

STAKEHOLDER MEETING

Date: June 14, 2022

Time: 10:00 am – 11:30 am

Location: Hybrid Meeting - Virtual Teams Meeting and in-person at the Charleston Metro Chamber of Commerce

Attendees:

Name	Affiliation	In-Person/ Virtual
Chris Fraser	Avison Young	Virtual
Kathryn Basha	BCDCOG	Virtual
Keith Stanley	The Boeing Company	Virtual
James Lynch	Charleston County School District	Virtual
Steve L. Thigpen	Charleston County	Virtual
Scott Barhight	Charleston Metro Chamber of Commerce	Virtual
Katie Zimmerman	Charleston Moves	In-Person
Andrew Powell	C. H. Powell Company	Virtual
Bradley Punch	Cooper's Landing HOA	Virtual
Hubner Team	Hubner Manufacturing Cooperation	Virtual
Jamie DuMont	IFFGD at Riverside Center	Virtual
Tony Poston	Palmetto Christian Academy	Virtual
Stuart Whiteside	Seamon Whiteside	In-Person
SCW	<i>Unknown</i>	Virtual
Shane Belcher	FHWA	Virtual
Yolanda Morris	FHWA	Virtual
Joy Riley	SCDOT	In-Person
Syrees Oliver	SCDOT	In-Person

Katelyn Lisznyai	SCDOT	In-Person
Silas Christie	SCDOT	In-Person
Grayson Murray	SCDOT	In-Person
Rick Day	Stantec	In-Person
Hannah Clements	Stantec	Virtual
Mattese Lecque	Maximum Consulting	Virtual
Amy Livingston	CDM Smith	In-Person
Jenny Humphreys	CDM Smith	In-Person
Mark Lester	CDM Smith	In-Person
Victoria Wornom	CDM Smith	In-Person

Meeting Objectives:

- *WEST Project Updates*
 - *What has changed in the Environmental Justice Community Mitigation Plan?*
- *EAST Study Updates*
 - *Finalization of the PEL Study*
 - *Introduce the I-526/Long Point Road Interchange Project*

Agenda:

1. Welcome
2. Presentation
 - a. I-526 LCC WEST Overview
 - b. Updates to the Environmental Justice Community Mitigation Plan
 - i. Mitigation Implementation Schedule
 - ii. Focused Community Outreach
 - iii. Enhanced Right-of-Way Services
 - iv. Enhanced Relocation Mitigation Assistance
 - v. Affordable Housing for Residential Displacements
 - vi. First-Time Homebuyer Program
 - vii. Community Recreational Amenities
 - viii. Educational and Employment Opportunities
 - ix. Small Business Development Program
 - x. Mitigation Barriers
 - xi. Community Enhancement Initiatives
 - xii. Community Air Quality Monitoring Program

- c. I-526 LCC EAST Overview
 - i. Fall 2021 Public Information Meeting Summary
 - ii. Alternative Screening/New Alternative: 3A
 - iii. PEL and NEPA Process Schedule
 - d. I-526/Long Point Road Interchange Project Overview
 - i. I-526/Long Point Road Interchange Project Schedule
 - ii. Anticipated Public Information Meeting
3. Wrap-up

WEST Questions:

1. Bradley Punch - Are mitigation barriers installed before the project or does SCDOT wait until after the project is complete?
 - a. Joy Riley – Installing mitigation barriers before construction is not a possibility in every area. In this particular area, SCDOT is not building them before construction due to right-of-way. There are apartments and homes 20-30 feet from the interstate bridge, so if mitigation walls were installed early, we would have to take *more* homes in order to have enough space to do mobilization activities during construction. Instead of constructing the walls early, we opted to do air quality monitoring.
 - b. Bradley Punch – It sounds like timing is determined case-by-case. Could there be an opportunity to install barriers in areas where it would not affect construction?
 - c. Joy Riley – For the I-526/Long Point Road Interchange project, there could be an opportunity to construct the walls first. However, that would not be our preference anywhere where we would need to take additional homes first.
2. Katie Zimmerman – How will the CIEP happen? What is the process?
 - a. Joy Riley – It is basically an enhancement project on steroids and will have to go through the NEPA process. SCDOT will begin NEPA next year if we do not have litigation on the project, and it will be finished in the next 5 years. As part of the process, we also have to make sure everything connects to the LCRT and has appropriate connections and crosswalks. NEPA will include public input.
 - b. Katie Zimmerman – Can that effort be coordinated with the conversations we have been having about the river crossings?
 - c. Joy Riley – Absolutely, that will be incorporated as part of the plan and coordinated with local municipalities and the BCDCOG.

EAST Questions:

3. Bradley Punch – Regarding Alternative 3A, are other alternatives still being evaluated? Or is Alternative 3A the confirmed solution?
 - a. Joy Riley – This is a planning study, so we are looking at a very high level. None of these alternatives are the preferred solution yet. We need to do further studies and

refinement. This is the starting point, but there is a lot of work to be done as we look for the best solution.

I-526/Long Point Road Interchange Questions:

4. Andrew Powell – What is the timing for breaking ground on the Long Point Road Interchange project?
 - a. Joy Riley – SCDOT anticipates going to construction in 2024.
5. Scott Barhight – It looks like the General Assembly will approve dollars for the Port’s Barge Program. Will this study consider the Barge Program?
 - a. Jenny Humphreys – Yes, we have been in conversation with the Ports Authority. In addition to the Barge Program, we have talked to them about operations and terminal improvements.
6. Andrew Powell – There are many businesses that will be affected by eminent domain, especially if you are adding truck access on the east side of I-526 going directly into the Wando Welch Terminal. How soon will you be making those decisions and talking with companies to discuss the future and the right-of-way/relocation process?
 - a. Joy Riley – We are currently in the middle of the traffic analysis for each alternative. In August we will be showing the Range of Alternatives. We are evaluating how each performs while looking at the relocations of homes and businesses. There will be further minimization of right-of-way. This December, [at the public hearing] we will be showing the Recommended Preferred Alternative that we intend to advance forward. At that time, I think it is appropriate to start talking. If we meet now, we will have to tell you that we really do not know which alternative will rise to the top. There are drastic differences between the alternatives, so December makes sense to start discussing. The initial footprint is always larger because we have not designed embankments, drainage, etc., but as we move through the process, we minimize the number of homes and businesses affected. We also must consider other impacts, such as quality of life, and invite you to comment on that. Our Community Office at Gas Light Square will have information on the I-526/Long Point Road Interchange project, and I am in the office multiple days a week, if you would like to discuss. We are anticipating design-build procurement in 2023 and hope to enter into a design-build contract by the end of December 2023.
 - b. Andrew Powell – I am the owner of the company and building. We were the second building built on this road. The exit for the truck interchange is coming through our parking lot. On the other side of me is Hubner Manufacturing. This is a huge concern for us from a business perspective. It is not as simple as giving us six months to move, as breaking ground can take a very long time.
 - c. Joy Riley – Right now, lines are still moving rapidly, but I am happy to talk with you about the relocation process and benefits. We are trying to figure out ways to impact as few businesses as possible.