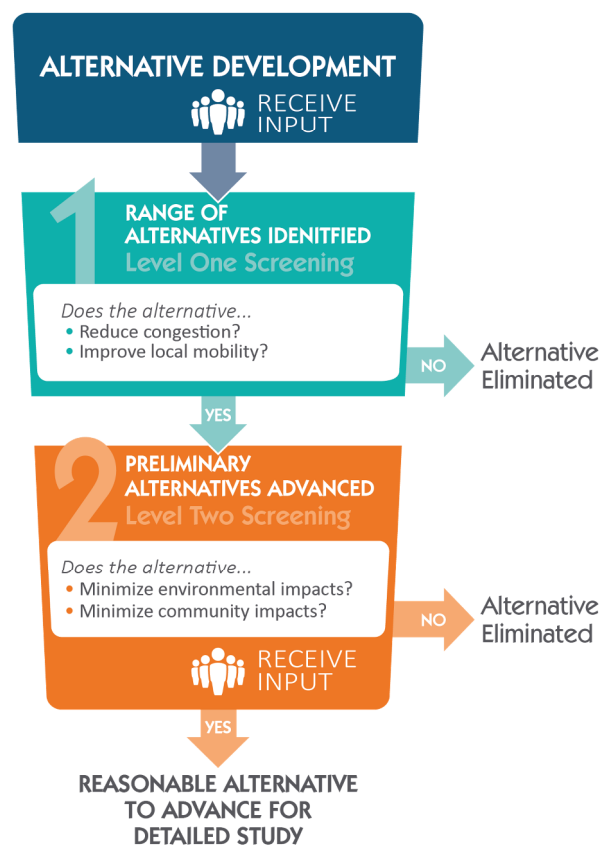
Criteria	Units of Measure
Ability to reduce congestion on existing roadways	Existing traffic data within the existing I-20/26/126 corridor compared to industry-standard thresholds.
Ability to improve local mobility	Compared to existing accident history and crash diagrams from the existing I-20/26/126 corridor.

Level 2 Screening

The final step is to evaluate which of the remaining alternatives (from Level 1 Screening) best meet the primary purpose and need, while also considering the degree to which these alternatives meet the secondary purpose and need, their impacts to the natural and built environment, estimated project costs, logistical considerations, and overall feasibility. Only the alternatives that meet these criteria will be advanced for final consideration as Reasonable Alternatives.

Criteria	Units of Measure
Potential residential or business relocations	Number of residences, businesses, churches, and schools affected
Potential wetlands impacts	Acres of wetland impacted
Potential stream/river impacts	Linear feet of "blueline" streams, rivers and channels impacted
Potential floodplain impacts	Acres of floodplains impacted
Community Facility Impacts	Acres of public parklands, linear feet of trails, number of community buildings (churches, schools); Number of low-income/minority populations impacted
Historic/Archaeological impact	Number of NRHP eligible sites impacted
Protected Species	No of recorded occurrences impacted
Potential Noise-Sensitive Receptor Impacts	Number of residential and institutional parcels impacted
Farmland impacts	Acres of prime or unique farmlands impacted
Hazardous Materials impacts	Number of recorded sites impacted
Others:	
Extent to which purpose and need is met	Relative effectiveness of the alternative; similar alternatives could be combined to optimize performance
Constructability	Ability to feasibly build the alternative (funding, access schedule, site conditions, available ROW, etc.)
Cost	Availability funding; fiscal responsibility for spending public monies

Screening Results: Alternatives Carried Forward for Detailed Study in the EIS

An Alternatives Development and Screening Process memorandum will be provided at the completion of the process described herein.

The alternatives that are not eliminated through the Level 2 screening process will be further refined through preliminary engineering before detailed impact analyses begin for the EIS. This preliminary engineering will include details such as number of lanes; horizontal and vertical alignments; potential transit station, intersection, and/or interchange locations; and potential drainage designs. Each alternative will be designed to a similar level of detail. Once the preliminary design work is complete, the potential effects of the alternatives will be identified and compared at an equal level of detail as required under NEPA. The reasonable alternatives will be detailed in the Draft EIS, with the ultimate goal of determining a Recommended Preferred Alternative that would meet the Purpose and Need of the proposed project.

The screening process is designed to be dynamic throughout the EIS process. If a new alternative or refinement of an alternative is developed or arises later in the process, it will be subject to the same screening process as all of the other alternatives as described in this document.

# Carolina Crossroads I-20/I-26/I-126 Corridor Project

Introduction

The South Carolina Department of Transportation (SCDOT), in cooperation with the Federal Highway Administration (FHWA), is preparing an Environmental Impact Statement (EIS) to address the existing and anticipated traffic volumes on the I-20/26/126 corridor in Lexington and Richland counties in South Carolina. The Carolina Crossroads I-20/26/126 Corridor Project is evaluating transportation needs through the year 2040 while considering community and environmental impacts in order to identify a solution that will benefit the greater Columbia area, as well as the regional mobility of commerce, travelers and commuters between the Upstate and Lowcountry.

Recent input from local communities, stakeholders, and agencies, coupled with field research and traffic analysis, has helped SCDOT and FHWA develop the Purpose and Need of the Carolina Crossroads I-20/26/126 Corridor Project. The Purpose and Need explains why a project is necessary, what it should achieve, and it serves as the criteria in determining a range of project alternatives. An alternative must meet the Purpose and Need in order to be considered for further study.

This summary shares the highlights of the draft Purpose and Need document, which is available on the project website for your review. We invite you to review the information and provide any comments you may have.

What is the Purpose of the Carolina Crossroads I-20/26/126 Corridor Project?

The primary purpose of the proposed Carolina Crossroads project is to implement a transportation solution(s) that would improve mobility and enhance traffic operations by reducing existing traffic congestion within the I-20/26/126 corridor while accommodating future traffic needs. Secondary purposes of the proposed Carolina Crossroads project are to enhance safety throughout the corridor, improve freight mobility, and improve system linkages, while minimizing community and environmental impacts.
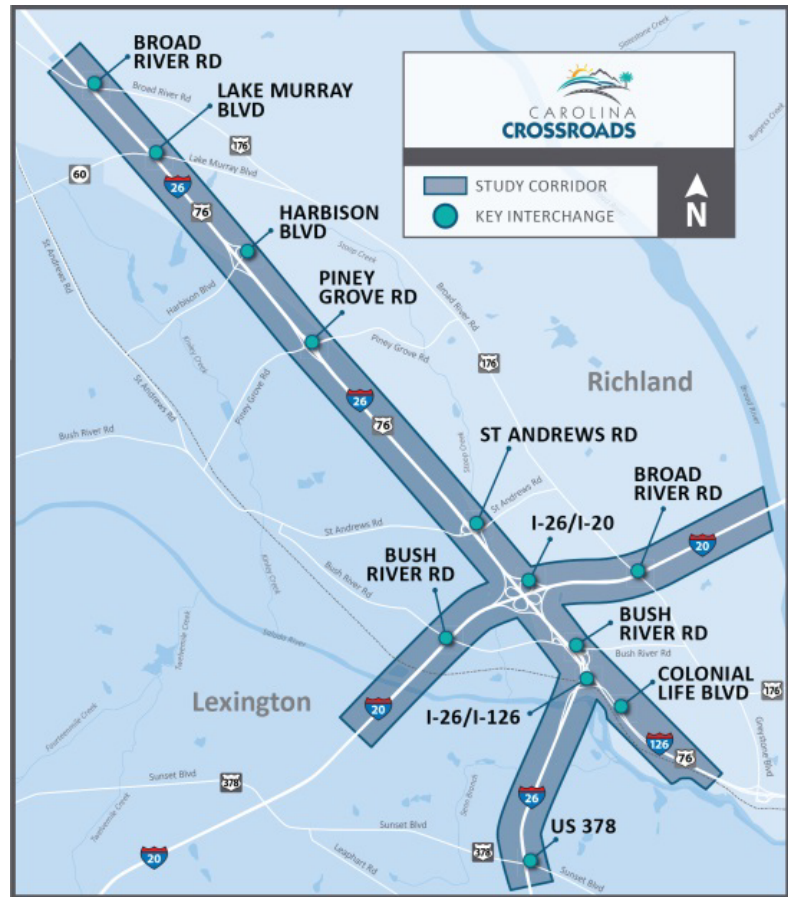
Primary Purpose: Is the "driver" of the project (reflects the fundamental reason why the project is being pursued).

Secondary Purpose (or other desirable outcome): Is an additional purpose that is desirable, but not the core purpose of the project.

The Carolina Crossroads I-20/26/126 Corridor Project is intended to achieve the following primary purposes:

- Reduce congestion by improving peak-period travel time in the corridor
- Accommodate future increases in traffic

The Carolina Crossroads I-20/26/126 Corridor Project will also evaluate the following secondary purposes:
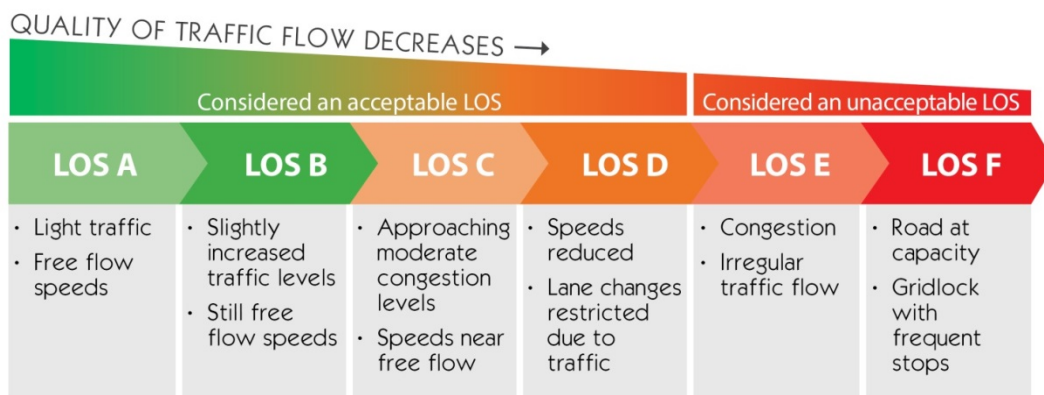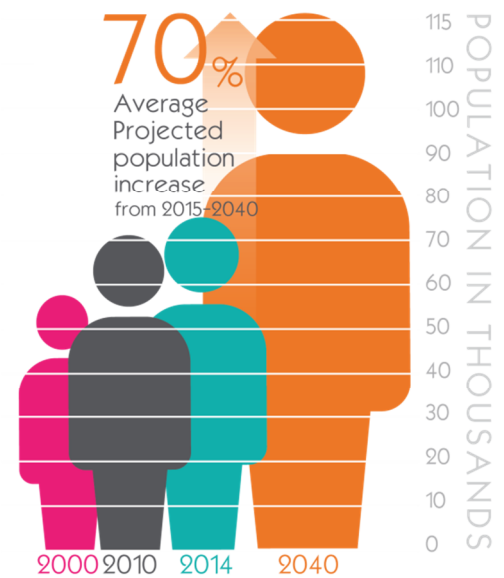
- Improve freight mobility
- Improve safety in the corridor
- Improve system linkages

Why is a Corridor Improvement Needed?

Outdated Infrastructure. Located in the heart of South Carolina, the I-20, I-26 and I-126 interstate corridor is the crossroads of the state economy and serves as the major hub for the Midlands' commuters, travelers, and commerce. In addition to being a main route in and out of Columbia, I-26 is a thoroughfare for travelers headed to the coast and mountains for recreation and a major cargo route between Lowcountry ports and Upstate manufacturers. As an interstate corridor initially developed in the 1950s and 1960s and improved during the 1970s and 1980s, I-20, I-26 and I-126 does not meet current vehicular traffic demands. Access ramps to and from each interstate consistently become congested.

Growth in Population and Employment. Population in the study area is projected to increase an average of 70% between now and 2040 and employment is expected to increase by over 11% (CMCOG, 2012). Large increases of these factors over an extended period will increase travel demand.

Increase in Roadway Congestion. Traffic models show that the corridor operates at unacceptable level of service (LOS) at peak hours currently (i.e., between 7:30 AM – 9:00 AM and between 4:00 PM – 6:30 PM). Projected population growth in the study area, coupled with increases in freight travel, will exacerbate congestion.

70% Average Projected population increase from 2015-2040

POPULATION IN THOUSANDS

2000 2010 2014 2040

QUALITY OF TRAFFIC FLOW DECREASES →

Considered an acceptable LOS				Considered an unacceptable LOS	
LOS A	**LOS B**	**LOS C**	**LOS D**	**LOS E**	**LOS F**
· Light traffic · Free flow speeds	· Slightly increased traffic levels · Still free flow speeds	· Approaching moderate congestion levels · Speeds near free flow	· Speeds reduced · Lane changes restricted due to traffic	· Congestion · Irregular traffic flow	· Road at capacity · Gridlock with frequent stops

Segment	Eastbound	Westbound
Exit 101 to Exit 102 Broad River Rd to Lake Murray Blvd	Under Capacity	Under Capacity
Exit 102 to Exit 103 Lake Murray Blvd to Harbison Blvd	Near Capacity	Near Capacity
Exit 103 to Exit 104 Harbison Blvd to Piney Grove Rd	Near Capacity	Near Capacity
Exit 104 to Exit 106 Piney Grove Rd to St. Andrews Rd	Over Capacity	Near Capacity
Exit 106 to Exit 107 St. Andrews Rd to I-20	Over Capacity	Over Capacity
Exit 107 to Exit 108 I-20 to Bush River Rd	Over Capacity	Over Capacity
Exit 108 to Exit 110 Bush River Rd to US 378	Near Capacity	Under Capacity

Increase in crash rates and fatality rates. There were a total of 2,370 accidents reported along I-26 from January 1, 2012 to December 31, 2014. These were split nearly evenly in the eastbound (1,171 accidents) and westbound (1,199 accidents) directions. The most frequent collisions were rearend collisions (over 60 percent) with same direction sideswipe accidents and 'no collision with motor vehicle' accidents making up 18 and 17 percent of the total collisions, respectively. High crash rates are attributed to extended periods of congestion throughout the corridor and abrupt driving maneuvers due to the multiple weaving movements at and adjacent to the system interchange at I-20.
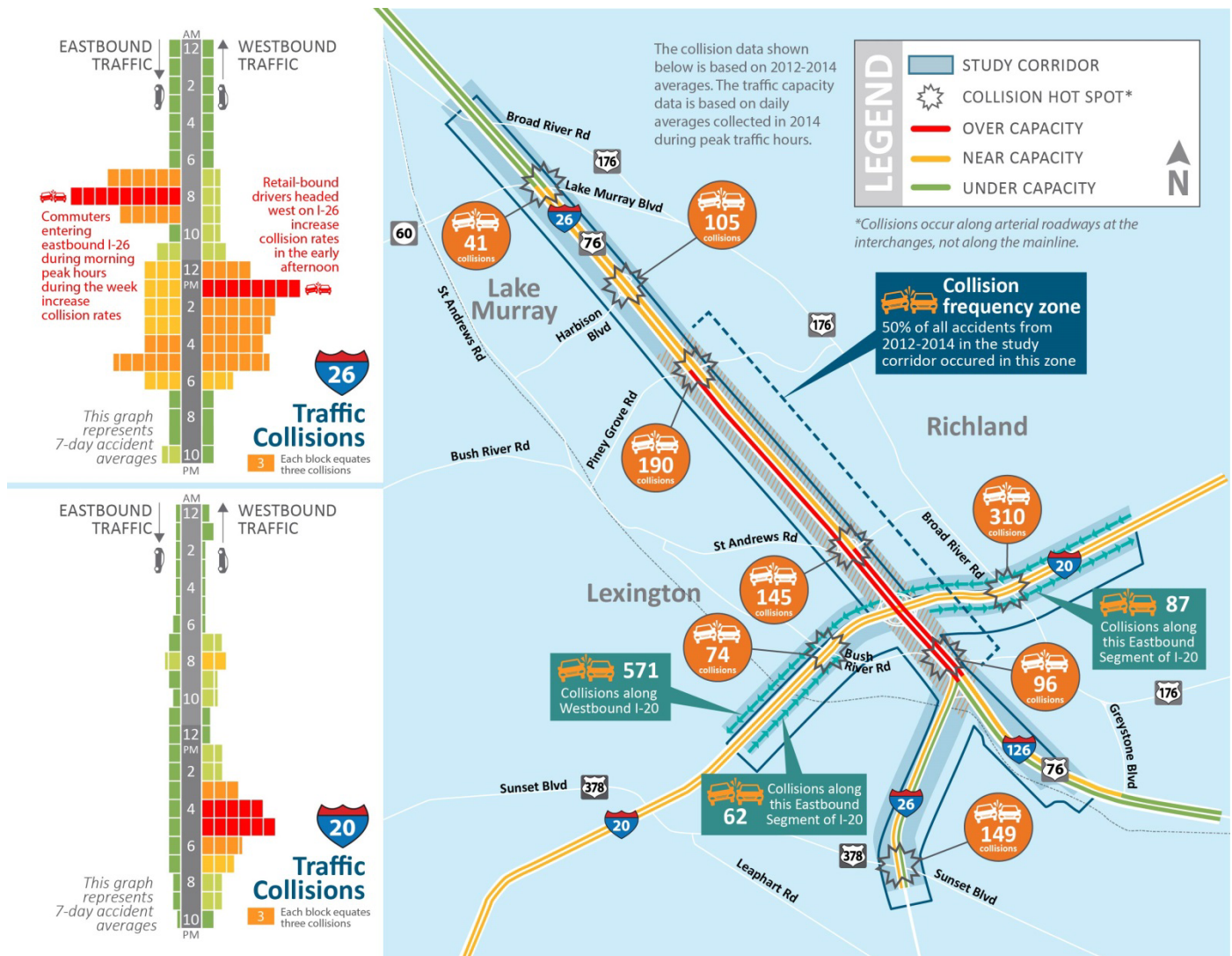
Lack of Pedestrian and Bicycle Infrastructure. Currently there are very limited options for pedestrians and bicycles to cross and ride parallel to the interstate systems. Interest for improved access to bicycle/pedestrian facilities was demonstrated in the public meeting and online comments received. Additionally, the *Walk Bike Columbia* program, a partnership between the City of Columbia and the Central Midlands Council of Governments, has mapped out several key intersections and roadways along or across the Carolina Crossroads corridor as particular interest for pedestrian and bicycle infrastructure.

Lack of Transit Infrastructure and Access. The Regional Transit & Coordination Plan for the Central Midlands Region, published in 2014, indicates that increasing public transportation and multimodal transit infrastructure is a top concern and should be continuously developed to meet needs as far out as 2040. With the expected increase in travel demand, particularly for work trips, there is a need to improve access to the existing transit system.

What does this all mean?

Finding an up-to-date solution has become a statewide priority. The I-20/26/126 Carolina Crossroads Corridor Project will play a critical role to improve mobility and safety in one of the most congested highway corridors in the state.

How Can I Provide Feedback?

Visit the project website:
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CAROLINA
CROSSROADS

Agency Coordination Meeting 3

Thursday, September 14, 2017

Meeting Minutes

Project: Carolina Crossroads

Subject: ACE Meeting September 2017

Date: Thursday, September 14, 2017

Location: SCDOT Headquarters

Attendees:

Ed Frierson – SCDOT	Joey McIntire – SCDOT
Steve Brumagin – USACE	Shane Belcher – FHWA
Jackie Galloway – SCDOT	Chris Beckham – SCDOT
Vincent McCurran – SCDOT	Michelle Herrell – FHWA
Laura Boos – USACE	Shannon Meder – HDR
Elizabeth Williams – USACE	Chad Long – SCDOT
Ben Burdette – HDR	Danny Johnson – SCDOT
Matt DeWitt – HDR	Henry Phillips – SCDOT
Greg Mixas - SCDNR	Brian Klauk – SCDOT
Siobahn Gordon – SCDOT	Jay Hawkins – SCDOT
Melissa Jackson – SCDOT	Josh Gilman – Stantec
Bill Jurgelski – SCDOT	Mickey Queen – SCDOT
Will McGoldrick - SCDOT	Jennifer Schwaller (Phone) – HDR
	Leigh-Ann Riggins (Phone) - SCDNR
	Joyner (Phone) – DHEC
	Mark (Phone) – USFWS

1) Introduction
2) Review of previous ACE meeting discussion
3) Current Project Status
- DEIS Environmental Studies Status – Currently underway
    o Community Impact Assessment
        ▪ Initially looked at existing conditions; now evaluating based on; Broader reaching area beyond the project study corridor itself
    o Noise analysis
        ▪ Ongoing for the project, setting up to run the model now based on the recommended RAs for DEIS
    o Cultural Resources
        ▪ Early work canvassing the area, desktop studies on Cultural Resources.
            • No anticipated issues
    o Wetlands

- Largest resource in the project area with several different features/quality types
  - Highly urban area, though many wetlands and streams found
- JD
  - Spring 2015 field work completed of initial study area (1200 acres)
  - Preliminary JD approved March 2016
  - Since narrowing down initial alternatives, the study area has expanded in a few areas where additional ROW is anticipated. Added 200 – 300 acres to the initial study area as a result. Field work for additional areas is complete. Majority was extending features which were already delineated. Some additional stream crossings
  - Compiling the field data and adding new tables. Anticipating submitting revised JD in the next couple of months.
    - Going to request a preliminary JD
    - Features found that are non-jurisdictional (storm water ponds, etc.) account for ½ acre at most. Will not elevate JD to an "approved" based on consensus.
    - USACE (Steve B.) – Will only look for aquatic resources. If aquatic resource it's included as jurisdictional:
      - If bottom in storm water basin meets qualifications it will be included for simplicity.
      - USACE (Steve B.) – Would like to do field review before submittal. Would like to see a full resubmission of the JD package. Discuss whether to show original study area in drawings, or whether to show all together:
        - USACE (Steve B.) - Generally for continuity, show former and new. Will coordinate a meeting later.
        - SCDOT (Sean C.) – Would like to do a joint review.
      - One questionable stream feature near Toyota (Exit 101) – SCDOT, USACE have visited, still looking.
    - Kally McCormick and Matt DeWitt originally coordinated with I-26 JD, ***need to open up new coordination to make sure that there is no overlap asap.***
      - Preference is for no overlap. Project limits and limits in permit are the same. I-26 permit would go first.
      - USACE (Elizabeth) - Better to have that cover the larger area as it would be the first to get the permit application, then note on the drawings for the JD. Include it in the JD drawings for the CCR so that it can reference directly the file USACE holds. Callout that says it's in project area, but not part of CCR JD.
      - Consensus – *Keep study area for I-26 and CCR the same, but have CCR JD overlap refer to the I-26 JD permit.*
- Location of "High Quality Streams" – most are in the floodplains of Saluda
  - Qualifications of High/Medium/Low dealt with quality of vegetative buffer, natural meanders etc. If channelized, piped, culverted would be lower quality.
  - Numbers on the matrix are based on desktop level review of NWI, NHD

- o Water Quality
  - Were some changes in the 2016 303(d) list that had impact on water quality chapter of DEIS. NRTR (Natural Resources Technical Report) has new areas that are considered impaired. Will be updated with new findings and results of the JD.
- o Protected Species
  - No resource issues currently identified in the project corridor
  - Northern Long-eared Bat has been newly listed:
    - ***Will update the NRTR based on the addition of the NLEB to protected species list***
  - On edge of critical habitat for the sturgeon but not directly impacting.
    - ***During initial NRTR were not looking at replacing bridges over waterways. Will be updated once we know where ramps and fences will be.***
- Alternatives development and Screening
  - o Reasonable Alternatives Selection
    - Initial Range of Alternatives developed to broadly encompass possible solutions for CCR.
    - Developed Purpose and Need based on initial traffic results of the current condition and public information feedback.
    - Using purpose and need, developed screening metrics to be applied to the initial analysis of alternatives.
    - Level 1A Screening:
      - Off corridor solutions (TMS/Connector/Widening) did not solve traffic issues standalone
        - o Northern Alignment only pulled 4% of traffic from corridor.
      - Looked at all interchange design options possible at 12 interchange locations along the 14 miles corridor – 49 different designs total designated as Alternative Interchange Options (AOs)
      - Using metrics, team evaluated performance and what was fatally flawed, narrowed down to remaining interchanges that would meet purpose and need approximately 17 remained.
      - Remaining AOs were developed in Representative Alternatives (RAs) and moved forward into Level 1B screening.
    - Level 1B Screening:
      - Pieced together remaining AOs into show full mainline improvement.
      - 9 RAs were developed and screened using additional metrics:
        - o Improvement on Traffic Operations, Level of Service (LOS)
        - o Improvement on Travel Time
        - o Improvement on Through Speed
        - o Reduction of Geometric Deficiencies
      - When looking at each RA; they were evaluated as either meeting the metrics with a high/medium/low designation.
      - Narrowing down, were left with RA1, RA5, RA7, RA8 which were moved to Level 2 screening.

- Level 2 Screening:
  - Looked at what factors differentiated the RAs the most and focused on these.
  - Brought back in purpose and need metrics from Level 1B.
  - High/medium/low designation was based on natural breaks in the impact data.
  - Numbers for quality wetlands based on NWI and NHD data to keep things at same comparison level.
    - Quality based on parameters outlined in Water Quality discussion.
    - Numbers are very conservative as many items are already piped or developed as they are clipped from NHD and NWI data.
    - DEIS discussion of impacts for recommended RAs will be based on more detailed field data.
      - Chad L. - The two that are being carried forward, RA1 and RA5, will have the more detailed analysis. Not all 4.
      - USACE – Concerned about RA7 and RA8 being kicked out based on desktop data, but clarified that these were not eliminated solely on wetland/stream impacts.
        - Other significant issues for RA7 and RA8, in floodway of Saluda. Extra bridging, increased structure and cost increase. Neither consistent with local and regional plans. Conflict with Saluda River Walk. Did not perform as well in Traffic Operations toward meeting purpose & need.
        - ***USACE – Breakdown why RA7 and RA8 are not practicable or feasible, besides environment impact to make more black and white decision for permitting; LEDPA.***
  - Coming out of Level 2 screening, RA1 and RA5 are being recommended to move forward to the DEIS as reasonable alternatives
  - From here forward, Design team will look at RAs 1 and 5 and how to optimize them, this exercise could lead to an additional alternative that would have a new alternative designation (1a, 5a, etc.).
- Discussion of RA maps:
  - USACE – looking at the map, better understand why RA7 and RA8 are being eliminated, need to make sure LEDPA write up is there, USACE has not concerns with process and recommendations as described.
  - RA1 – Turbine interchange design at 26/20/126; Never more than 2 levels high due to braided movement of ramps. Notes that this RA removes the existing interchange at Bush River Road; access to Bush River Road is through a new full interchange at Colonial Life Blvd.
  - RA5 – Stress that there are still 2 loops in the proposed interchange at 26/20/126, but they are very different from current loops and they are larger and much more functional. This is a stacked design that can raise to 3 levels high.
    - Be sure to coordinate with West Columbia Pedestrian Bridge crossing the Saluda.

- SCDNR (J. Mixson) - **Is there a way to pull the ramp between I-26W and I-126E further away from the river and floodplain?**
    - Will pass along to designers, stressed that the matrices and designs represent a snapshot in time. Designs will be optimized and continue to evolve though the NEPA process.
- Mitigation Status Update:
    - USACE (Steve B.) Is team taking into consideration what is occurring above or below Ecoregion?
        - Most impacts are in Piedmont area, but will call out different areas.
    - Hunting Creek Mitigation Bank
        - Option 1, outside of Newberry
        - Can currently generate up to 150,000 credits, but no credits available yet
        - Approved mitigation bank.
        - Looking at the design for bank which was done in 2005. Science dictated hard structures through design, more recent designs and science could maximize uplift for natural resources with intent to move forward with coordination IRT and making minor tweaks under HDR guidance to bring into 2017 design standards.
        - Would need USACE to review nationwide permit application.
        - No stream credits available. Mitigation highest of priorities.
        - Look at having it deeded to DNR or Forest Service. FS would rather see project implemented prior to deeding to them. Makes more sense to deed to FS as it is adjacent to current FS property.
    - Available Credits of existing Banks
        - HDR is keeping note of anything that becomes available.
        - If IRT knows of any banks that could be up in the coming months, coordination would be appreciated.
    - PRM Option
        - HDR vetting sites for PRM mitigation
        - Least preferred alternative, still keeping options open.
        - Identified 25 possible, narrowed to 5 possible sites.
        - Looking for 15,000 stream credits.
    - Solicitation to bid
        - Difference from RFP – Historically process for looking for PRM site is RFP, solicitation to bid is asking how specific price for a specific commodity with specific terms. Will help streamline and remove possible hurdles during permitting process.
        - Request through SCBO for mitigation bank credits, up to 20,000 stream credits for CCR. Need to be max of 15% of credits
        - Requirement would be that the mitigation bank credits available by December 2019.
        - Would take care of Carolina Crossroads and set up a large bank for future SCDOT projects.
- What's next
    - Public Information Meeting September 19th in Columbia
        - All day event, drop-in style
        - At Columbia Conference Center
    - Taking comments from this meeting, stake-holders, and other sources into consideration while developing RA1, RA5 into DEIS

- While developing DEIS will be submitting chapters to SCDOT which can make chapters available to agencies for review. ***Chad Long can reach out directly to appropriate agencies for comments early in the process on specific chapters when they are at Draft-Final stage. Will send email out with chapters and approximate dates available for review to see what agencies are interested in what chapters.***
  - DNR agreed to be participating agency in development of EIS. They will be happy to review draft chapters along the way before they become publically available.
- o Expecting DEIS Early 2018
- o Public Hearing Early 2018 (Within 30 days of DEIS)
- o FEIS/ROD combined Early 2019
- o Notice of Intent for Design Build 2019. Will discuss further permitting at this point.
  - SCDOT doesn't typically accept ATC unless it is equal or better.
  - A change to the RPA during the DB phase would require a Re-evaluation of the EIS.

Agency Coordination Meeting 4

Wednesday, August 8, 2018

Agency Coordination Effort Meeting Notes

Project: Carolina Crossroads I-20/26/126 Corridor Project

Subject: Carolina Crossroads ACE Meeting – Mitigation Update

Date: Wednesday, August 08, 2018

Attendees:

Michelle Herrell – FHWA	Christopher Mimms - USACE
Shane Belcher – FHWA	Tom Daniel – SCDNR
Chad Long – SCDOT	David Kinard – HDR
Sean Connolly – SCDOT	Shannon Meder – HDR (on phone)
Chris Beckham – SCDOT	Blair Wade - HDR
David Kelly - SCDOT	Jesica Mackey – HDR
Laura Boos – USACE	Matt DeWitt – Mead & Hunt

1   PROJECT UPDATE

- September 2017 was first meeting featuring Reasonable Alternatives.
- DEIS was on July 26.
- EPA Notice of Approval received on August 3 with a 45 day comment period.
- 6002 SAFET-LU for Agency Coordination.
- FEIS and ROD will be concurrent.

2   MITIGATION UPDATE

- Numbers differ in DEIS because DEIS uses Right of Way totals
- Impact anticipated credit need uses CL & 20 foot, 30 foot buffer
- Credit needs to be refined with refined design of RA 1; delineation & conceptual mitigation plan
- USACE suggestions
  - Meet and look at sites together
  - Perform baseline before timbering a site, want to know what is planned to be cut
- Congaree River Keeper social media
  - Want local mitigation for local projects
  - Watershed approach consistent with 2008 SOD
  - Public trust aspect is part of SCDOT's plan
- Anticipated Credit Need
  - Range based on RA 1 and RA 5 preliminary construction limits + 10' buffer and +20' buffer
  - Assumed stream impacts between 8,288 and 9,166 LF
  - Assumed wetland impacts between 1.77 and 2.19 AC
  - Most impacts in Saluda River watershed
  - Stream credit need: 61,746 to 68,287 stream credits
  - 30,873 to 34,143 stream restoration/enhancement credits needed
  - 30,873 to 34,143 stream preservation credits needed
  - Wetland credit need: 21 to 26 wetland credits

- o 11 to 13 wetland restoration/enhancement credits needed
- o 11 to 13 wetland preservation credits needed
- o Estimates will be refined after selection of the preferred alternative – Fall 2018

³ # SCDOT'S HUNTING CREEK MITIGATION BANK

- Recent USACE meeting discussion of adjusting from 2006 SOP to 2010 SOP
- Estimated stream restoration credits using 2010 SOP: 45,658 to 59,589
- Credit Release 1 (10%) and 2 (20%): 13,697 to 17,877 credits

⁴ # PERMITTEE RESPONSIBLE MITIGATION (PRM)

- Overview of PRM site search (September 2017 to July 2018)
  - o 27 potential PRM sites identified in Saluda River watershed
  - o Sites evaluated based on proximity to other protected lands, potential for stream mitigation, headwater streams, proximity to impaired waters, landowner interest, and land cost.
  - o 9 sites assessed in the field
- Preferred PRM site
  - o Adjacent to SCDNR's Belfast WMA
  - o Potential to generate approx. 33,400 stream preservation credits and 10,600 stream restoration/enhancement credits
  - o Additional site evaluation and conceptual mitigation planning needed

	Needed for Carolina Crossroads Project	Hunting Creek Mitigation Bank	Preferred PRM Site	**Total Stream Credits Generated**
Stream Preservation Credits	30,873 to 34,143	0	33,400	**33,400**
Stream Restoration or Enhancement Credits	30,873 to 34,143	13,697 to 17,877	10,600	**24,297 to 28,477**
	61,746 to 68,287			**57,697 to 61,877**

⁵ # MONITORING EXISTING BANKS

- Sandy Fork (Tertiary Service Area): Should have about 5600 stream restoration credits available by mid-July. Credit release has been approved by Corps, and are waiting on the IRT.
- Turner's Branch (Tertiary Service Area): 8,722 stream preservation credits available
- Corley Mill (Primary Service Area): The bank is anticipating Fall 2018 for approval. The bank would generate approx. 200 wetland credits and 30,280 stream credits.
- Crane Creek (in Broad River basin, not in Saluda service area) – Bank anticipates final approval and initial credit release in early 2019. Bank estimates 38,000 stream and 180 wetland credits.
- Saluda Mitigation Bank (Primary Service Area)– on Public Notice

⁶ # NEXT STEPS

- Wetland Mitigation

- - - SCDOT considering solicitation for wetland credits in Saluda River watershed
    - Potential for credit generation on PRM site – requires additional field review
    - Potential use of pending or existing mitigation banks
- Discuss schedule
  - Design Build Procurement
    - RFP between January and March 2019
    - NTP for Contractor in early 2020
    - Anticipate permit application mid-2020
  - Agency coordination
  - Pre-application meeting

Agency Coordination Meeting 5

Thursday, February 14, 2019

Agency Coordination Effort Meeting Notes

Project: Carolina Crossroads I-20/26/126 Corridor Project

Subject: Carolina Crossroads Permittee Responsible Mitigation

Date: Thursday, February 14, 2019

Attendees:

Sean Connolly – SCDOT	Blair Wade – HDR
Betty Gray – SCDOT	Shannon Meder – HDR (on phone)
Chris Beckham – SCDOT	Daniel Johnson – Wildlands
Michelle Herrell – FHWA	Mickey Queen – SCDOT
Shane Belcher – FHWA	Jessica Kennedy – SCDOT
Steve Brumagin – USACE	Chuck Hightower – SCDHEC
Ivan Fannin – USACE	Tyler West – SCDHEC
Laura Boos – USACE	Logan Ress – SCDHEC
Amanda Heath – USACE (on phone)	Greg Mixon – SCDNR
Mark Caldwell – USFWS (on phone)	Tom Daniel – SCDNR (on phone)
Russ Webb – USFWS (on phone)	
Alya Singh-White – US EPA (on phone)	

1 PROJECT OVERVIEW

- HDR and Wildlands provided a handout with updated meeting agenda and maps
- Carolina Crossroads mitigation strategy was presented to ACE meeting in September 2018. During this meeting, HDR and SCDOT presented an overview of the mitigation need assessment and results of Permittee-Responsible Mitigation (PRM) analysis. The focus of the September 2018 ACE meeting was the Belfast PRM site, with a brief introduction to the Timber Site.
- Since this time, mitigation need estimates have been updated:
  - Most stream and wetland impacts in Saluda River watershed (approximately 97 percent)
  - Updated mitigation need assessment based on Recommended Preferred Alternative (RPA) preliminary construction limits + 10' buffer
  - Estimates have been refined to include updated design, stream impact assessment forms, and anticipated inlet and outlet riprap protection
- Credit need as of January 2019:
  - 63,450 stream credits
  - 20 wetland credits

2 PERMITTEE RESPONSIBLE MITIGATION (PRM)

- HDR provided an overview of PRM site search that was conducted between September 2017 and July 2018.
  - Site search was conducted first using GIS, then site reconnaissance was conducted.
  - One of site search criteria was proximity to protected properties

- o SCDNR's Belfast Wildlife Management Area (WMA) is a key protected property in the Saluda watershed.
- Site search narrowed to 2 preferred mitigation sites: Belfast Site and Timber Site 2
  - o Sites are located in Laurens County and Newberry County
  - o Approximately 2,700 acres between the 2 sites
  - o SCDNR would be the long-term steward
  - o SCDNR is presenting the sites to their Board in March 2019.
- Belfast Site
  - o Belfast Site contains Watkins Creek, Mill Creek, and Mudlick Creek
  - o Preliminary JD Request submitted to USACE and site visit conducted. Final PJD materials provided to USACE for approval.
  - o Biological assessment, cultural resources report, and Phase I Environmental Site Assessment complete.
  - o Categorical Exclusion for site has been signed by FHWA.
  - o Wildlands presented preliminary Mitigation Unit Maps and estimated credit projections
  - o Entire site would be preserved and become part of the SCDNR Belfast WMA
  - o Some streams will be preserved but are not tracked for mitigation credits because of their location upstream of ponds, condition, or location along a property line.
  - o SCDOT holds option on the site properties.
  - o Nationwide Permit 27 would not be required for the Belfast Site because no restoration activities would occur within Waters of the US.
- Timber Site 2
  - o Garrison Creek and 1st and 2nd order tributaries located onsite
  - o Site includes stream restoration, enhancement, and preservation, and wetland preservation
  - o Site contains reference reaches for stream restoration and enhancement
  - o No credit is proposed in powerline easement
  - o Small pond has deposited sediment in a tributary that will be restored.
  - o Preliminary JD Request submitted to USACE and site visit conducted. Final PJD materials provided to USACE for approval.
  - o Biological assessment, cultural resources report, and Phase I Environmental Site Assessment complete.
  - o Categorical Exclusion for site has been signed by FHWA.
  - o Wildlands presented preliminary Mitigation Unit Maps and estimated credit projections
  - o SCDOT holds option on the site properties.
  - o Nationwide Permit 27 would be required for restoration and enhancement activities that would occur within Waters of the US.
  - o Per agreement with land owner, timber would be harvested from uplands prior to transfer of property to SCDOT and SCDNR.
    - ▪ USACE asked for more information about how much of the property would be cleared and how close to streams and wetlands.
    - ▪ Wildlands responded that property owner is a timber management company and would follow SC Forestry Commission best management practices
    - ▪ USACE asked for schedule for timbering compared to restoration activities.
    - ▪ Portions of site are currently being timbered.
    - ▪ Stream restoration would occur at the same time as the Carolina Crossroads permit.
- Discussion of wetland mitigation credits
  - o Potential for wetland preservation credits on PRM sites

    o   Remaining wetland credits may be derived from existing or pending mitigation banks.

Estimated Credit Generation	Belfast Site	Timber Site 2	Total
Stream Preservation Credits	27,250	8,000	35,250
Stream Restoration/Enhancement Credits	0	38,270	38,270
		Total Stream Credits	73,500
Wetland Preservation Credits	2.5	6.5	9

3

CAROLINA CROSSROADS PRM SCHEDULE

Discussion of Carolina Crossroads PRM schedule.

Nov 2018:

- Schedule meeting with USACE to discuss Advanced PRM – *complete*
- Submit PJD packages for each site – *complete*
- SCDOT completes CEs for each site – *complete*

Dec 2018/Jan 2019:

- Update credit need and PRM estimate – *complete*
- USACE site reviews of PJD boundaries – *complete*

February 2019:

- ACE Meeting – February 14, 2019
- Pre-application meeting between SCDOT and USACE
- Interagency site visit – *invitation forthcoming*

March 2019: Submit CMP and 30% design of PH Timber Site 2 to USACE

April 2019: USACE, SCDNR & other agencies meeting to provide feedback on CMP

May 2019: Submit NWP 27 application and 60% plans for PH Timber Site 2 to USACE

June - August 2019: Continued USACE and SCDNR coordination, USACE completes Section 7 and 106 reviews for NWP

August 2019: Estimated NWP 27 issuance

Anticipate Carolina Crossroads permit by end of 2021

ADDITIONAL DISCUSSION

- Because sites would eventually be placed under SCDNR WMA, which does not have the same protections as a Heritage Preserve site, SCDOT would place restrictive covenants on mitigation sites prior to transfer.
- Site protections would allow for plantings within timbered areas based on SCDNR's management plans for the sites.
- Notes include an attachment with SCDOT's assumptions for the mitigation calculations for agency review. USACE indicated that Mitigation SOP is being updated, but to continue under current SOP for now. The mitigation SOP should have proportional changes between mitigation needs and credit generation.
- As project moves through Design Build contracting, SCDOT anticipates a reduction in impacts.
- With restoration occurring prior to permit action, USACE recommended that SCDOT document restoration activities and begin monitoring between Nationwide Permit and Individual Permit. Team should consider that Nationwide Permit expires in 2021 if construction does not begin right away; work could commence one year after expiration of Nationwide Permit if needed.
- SCDOT recognizes risk in the advance mitigation planning process, in that formal comments cannot be given on the Mitigation Plan until it is associated with the Carolina Crossroads permit application.

MAPS/EXHIBITS PROVIDED DURING MEETING:

- Proximity to Belfast WMA Map
- Preliminary Mitigation Unit Maps for Belfast and Timber Site

ACTION ITEMS:

- HDR to send out Doodle Poll for Agency Site Visits

ATTACHMENT: MITIGATION NEED CALCULATION ASSUMPTIONS

Impact Assessment

Streams

- Stream Type: Stream order determined by GIS
- Priority Category:
    - Determined primarily by water quality data.
    - All the stream impacts occur on Secondary Priority areas (0.4 factor).
    - Project team will continue to monitor the release of the 2018 303d list.
- Existing Condition: Determined by Stream Forms
- Duration: Permanent
- Dominant Impact:
    - Culvert: structure length (after improvements) totals less than 100 feet in length
    - Pipe: structure length (after improvements) totals more than 100 feet in length
    - Armor: all riprap in streams
- Cumulative Impact: Determined by total impacts (>6,000 LF)
- Impact Length:
    - Culverts/pipe extend 10 feet beyond construction limits
    - Rip Rap pads extend 35 feet from outlets and 25 from inlets on named streams
    - Rip Rap pads extend 25 feet from outlets and 25 from inlets on unnamed streams

Wetlands

- Lost Type:
    - Based on wetland delineation data and aerials
    - Likely to be Type A (bottomland hardwoods)
- Priority Category:
    - Based on wetland delineation data and aerials
    - Most likely to be Tertiary Priority (bottomland hardwoods)
- Existing Condition: Determined by photos and field observations
- Duration: Over 10 years
- Dominant Impact: Determined by impact type
    - Fill: area within construction limits
    - Clear: area between construction limits and a 10-ft buffer from construction limits (to mimic an NPDES line)
- Cumulative Impact: Determined by total impacts

Credit Generation

Wetland Preservation Assumptions:

- In-kind
- Same ecoregion and 8-digit HUC
- 1:1 ratio w/ 0.5 buffer value
- Buffer preservation
    - Assumed 80% of the wetland area buffered
    - No buffer accounted for on wetlands less than 0.1 acres in size (for preliminary estimates)

Belfast:

- Stream type based on stream order (predominately 1st and 2nd order streams)
- Secondary priority category (0.2)
- Preservation (0.0 Net Improvement)
- Concurrent credit schedule (0.05)
- Same ecoregion and 8-digit HUC (0.1)
- Buffer preservation calculation specific to each reach (assuming the minimum required buffer for preliminary estimates)

Timber Site 2:

- Stream type based on stream order (predominately 1st and 2nd order streams)
- Secondary priority category (0.2) because of state species of management concern
- Net Improvement is based on the proposed mitigation activity (0.0 for preservation, 1.0 for enhancement, and 3.0 for restoration).
- Con-current credit schedule (0.05)
- Same ecoregion and 8-digit HUC (0.1)
- Buffer enhancement and preservation calculation specific to each reach (assuming the minimum required buffer for preliminary estimates)