

Appendix X

Environmental Justice

Outreach Strategy and Tools





ENVIRONMENTAL JUSTICE OUTREACH STRATEGY

INTERSTATE 526 (I-526)

FROM PAUL CANTRELL BOULEVARD TO VIRGINIA AVENUE
NORTH CHARLESTON AND CHARLESTON, SOUTH CAROLINA



ORIGINAL STRATEGY DATE: JULY 2019
DATE OF LAST UPDATE: OCTOBER 2020

This is a living document that will be reevaluated and updated as needed throughout the project development process.

This page intentionally left blank.

TABLE OF CONTENTS

1.0 What is Environmental Justice?	1
1.1 Regulatory Background	1
2.0 EJ Analysis Process	2
3.0 Project Setting	4
3.1 Demographics within the Project Corridor	5
3.2 Housing and Income.....	8
3.3 EJ Neighborhoods Along the I-526 LCC West Corridor	10
4.0 Environmental Justice Impacts	10
4.1 Cumulative/Recurring EJ Impacts	10
4.2 Direct Impacts to EJ Neighborhoods.....	12
4.3 Indirect Impacts.....	12
4.4 Disproportionate Impacts	13
5.0 EJ Outreach Strategies	13
5.1 Outreach Plan for Environmental Justice Communities	14
5.1.1 Community Drop-ins	16
5.1.2 Pop-Up Meetings.....	18
5.1.3 Community Advisory Council	20
5.1.4 Community Office/Community Liaison Activities	21
5.1.5 Flyer Box Program	23
6.0 Summary	24
7.0 EJ Team Roles and Responsibilities	25
8.0 Document Revision/Update History	27
9.0 References	28

1.0 WHAT IS ENVIRONMENTAL JUSTICE?

The South Carolina Department of Transportation (SCDOT) is committed to providing a safe and reliable transportation network while balancing the impacts to the natural and human environment. As a part of the environmental project development process, SCDOT will incorporate environmental justice considerations into the evaluation of the project's scope and alternatives. The goal is to actively engage the community in the project planning and decision-making processes in order to prevent any community from bearing a disproportionate burden as a result of the project.

Environmental Justice (EJ) is “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies.”

Fair treatment means that “no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental and commercial operations or policies.”

Meaningful involvement is created when decision-makers seek out and facilitate the involvement of potentially affected communities so they can participate in the process, help identify community concerns, and influence decisions about activities that may affect their environment and health.¹

1.1 REGULATORY BACKGROUND

Executive Order (EO) 12898, Federal Actions to Address Environmental Justice to Minority and Low-Income Populations, the United States Department of Transportation (USDOT) Order 5610.2(a), Final Order to Address Environmental Justice in Minority Populations and Low-Income Populations, and FHWA EJ Order 6640.23A, FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations have been set forth to:

- (1) avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- (2) ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, and;
- (3) prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

*EO 12898 directs federal agencies to **take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.***

Title VI of the 1964 Civil Rights Act states, “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The Act bars

¹ USEPA. Learn About Environmental Justice. <https://www.epa.gov/environmentaljustice/learn-about-environmental-justice>, Accessed April 19, 2019.

intentional discrimination as well as disparate impact discrimination (i.e., a neutral policy or practice that has a disparate impact on protected groups).

FHWA’s 2011 Guidance on Environmental Justice and NEPA describes the process to address Environmental Justice during the NEPA review, including documentation requirements.

2.0 EJ ANALYSIS PROCESS

As a part of the National Environmental Policy Act (NEPA) phase of project development, an Environmental Justice analysis will be performed to **identify EJ populations** and **incorporate strategies** into the project management plan **to engage the EJ community members in the project**.

As a part of this analysis, the **impacts for each project alternative are evaluated** to determine whether the impacts are disproportionately high and adverse for any of the communities located on the project corridor. These studies will also help guide the development of meaningful outreach, provide an understanding of the community’s needs, and support the formulation of potential mitigation strategies for the impacts to the community.

Federal Highway Administration (FHWA) Order 6640.23A defines **disproportionately high and adverse effects** as effects that are “predominately borne by a minority and/or low-income population, or will be suffered by the minority/low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority/non-low-income population.”

Environmental Justice impacts can be assessed by identifying and understanding the factors described in Table 2.1 below.

Table 2.1: Environmental Justice Evaluation Factors

Accessibility	Access to jobs, shopping, transit service; pedestrian access; bicycle access
Mobility	Traffic congestion, travel times
Safety	Vehicle crashes, bicycle crashes, pedestrian injuries and fatalities, personal security
Displacements	Residences, businesses, public amenities
Equity	Investments, costs, maintenance
Environmental	Air quality, vibration, noise
Social	Community cohesion/disruption, isolation
Aesthetics	Diminution of landscaping, lighting

FHWA encourages an EJ strategy centered on the following areas of focus:

- Identifying EJ populations
- Providing opportunities for meaningful public involvement with EJ populations
- Understanding EJ needs and concerns
- Assessing benefits and burdens of proposed plans
- Assessing whether transportation plans may result in disproportionately high and adverse effects on EJ populations
- Deploying strategies to address such effects, including imbalances and needs²

The outreach strategy proposed herein identifies opportunities to engage the community members in the project. As these efforts and the overall engagement progresses, a *Community Impact Assessment* (CIA) and an *Indirect and Cumulative Effects* (ICE) Assessment will also be prepared for the proposed project.

These studies are being developed in accordance with NEPA and will include detailed demographic information, the input gathered through engagement with residents from EJ neighborhoods and community leaders, a project-specific assessment of impacts, and a detailed *EJ Community Mitigation Plan*. The EJ Community Mitigation Plan will be formulated through a collaborative process with residents of the affected EJ neighborhood and will incorporate their ideas, input, and participation in the decision-making process. The draft EJ Community Mitigation Plan will be presented to residents in affected EJ neighborhoods to gather feedback on proposed mitigation through a series of neighborhood meetings to be held during the public review period for the DEIS. Feedback received from EJ neighborhood residents will be used to refine the EJ Community Mitigation Plan. The refined draft EJ Community Mitigation Plan will be presented to affected EJ neighborhood residents for review and comment prior to its finalization and inclusion in the FEIS/ROD.

Past EJ Community Outreach (as of May 4, 2020): A round of community meetings was held in June and July of 2016 during the project scoping process to introduce the I-526 LCC WEST project and gather early feedback. Additionally, SCDOT worked with elected officials from the City of North Charleston Council who hosted community meetings that were very well attended. During these sessions, SCDOT presented project information, answered questions, and listened to community concerns.

Community drop-in meetings were held in Fall 2019 preceding the general Public Information Meeting held on November 21, 2019. The intent of the drop-in meetings was to provide the communities most impacted by the proposed project an opportunity to view the project alternatives in advance and interact with the project team in a less overwhelming environment. Additional details and updates on future activities are included in Section 4.0.

As discussed in Section 4.1, the project team will continue to contact local organizations, elected officials, and other groups to inform them of their availability to speak on the project.

² https://www.fhwa.dot.gov/environment/environmental_justice/publications/tpp/fhwahep19022.pdf

Project Setting

SCDOT, in cooperation with FHWA, is evaluating existing and future transportation demands for the I-526 corridor between Paul Cantrell Boulevard and Virginia Avenue as shown in Figure 3.1. The project, referred to as the I-526 Lowcountry Corridor WEST (I-526 LCC WEST) project, is intended to increase capacity and improve operations within the corridor for both local and regional traffic (refer to the *I-526 LCC WEST Public Involvement Plan (PIP)* for a detailed project description).

The following sections of this document include an overview of demographics and local trends, which were developed at the initiation of the I-526 LCC West project to facilitate the development of the PIP and this EJ Outreach Plan.

*A disproportionately high and adverse effect on a minority or low-income population means the adverse effect is predominantly borne by such population or is appreciably more severe or greater in magnitude on the minority or low-income population than the adverse effect suffered by the non-minority or non-low-income population.

Figure 3.1: I-526 LCC WEST Project Corridor



2.1 DEMOGRAPHICS WITHIN THE PROJECT CORRIDOR

Population growth in the Charleston region (comprised of Berkeley, Charleston, and Dorchester Counties) is occurring at a rapid rate: three times faster than the national average and two times faster than the state average. Approximately 28 people move into the region every day³ and growth is projected to continue well into the future. This rapid influx of newcomers is changing the job market, housing stock, and subsequently the demographic composition of Charleston County. From 2000 to 2015, the African-American population decreased by 6% and the White, non-Hispanic population increased by 5%. Other population percentages remained fairly constant over the 15-year period. It is noted that the growth in the White, non-Hispanic population does not reflect national trends.⁴

Regional demographic shifts are reflected in the City of North Charleston, as well. North Charleston's population has grown by almost 40% since 2000, largely in the northwest portion of the city, as evidenced by the construction of golf course communities and other planned developments. In 2000, the City of North Charleston's African-American population comprised 49% of the total population, decreasing to 47% in 2015.

In addition to changes in the region's economy, redevelopment activities have contributed to the demographic shift by reducing the amount of affordable housing in North Charleston. One example is the closure of the Trailwood Mobile Home Park in 2013 which resulted in the displacement of approximately 400 families.⁵ The decrease in North Charleston's African-American population during this period was buffered by the influx of downtown Charleston residents who relocated in response to the increased housing prices and the lack of access to public transportation in the downtown area.⁶ While the White/non-Hispanic population percentage in North Charleston remained at 45%, the percentage of the population identifying as two or more races increased from 2% in 2000 to 8% in 2015. In 2000, 4% of the total population identified as Hispanic or Latino. This population grew to 10% in 2015.

Figure 3.2 on page 7 identifies neighborhoods within North Charleston that are situated along the I-526 LCC WEST project corridor. There is a higher percentage of minority populations near the I-526 and I-26 system-to-system interchange residing in Ferndale (identified as 13 in Figure 3.2) Highland Terrace (18), Liberty Park (22), and Russelldale (38). Moving eastward, several neighborhoods, including Oak Terrace Preserve (29) and Park Circle (33), are gentrifying in conjunction with changes to the housing market like the elimination of older homes and construction of higher-priced new houses. Evidence of this demographic shift is depicted in Figure 3.3 on page 8, where the racial composition of the Park Circle area is now more similar to areas to the south with a higher percentage of white residents.

³ Charleston Regional Development Alliance. <https://www.crda.org/local-data/population-demographics/> Site accessed January 22, 2019

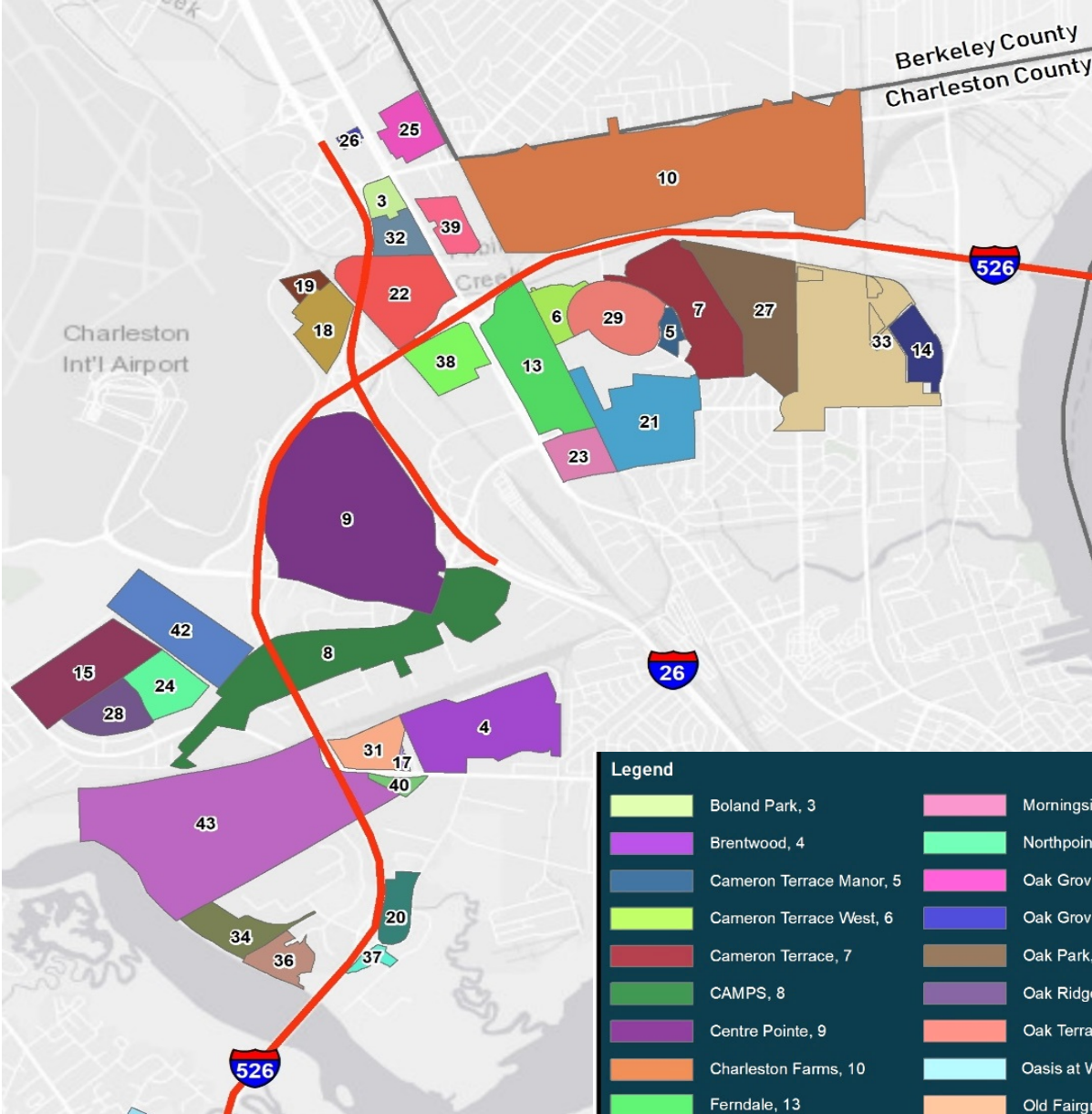
⁴ Charleston County Comprehensive Plan. Charleston County Council. Adopted October 9, 2018.

⁵ Mobile home park families urged to prepare to move. May 11, 2012. Post and Courier article accessed January 22, 2019.

https://www.postandcourier.com/archives/mobile-home-park-families-urged-to-prepare-to-move/article_99be2fec-6d4e-5579-8467-a4dc5021b74f.html

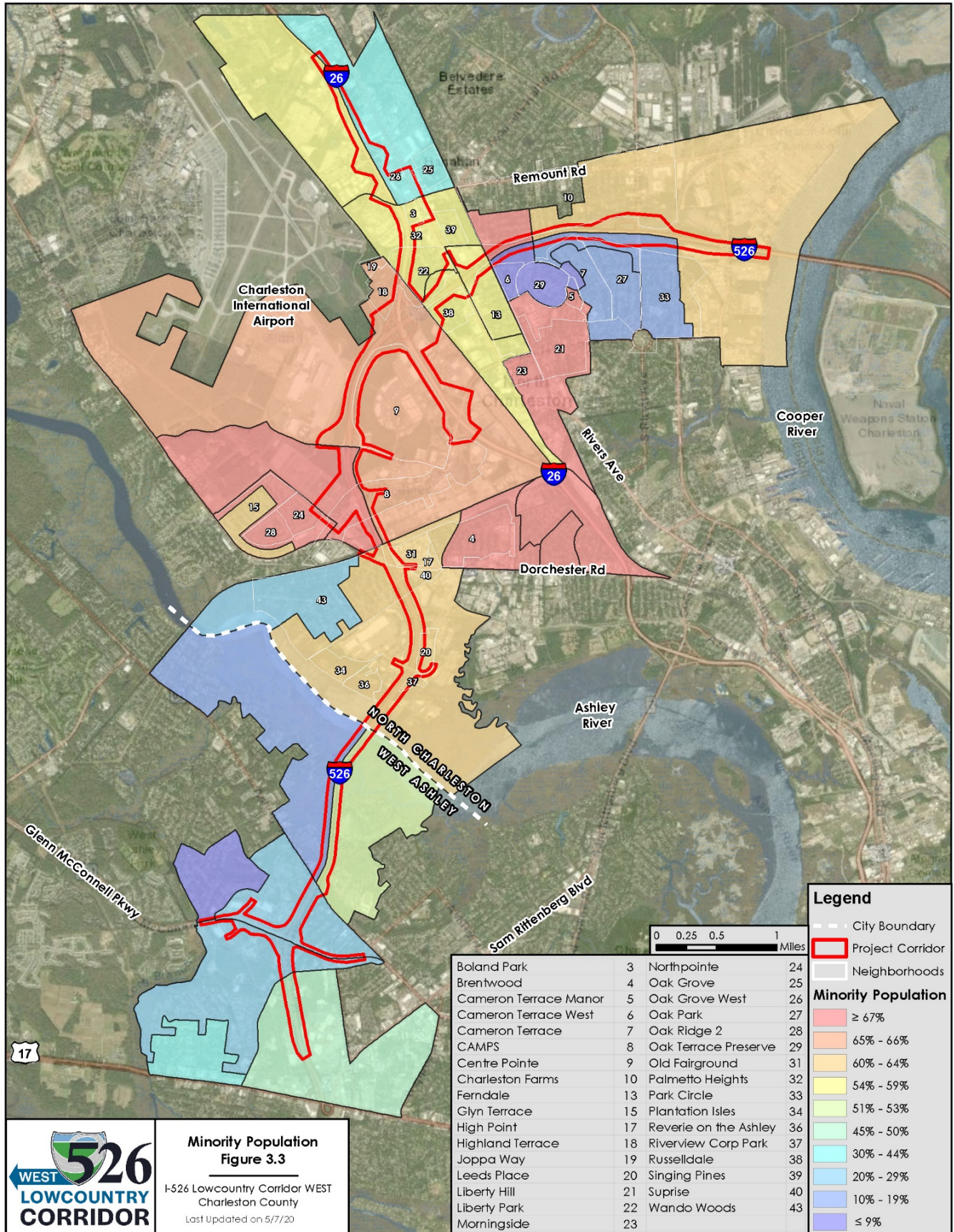
⁶ The State of Racial Disparities in Charleston County, SC. 2000-2015. College of Charleston Avery Research Center for African American History and Culture. <https://rsji.cofc.edu/wp-content/uploads/2017/01/The-State-of-Racial-Disparities-in-Charleston-County-SC-Rev.-11-14.pdf>

Figure 3.2: North Charleston Neighborhoods



Environmental Justice neighborhoods in the immediate vicinity of the I-526 LCC West Project include: Ferndale (13), Highland Terrace (18), Liberty Park (22), and Russelldale (38).

Figure 3.3 Minority Populations within the Project Study Area

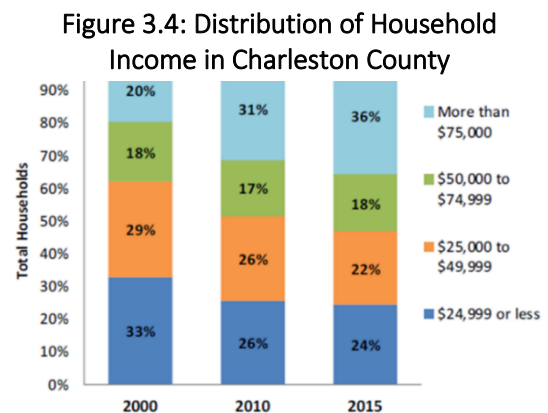


Moving south along the I-526 LCC WEST project corridor, there are locations where residential land use is commingled with non-residential commercial development. Examples are noted along Seiberling Road, Ozark Road, East Ada Street, and West Ada Street, which are small areas of low-income and minority residents (located in the census block group just north of the Ashley River in North Charleston in Figures 3.2 and 3.6). The potential for residential relocations in these areas will be monitored throughout the project development process to ensure that EJ impacts are identified, avoided to the maximum extent practicable, appropriately minimized, and mitigated as necessary.

To the west of the Ashley River along the I-526 LCC WEST project corridor is an extension of the City of Charleston referred to as West Ashley. Figure 3.3 on page 8 reveals a much lower percentage of minority residents suggesting the area is comprised of predominantly White residents. Between 2000 and 2015, White/non-Hispanic population percentages remained fairly constant at approximately 70% while the African-American population decreased from 27% to 23% of the total population. The Hispanic or Latino population increased from 2% in 2000 to 3% in 2015.⁷

2.2 HOUSING AND INCOME

Figure 3.4 illustrates household income trends in Charleston County between 2000 and 2015. As shown, the number of households with an income greater than \$75,000 has increased by 16% over the past 15 years (from 20% to 36%), while household incomes of less than \$50,000 decreased by 16% (from an overall 62% to 46%).



SOURCE: Charleston County, 2018.

The increases in White/non-Hispanic residents and changes in the job and housing markets are resulting in the gentrification⁸ of predominantly minority

neighborhoods throughout the North Charleston area. Many neighborhoods in North Charleston are evidence of gentrification, including Oak Terrace Preserve, a subdivision of the Park Circle community found along the I-526 LCC WEST project corridor. Many older homes have been replaced with new, higher-priced houses. Figure 3.5 shows the style of homes originally built in this area (top) and the new homes currently being built as the neighborhood is redeveloped (bottom). This demographic shift is evidenced in Figure 3.6 on page 10, which shows how the racial composition of the Park Circle area is currently more similar to areas to the south with a higher percentage of white residents.

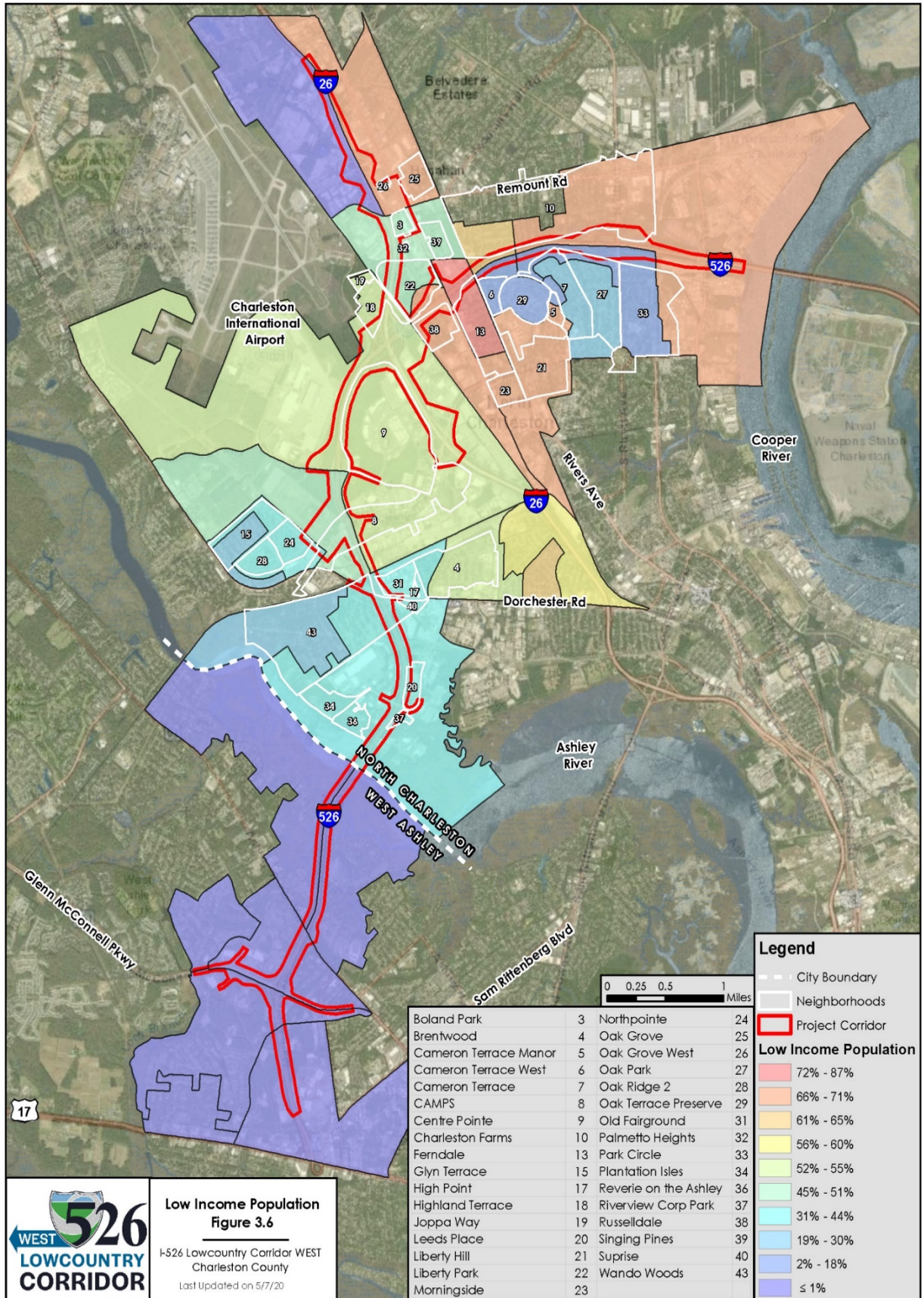


Figure 3.5: Housing in Oak Terrace
SOURCE: Google Street View

⁷ Plan West Ashley, City of Charleston, SC. Adopted February 26, 2018. <https://www.planwestashley.com/resources-1/>

⁸ "The process of repairing and rebuilding homes and businesses in a deteriorating area (such as an urban neighborhood) accompanied by an influx of middle-class or affluent people and that often results in the displacement of earlier, usually poorer residents"- <https://www.merriam-webster.com/dictionary/gentrification>

Figure 3.6: Low Income Populations within the Project Corridor



2.3 EJ NEIGHBORHOODS ALONG THE I-526 LCC WEST CORRIDOR

Neighborhoods in the immediate vicinity of the I-526/I-26 interchange are comprised predominantly of low-income and minority residents (refer to Figures 3.3 and 3.6).

Communities most likely to experience adverse effects from the proposed project include the Russelldale, Liberty Park, Highland Terrace, and Ferndale neighborhoods. Just south of Montague Avenue, there are low-income populations along Seiberling Road, Ozark Road, East Ada Street, and West Ada Street which may also be affected by the project.

This EJ outreach strategy focuses on engagement activities that will help identify measures to avoid, minimize, and mitigate impacts to the Russelldale, Liberty Park, Highland Terrace, and Ferndale communities as well as areas along Seiberling Road, Ozark Road, East Ada Street, and West Ada Street.

3.0 ENVIRONMENTAL JUSTICE IMPACTS

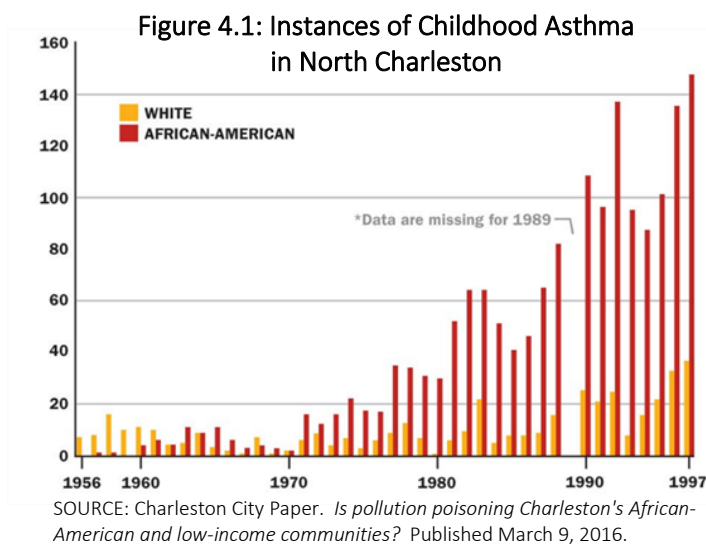
3.1 CUMULATIVE/RECURRING EJ IMPACTS

This section describes the typical adverse cumulative/recurring EJ effects that may be broadly experienced by low-income/minority residents in the North Charleston area as a result of the I-526 LCC WEST project. As noted in Section 2.1, local data was reviewed at the initiation of the project to facilitate the development of the PIP and the *Environmental Justice Outreach Plan*. Detailed community studies are being conducted in accordance with NEPA and will include detailed demographic information, input gathered through engagement with residents from EJ neighborhoods and community leaders, a project-specific assessment of impacts, and a detailed *EJ Mitigation Implementation Plan*.

Typical adverse cumulative/recurring EJ effects broadly experienced by low-income/minority residents in the North Charleston area include:

- Intergenerational poverty;
- Segregation and isolation;
- Surface transportation projects;
- Changing job markets;
- Lack of affordable housing;
- Exposure to environmental pollutants;
- Exposure to flooding;
- Limited access to transit;
- Lack of sidewalks and bike facilities; and;
- Language barriers (LEP)⁹

One example of a cumulative/recurring effect is exposure to environmental pollutants. Minority and low-income neighborhoods in North Charleston are



⁹ [http://onlinepubs.trb.org/onlinepubs/archive/NotesDocs/25-25\(36\)_FR.pdf](http://onlinepubs.trb.org/onlinepubs/archive/NotesDocs/25-25(36)_FR.pdf)

more exposed to toxins from the area's industrial facilities than the predominantly White/non-Hispanic neighborhoods that are located away from the port and associated facilities. Industrial facilities in the Charleston metro area produce approximately 26% of the state's toxic chemical releases.¹⁰

Figure 4.1 illustrates how cumulative air quality impacts have disproportionately affected African-American children in North Charleston. A study that researched the number of children treated for asthma at the Medical University of South Carolina (MUSC) over a 40-year period found a 20-fold increase of asthma instances among African-American children; four times the instances of asthma in white children over the same period.¹¹

Figure 4.2: NOAA Sea Level Rise and Social Vulnerability Index Map shows how social and economic factors can be used to determine the vulnerability of a population to future sea level rise.¹² Social vulnerability is the degree to which a community can prepare for and recover after environmental hazards such as hurricanes, flooding, and sea level rise. The social and economic factors used in the analysis are influenced by the degree to which a community experiences adverse cumulative effects.

Figure 4.2: NOAA Sea Level Rise and Social Vulnerability Index Map



As shown in Figure 4.2, the area within the vicinity of the I-526 and I-26 interchange and the areas southward along I-26 toward Charleston have a **high social vulnerability index**, indicating these communities are more likely to be affected by sea level rise. Conversely, the Oak Terrace Preserve and Park Circle areas, although within close proximity to Filbin Creek, have a lower vulnerability index because they are better able to prepare for and recover from environmental hazards.

¹⁰ Wilson, Sacoby & Fraser-Rahim, Herb & Williams, Edith & Zhang, Hongmei & Rice, LaShanta & Svendsen, Erik & Abara, Winston. (2012). Assessment of the Distribution of Toxic Release Inventory Facilities in Metropolitan Charleston: An Environmental Justice Case Study. American Journal of Public Health. https://www.researchgate.net/profile/Erik_Svendsen2/publication/230684125_Assessment_of_the_Distribution_of_Toxic_Release_Inventory_Facilities_in_Metropolitan_Charleston_An_Environmental_Justice_Case_Study/links/09e41512cc50439b30000000/Assessment-of-the-Distribution-of-Toxic-Release-Inventory-Facilities-in-Metropolitan-Charleston-An-Environmental-Justice-Case-Study.pdf?origin=publication_detail

¹¹ <https://www.charlestoncitypaper.com/charleston/is-pollution-poisoning-charlestons-african-american-and-low-income-communities/Content?oid=5790876>

¹² <https://coast.noaa.gov/slr/>

3.2 DIRECT IMPACTS TO EJ NEIGHBORHOODS

I-526 was originally constructed in the late 1980's and resulted in direct impacts to residential communities in North Charleston. The right-of-way corridor acquired for the highway was very narrow, leaving homes and businesses in close proximity to the final transportation infrastructure. Many of the same communities along the corridor would be directly impacted by any improvements or changes to the interstate corridor.

Figure 4.3: Potential Relocations in Identified EJ neighborhoods (shown in orange shading)

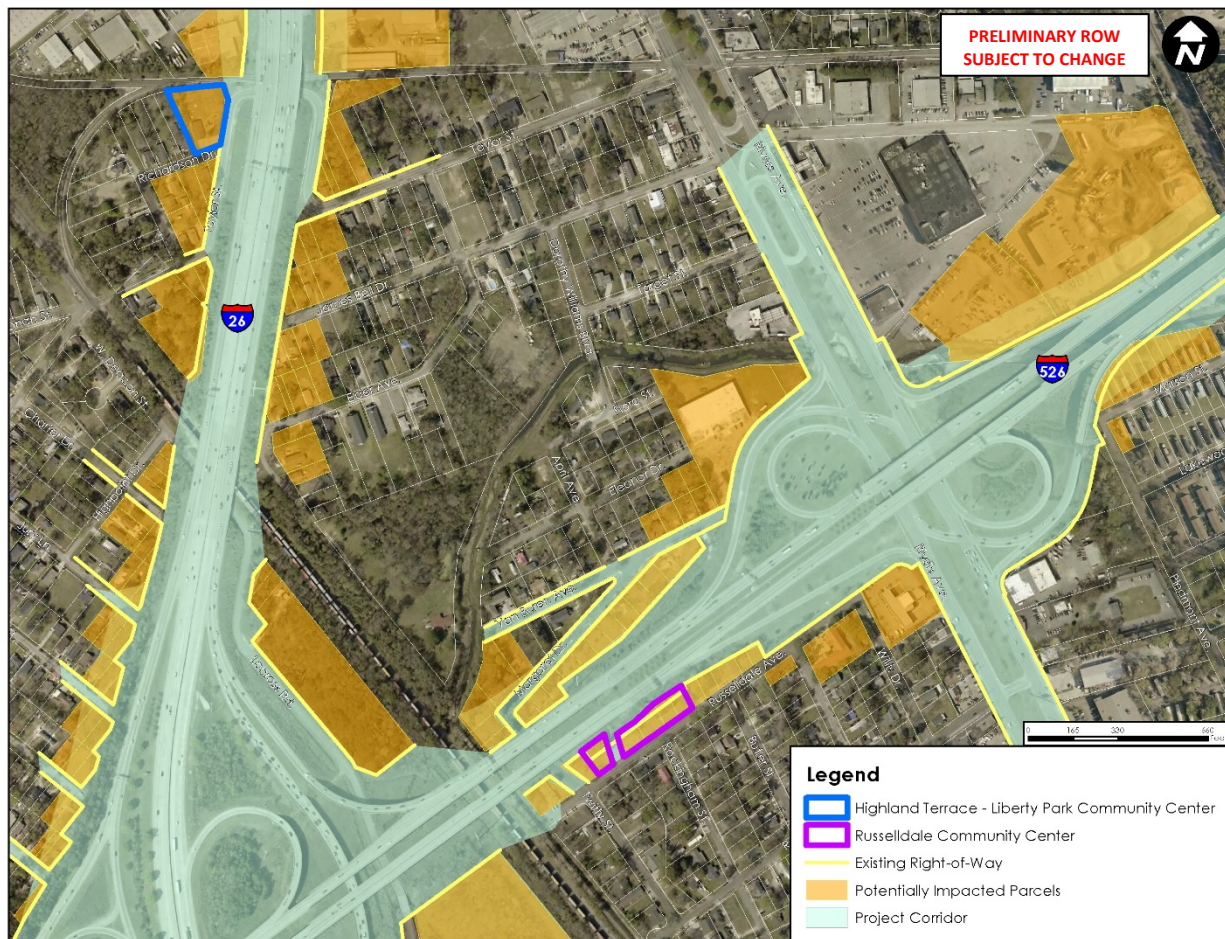


Figure 4.3 shows a worst-case scenario for relocations within the identified EJ neighborhoods. Preliminary design concepts for the I-526 LCC WEST project are currently under development and options to avoid and minimize impacts are being explored. While it is anticipated that both the Russelldale and Highland Terrace-Liberty Park Community Centers along with residential structures that parallel I-526 will be displaced, SCDOT and FHWA will rigorously evaluate all options to avoid and minimize impacts to the EJ neighborhoods.

3.3 INDIRECT IMPACTS

Indirect community impacts from transportation projects are typically associated with land use changes that occur as a result of the project. In these cases, the transportation project may provide new access to previously undeveloped land or provide additional capacity resulting in shorter commutes from

surrounding areas. In the latter scenario, land use changes would be expected to occur outside the immediate project area in suburban and rural transition areas that are already experiencing growth and new development. This effect has the possibility to occur as a result of the I-526 Improvements, as surrounding areas benefit from reduced congestion on I-526. However, additional studies need to be developed to fully assess the potential for indirect impacts and whether these impacts may affect EJ populations in surrounding areas. ***These impact assessments will be part of the community studies to be prepared for this project, in accordance with NEPA.***

3.4 DISPROPORTIONATE IMPACTS

“Disproportionate impacts” refer to situations of concern on a project where there exists significantly higher and more adverse health and environmental effects on minority populations, low-income populations or indigenous peoples. As noted in Section 2.1, residential areas within the project area are primarily comprised of minority and low-income populations. As such, the EJ neighborhoods of Russelldale, Liberty Park, Highland Terrace, and Ferndale are most likely to be most affected by the project due to their proximity to the existing interstate corridor. These EJ neighborhoods have been impacted numerous times in the past from interstate construction projects. Currently, there are homes and apartment complexes located in very close proximity to the existing interstate corridor as a result of previous interstate construction. Therefore, we anticipate the impacts to these communities will be significant with any improvements proposed to the interstate corridor. Without mitigation, the anticipated residential and recreational facility displacements are considered to be disproportionately high and adverse impacts, as there are no comparable burdens placed upon other neighborhoods in the broader vicinity of the proposed project.

As a part of the project development process, the project team will incorporate community outreach efforts, in addition to those outlined in the I-526 LCC WEST PIP, in an effort to facilitate meaningful communication with the specific communities that may experience disproportionately high and adverse impacts. The goal of this coordination is to understand the needs and concerns of each community throughout the project development phase and to engage community members in the formulation of a EJ Community I that meets their needs. The following sections of this document focus on the plan for community engagement and the formulation of a plan to mitigate impacts associated with the I-526 project. As noted previously, this is a living document that will be updated periodically throughout the project development process.

4.0 EJ OUTREACH STRATEGIES

The overarching goal of the I-526 LCC WEST EJ Outreach Strategy is to address direct, indirect, and cumulative (/recurring) impacts on EJ neighborhoods by establishing relationships, building trust, and gathering feedback that will inform decisions on mitigative measures and other aspects of project development. It is understood that the strategies and plans will be refined based on the project team’s evaluation of community participation and feedback.

It is important to identify and understand the challenges associated with developing and implementing an effective EJ Community Mitigation Plan. A frequent barrier to overcome is encouraging the

community's investment in mitigation development and delivery. Therefore, significant efforts should be made to establish trust and convey ownership to implement measures that address the issues and priorities of directly-impacted residents and business owners, and to mitigate project impacts.

It is also important to identify and understand the challenges associated with developing a comprehensive Community Impact Assessment as it will aid development of the EJ Community Mitigation Plan. One notable challenge can be concerns regarding responsibility for identifying and mitigating past impacts. The US Council on Environmental Quality (CEQ) guidelines state, "all relevant, reasonable mitigation measures that could improve the project are to be identified, even if they are outside the jurisdiction of the lead agency or the cooperating agencies ... This will serve to alert agencies or officials who can implement these extra measures and encourage them to do so."¹³ In the case of cumulative effects, it may be determined that a potential mitigative action is outside the lead agency's jurisdiction; however, the lead agency can coordinate with the appropriate agency and work together to mitigate the adverse effect. Cumulative effects are not the result of one action by a single agency, nor can they be mitigated by one agency alone. Coordinated efforts between transportation and land use planning is essential.

The project team is also actively coordinating with state and national Environmental Justice experts, including FHWA's resource center staff, Environmental Protection Agency EJ staff, and other agencies that have specialized expertise in EJ community outreach and mitigation. A workshop was held with FHWA's Environmental Justice staff in June 2019 to review this EJ Outreach Strategy and to gather input on the project's potential EJ community impacts. The project team will continue to coordinate with these experts to get input and guidance on the EJ Outreach and Mitigation Plans that are developed.

4.1 OUTREACH PLAN FOR ENVIRONMENTAL JUSTICE COMMUNITIES

As a part of the project's development, a comprehensive Public Involvement Plan (PIP) was developed to outline how the public will be engaged during the project. Since EJ neighborhoods were identified along the project corridor and these communities are potentially impacted by the project, this separate and specific **EJ Outreach Strategy** was developed to incorporate efforts designed to engage those residents and business owners. A goal of the EJ Outreach Strategy is to facilitate project involvement opportunities that fit within the EJ community's schedule and overcome traditional barriers to public involvement that many families may face. Such barriers that can prevent effective public engagement include inadequate access to transportation and childcare services, as well as conflicting work hours when meetings or events are scheduled. To best mitigate some of the barriers to public involvement, outreach activities for the project have been held inside the impacted EJ neighborhoods to

Please note that the COVID-19 pandemic is being closely monitored by State Government officials. No in-person activities or events will be scheduled until limitations on public gatherings have been rescinded. Thereafter, guidance from the Centers for Disease Control and Prevention and SCDHEC will be implemented to ensure the public's safety. In the interim, the project team is exploring ways to engage residents online, through telephone contact, and hard copy materials that are mailed to residents.

¹³ CEQ's 40 most asked questions about NEPA. <http://ceq.hss.doe.gov/nepa/regs/40/40p1.htm>

give residents a more convenient opportunity to engage with the project team. Creating public involvement opportunities within the impacted neighborhoods has helped the project team spread project awareness, promote utilization of the I-526 LCC Community Office, and encourage attendance at the planned Informational Workshops and other outreach meetings.

Outreach techniques referred to as “low touch” and “high touch” have been and will continue to be used in project’s outreach efforts. “Low touch” techniques, such as the I-526 LCC project website, social media pages, texting, and emails, are methods of contact for the greater project area in Charleston. “High touch” techniques such as face-to-face interaction, door hanger and/or flyer distribution, and telephone calls are generally more effective in EJ neighborhoods.

Public involvement techniques used on the I-526 LCC WEST project address three phases of the project development process: project scoping, development of alternatives, and identification of the Preferred Alternative. Although there are key points in the process to provide opportunities for public input, the purpose of this EJ Outreach Strategy and associated activities is to make a focused effort on providing opportunities for more meaningful engagement of EJ neighborhoods so that the team captures the communities’ past and present concerns, issues, and needs as they relate to the proposed project and can integrate feedback from EJ neighborhood residents into the project development process.

As noted previously, a round of community meetings was held during the project scoping process to introduce the project and gather early feedback. Additional community drop-ins were held in Fall 2019, prior to the general Public Information Meeting, to ensure that EJ neighborhoods were provided “meaningful opportunities to participate” in the decision-making process. This section includes updates on activities that have been completed as of May 2020 and describes activities planned for the remainder of 2020.

EJ outreach efforts include multiple focus areas to effectively engage the community, including, but not limited to:

- Pop-Up meetings in the community at local stores, community centers, or special events
- Outreach to local churches, organizations, or community groups to assist in getting project information to the community
- Attendance and/or participation at neighborhood association meetings, church meetings, or other local organization meetings to give project updates, listen to community concerns, and answer questions
- Formation of an Advisory Council of community residents who would like to serve as community liaisons on the project and can commit to regular meetings to help advise the project team on the outreach activities and assist in formulation of a EJ Community Mitigation Plan for the community’s consideration
- Organizing small group community meetings in the EJ neighborhoods prior to the general public’s Public Information Meetings
- Establishing an SCDOT project office in the community where community members can come to request project information and/or talk with a community outreach liaison about their questions or concerns

- Project team coordination with City of North Charleston’s Hispanic Advisory Council to ensure meaningful engagement of the Hispanic population
- Forming an outreach database of minority and civic influencers in the Lowcountry region to effectively distribute project information (more information on this database can be found in the PIP)
- Consistent information and messaging for all meetings
- Other outreach activities and events as suggested by stakeholders, Community Advisory Council members, and community members

4.1.1 Community Drop-ins

Community drop-ins are being held for EJ neighborhoods and their stakeholders and are located, to the extent possible, within the boundaries of the neighborhoods. Special consideration is being given to the times and locations to increase convenience of access and availability. The overarching purpose of these meetings is to encourage discussions with participants, share information as it relates to the project, and provide an opportunity for residents to meet SCDOT personnel and the Community Office staff who can respond to future questions, concerns, or comments regarding the project.

EJ-focused community meetings center on engaging these groups:

- Residents of the Russelldale, Liberty Park, Highland Terrace, and Ferndale neighborhoods
- Small neighborhood businesses, which consists of “mom & pop” stores (owners and employees)
- The City of North Charleston’s Neighborhood Association Council
- Faith-based leaders (ministers, church staff, and congregants) and other community leaders

In 2016, the community meetings were arranged to resemble focus group conversations with setup including roundtable discussions. A project survey was conducted digitally(as well as orally) at each discussion table. Discussion notes were compiled and submitted to the project team.

May 2020 Status Update:

Five community drop-ins were held in November 2019 in the weeks preceding the November 20, 2019 Public Meeting. The purpose of these drop-in meetings was to provide a more intimate setting for those potentially impacted by the project to learn more about those potential impacts, the tools and resources available to them (especially regarding the right-of-way process) and the project schedule. Based on previous outreach efforts, the project team understood there had been a lot of misinformation circulated by other parties. Therefore, it was important to provide a high-touch opportunity to address those concerns and points of discrepancy. The 2019 community drop-ins were held at the following locations:

- 1) Biblical House of God
 - November 9, 2019, 2:00 – 5:00pm
 - 2205 Van Buren Ave, North Charleston, SC 29406
- 2) Ferndale Community Center
 - November 13, 2019, 5:00 – 8:00pm
 - 1995 Bolton St, North Charleston, SC 29406

- 3) Life Changers Covenant Ministries
 - November 14, 2019, 5:00 – 8:00pm
 - 2140 Eleanor Dr, North Charleston, SC 29406
- 4) Danny Jones Community Center
 - November 18, 2019, 5:00 – 8:00pm
 - 1455 Monitor St, North Charleston, SC 29405
- 5) Citadel Mall
 - November 19, 2019, 5:00 – 8:00pm
 - 2070 Sam Rittenberg Blvd, Charleston, SC 29407

The project team presented the same materials at each drop-in, which were identical to the materials presented at the Public Meeting. These included: an update on the alternatives development process; project schedule; update on outreach efforts; information on the project development process; mapping that showed anticipated impacts to communities; and information on next steps and how to stay involved in the process. Interactive stations included the virtual public meeting overview video, printed maps showing potential right-of-way impacts, and a property “look up” station, among others.

Meeting locations were chosen specifically because of their convenience and proximity to the EJ neighborhoods and I-526 LCC WEST study area. Transit routes were included in the meeting information to facilitate attendance of those relying on public transportation. Although there are no anticipated EJ impacts in the West Ashley area, a community drop-in meeting was also held in this area for the benefit of area residents but to also provide EJ neighborhood residents with an additional opportunity if the other four meeting dates were not compatible with their schedules.

The project team employed several methods to make sure there were multiple communications distributed to EJ neighborhoods advertising the community drop-ins. These included a postcard mailed to EJ neighborhood residents two-weeks prior to the meetings; door-to-door canvassing with flyers, advertising at local small businesses; meeting flyers placed at over 30 locations in the project vicinity, including transit stops; and, distribution of flyers and word-of-mouth advertising by the project’s Community Advisory Council (discussed further in Section 4.1.3). A total of 188 people attended the 2019 Community Drop-ins.

Community Drop-In Activities for 2020/2021:

The 2019 community drop-in meetings were successful in the “high-touch” goal of connecting with EJ neighborhood residents and providing accurate information about the project. In addition to gathering feedback on the proposed project, the project team was able to conduct a social needs assessment with EJ residents to help identify resident needs and priorities separate from the transportation project. Understanding residents’ needs and priorities is a vital part of the EJ Community Mitigation Plan development as it aims to address many of the identified issues related to direct and cumulative effects associated with the project. Future community drop-in’s will be held in Fall 2020 to provide residents with the opportunity to review and provide comments on the draft EJ Community Mitigation Plan and the Draft Environmental Impact Statement (DEIS).

4.1.2 Pop-Up Meetings

To supplement community drop-in's, EJ outreach is also being conducted through “pop-up” meetings at community events. A pop-up meeting is a mobile booth set up in various locations to engage area residents and create opportunities for residents to discuss the project with the project team. Pop-up meetings can be held at any time of the day thereby allowing hosts to plan around other events and activities to increase local participation and overall exposure. Pop-up meetings are also a means of creating and promoting dialogue to determine what residents see as assets, liabilities, and possible solutions to issues within their respective neighborhoods. The project team chose locations that focus on engaging residents of the affected EJ neighborhoods as well as the larger minority community in North Charleston.

May 2020 Status Update:

The following pop-up meetings were held in 2019:

- 1) Caribbean Jerk Festival
 - July 20, 2019, 6:00 – 11:00pm
 - 1061 Everglades Avenue
- 2) Harvest Pointe Baptist Church Community Yard Sale
 - August 17, 2019, 7:00am – 12:00pm
 - 4870 Piedmont Avenue
- 3) PPG Paints
 - September 15, 2019, 12:00 – 5:00pm
 - 5280 Rivers Avenue
- 4) North Charleston High School Football Game
 - September 20, 2019, 6:00 – 10:00pm
 - 2731 Gordon Street
- 5) Bethel Pentecostal Holiness Services
 - September 22, 2019, 11:00am – 2:30pm
 - 2331 Elder Avenue
- 6) Biblical House of God
 - September 28, 2019, 11:00am – 2:00pm
 - 2205 Van Buren Avenue
- 7) Russelldale Community Center
 - October 3, 2019, 2:30 – 5:30pm
 - 2248 Russelldale Avenue
- 8) Roper St. Francis Clinic
 - October 12, 2019, 12:00 – 5:00pm
 - 5133 Rivers Avenue
- 9) Highland Terrace Community Center
 - October 24, 2019, 2:30 – 5:30pm
 - 2401 Richardson Drive

10) North Charleston Creative Arts Elementary School

- October 29, 2019, 5:00 – 7:00pm
- 5200 Lackawanna Boulevard

11) Ferndale Community Center

- October 31, 2019, 2:30 – 5:30pm
- 1995 Bolton Street

12) North Charleston City Hall

- November 17, 2019, 11:00am – 3:30pm
- 2500 City Hall Lane

The project team found pop-up meetings to be a cost-effective, convenient, and personalized way to engage EJ neighborhood residents and business owners. Informational flyers, business cards including project contact resources, and recent newsletters were passed out and email sign-up sheets were available for those that wanted to stay informed as project updates became available.

Keeping residents informed and promoting project awareness were the primary goals of the 2019 pop-ups and will continue to be the main objectives into 2020. Additional goals include encouraging participation and attendance at future community meetings and soliciting feedback about the project's impacts to individuals as well as the community.

Pop-Up Meeting Activities for 2020/2021:

The following list of events has been developed for Summer/Fall 2020, with emphasis on minority-focused events. Each event will provide participants with updates on the I-526 LCC WEST project and connect with traditionally underrepresented populations during public events to increase awareness of updates on the project. The 2020 list of pop-up meeting opportunities includes:

- Caribbean Jerk Festival, July 2020, North Charleston
- North Charleston Farmers Market, Thursdays, May-October 2020, North Charleston
- Charleston Black Expo, June 2020, North Charleston
- 9th Annual Charleston Natural Hair Expo, June 2020, Trident Technical College
- 3rd Annual Minority Business Tradeshow, July 2020, Jerry Zucker Middle School of Science
- Charleston Career Fair, May, July and September 2020, North Charleston
- Latin American Festival, October 2020, Wannamaker County Park
- North Charleston Christmas Festival, December 2020, North Charleston

In addition to participation at local festivals, fairs and expos, the project team plans to host pop-up meetings within the EJ neighborhoods to make a focused effort on reaching impacted individuals and gather feedback on the draft EJ Community Mitigation Plan. By partnering with local organizations and initiatives, the project team will provide outreach in the form of community involvement and residential support. These events may be combined into larger, more inclusive ones to utilize time and resources most effectively. Ideas for project team hosted pop-ups include:

- EJ Neighborhood Career Fair
- Hunger-Free summer collaboration
- Summer learning loss prevention collaboration
- Summer block party
- Health screenings
- Back to school event
- Care packages for seniors
- Fall Harvest Fest
- Giving Thanks event
- Neighborhood Christmas Party

The project team is also evaluating ways to continue to offer opportunities for meaningful engagement while the COVID-19 stay-at-home order is in place and as regular activity resumes. Activities being explored include telephone town halls, storyboard posters placed throughout the potentially impacted EJ neighborhoods that show project updates and other project information such as proposed site layouts for the replacement community center and recreational facilities; and, “drive-thru” meetings where residents would be provided with project information with minimal physical contact with the project team.

4.1.3 Community Advisory Council

The Community Advisory Council (CAC) was formed to provide input and help guide the I-526 LCC WEST project team as they navigated through unique challenges. CAC members provide input on actions to minimize and mitigate impacts. The project team queried community leaders, neighborhood associations, organizations active in the community, and local churches to assist with identifying community residents that may be interested in becoming involved in the CAC. The goal was to identify multiple (3-5) community members from each of the EJ neighborhoods of Russelldale, Ferndale, Liberty Park and Highland Terrace to serve on the CAC. The purpose of the CAC is to help advise the project team on the communities’ needs, understand the full extent of project impacts in the community, and provide input on the most effective ways for the project team to be accessible to the community. This advisory group is assisting in the formulation of community mitigation options that will ultimately be presented to the EJ neighborhood residents for consideration. The CAC will transition to a Project Oversight Committee (POC) during implementation of the EJ Community Mitigation Plan to ensure that the commitments outlined are implemented in accordance with intent of the plan. The project team will provide skills training to help give the CAC the resources necessary to identify an internal structure to smoothly transition to a POC.

May 2020 Update

The CAC is comprised of 20 members who were invited based on their background and relationship to the community. The project team contacted local churches, schools, and other entities to help identify residents of the impacted EJ neighborhoods that may be interested in participating in the CAC.

The CAC's membership is diverse and includes homeowners, tenants, business owners, property owners, and religious leaders across the demographic spectrum to fully represent the community's history and future goals.

The CAC has convened eight times since September 2019 and will continue to meet throughout the course of the project. The initial meetings focused on member responsibilities, project specifics, and community issues. CAC members are always encouraged to express opinions and ask both focused and broad-ranging questions as they become more informed and empowered. As project development moves forward in 2020, the CAC's discussions are focusing on development of the EJ Community Mitigation Plan, including plans for a replacement community center and recreational facilities. The CAC will continue to play an advisory role in the mitigation development process and transition to the POC.

The CAC has also been helpful in disseminating project information, including flyers on the 2019 community drop-in's and Public Meeting as well as the Informational Workshops planned for spring/summer 2020 prior to the COVID-19 stay-at-home order. Members of the CAC are still actively engaging other neighborhood residents via telephone through the duration of the COVID-19 stay-at-home order.

Another potential opportunity for the CAC is the development of op-eds in local papers that articulate the CAC's perspective on the project including outreach and development of the EJ Community Mitigation Plan. CAC members may also have the opportunity to join SCDOT for television or radio interviews. These items are currently under development.

4.1.4 Community Office/Community Liaison Activities

Establishing connections within the community and with resources that can best serve the community's needs are not only critical components of an effective EJ Outreach Strategy but support delivery of a comprehensive EJ Community Mitigation Plan. To foster the growth of these relationships, SCDOT opened a Community Office in Gas Lite Square, a shopping complex just north of the Liberty Park neighborhood.

In addition to staffing the office, the office manager and community liaisons advise the project team on strategic engagement practices, opportunities, and messaging tailored to reach the specific impacted EJ neighborhoods. The community office staff's network of local resources is proving to be a key component in cultivating relationships to help the project team explore and develop mitigation measures that are grounded in recommendations provided by the CAC.

May 2020 Status Update:

The office is staffed during regular weekday business hours and by appointment as needed to accommodate individual schedules. One office manager and a staff of community liaisons, serve as a conduit for accurate information sharing by: engaging with visitors, guiding them through displays of the proposed improvement alternatives, documenting their concerns, offering appropriate guidance through project team resources, and assuring them their voice and involvement is integral to the success of the project development process. Right-of-way specialists are also available to answer

project-related questions. Prior to COVID stay-at-home orders, the Community Office served as the regular meeting place for the CAC.

SCDOT hosted an Open House for the Community Office on January 25, 2020 between 1:00pm and 4:00pm. The purpose of this Community Office Open House was to: generate awareness about the community office and the valuable resources available there; build trust in the community by providing repeated exposure to consistent community office staffing; integrate into the project area community to become the trusted resource for accurate project information; share project information with the community; and gather feedback on upcoming Community Office Workshops.

The EJ communities and general public were encouraged to attend the event and enjoy food samples from neighboring vendors while touring the office, meeting the community liaisons, receiving feedback from the project team, confirming individual impacts, making appointments with right-of-way liaisons, and providing comments. Ultimately, 58 guests were welcomed, nine (9) appointments were scheduled with right-of-way liaisons, 10 properties were reviewed by GIS, and seven (7) comments were submitted.



Figure 5.1: Front of the Community Office during the SCDOT Open House event on January 25, 2020

Community Office Activities for 2020/2021:

One objective for the Community Office is to be a location where educational events can be hosted, and outreach literature can be distributed. Upcoming informational workshops being considered include navigating heirs' property challenges; understanding citizens' rights during the right-of-way acquisition process; preparing for employment and the workplace; tax assistance workshop; and, general advocacy training. The Community Office also provides a space for quarterly meetings between SCDOT and area residents where EJ neighborhood residents can meet the project team to share concerns and ask questions.

The Community Office will continue to serve as a location where area residents can gather up-to-date information on the proposed project. The Community office will also be used as a location where area residents can review the draft EJ Community Mitigation Plan and Draft Environmental Impact Statement.

The project team will continue to collaborate with the CAC, community office staff and community liaisons to explore opportunities that will maximize the usefulness of the Community Office and add value to the quality of life for residents of their neighborhoods.

Community Liaison Activities for 2020/2021:

Community liaisons are exploring a number of engagement opportunities for 2020, including, but not limited to, the following:

- Opportunities to invite elected representatives and others in local government to participate in quarterly meetings to be held at the Community Office.
- Ways to engage local media, including African American and Hispanic representatives, in order to make special announcements related to the proposed project. Also considering a special meeting with minority media to ensure fair treatment and meaningful involvement with EJ communities.
- Opportunities for ongoing coordination with the Interdenominational Ministerial Alliance, a group of approximately 30 ministers that meet regularly. This coordination would help the project team communicate with EJ neighborhood residents through local religious leaders.
- Collaboration with the Charleston County School District, including the District's Communication Officer as a way to distribute project information and engage residents in affected EJ neighborhoods.

4.1.5 Flyer Box Program

The I-526 Lowcountry Corridor West flyer box program began in mid-2019. The intent of this program is to keep citizens in and around the affected areas up to date on project information without relying on the use of technology, making it more accessible for those with limited computer/internet resources. Indoor and outdoor locations were identified throughout the EJ communities, with additional locations outside of the EJ communities (such as senior centers, transit hubs, meals on wheels routes, etc.) incorporated to expand reach.

May 2020 Status Update:

At initial deployment, 23 indoor locations and 10 outdoor locations were established. Standard clear plastic brochure stands were placed in high traffic/high visibility areas of each indoor location. At each outdoor location, a realtor box stand was installed within the designated right of way.

From initial deployment to mid-March 2020, locations were checked weekly to determine the number of flyers taken and to replenish the supply. Information included in the boxes has ranged from project newsletters to FAQ to an outline of upcoming project-related events. Locations lacking reasonable distribution figures have been pulled over time, with new locations being installed as approvals permit. Larger transit hubs (outdoor locations) have seen the highest distribution figures. Smaller businesses such as Personal Cash Loans and NAI Coin Laundry (indoor locations) saw the lowest distribution and were thus pulled.

Problems related to the flyer box program have included litter and theft/vandalism of brochure boxes and realtor box stands. Litter has been handled expeditiously, with any I-526 Lowcountry Corridor West collateral being gathered and placed back in its appropriate place or properly disposed of. Broken brochure boxes and realtor box stands were repaired if possible and replaced when beyond repair. Relocated/stolen boxes and box stands were replaced when recovery was not possible.

Flyer Box Program Activities for 2020/2021:

Currently, all outdoor flyer boxes have been pulled and all replenishment activities on hold pending resolution of the current COVID-19 crisis. A re-deployment plan is now under development and will be refined once state government orders address how and when to resume normal activities. Once refined and approved, the plan will be executed when the team is able to safely redistribute information along the route. The re-deployment plan details necessary sanitization of route assets, safely interacting with those at indoor locations, proper disposal of pre-COVID-19 collateral, etc. As the situation with COVID-19 remains fluid, the plan for re-deployment will as well. The ultimate goal of the flyer box program post COVID-19 is to get information back into the hands of the public in a responsible, safe, and timely fashion. The team continues to monitor daily news related to COVID-19, state government, and CDC recommendations and will provide a comprehensive directive on moving this initiative past the crisis.

5.0 SUMMARY

Minority and low-income neighborhoods and businesses are located in the immediate vicinity of the proposed I-526 improvements. The roadway improvements are anticipated to result in property acquisition as well as increased noise, air, and roadway vibration impacts associated with future traffic volumes. Temporary impacts are associated with construction detours, staging areas, and other travel pattern disruptions are also anticipated.

This EJ Outreach Strategy was created to foster meaningful outreach, inform the project team's understanding of the community's needs, and guide the formulation of potential mitigation strategies for the impacts to the community. Preliminary alternatives will be presented at community meetings within EJ neighborhoods with clear illustration of (1) the position of the center line of the roadway (post expansion) and (2) where the right of way (ROW) would be placed.

Although there is no single methodology for EJ mitigation, there are best practices to consider and understand throughout the process. The following bullets summarize the best practices to be employed and fine-tuned throughout the project development process.

- Engage minority and low-income populations early and throughout the process;
- Maintain relationships with community members through the community office;
- Establish community connections;
- Maintain a community presence;
- Evaluate avoidance/minimization through design elements;
- Rely on local experience while developing/implementing mitigation plans;
- Craft an affordable housing replacement plan;
- Replace community and recreational facilities;
- Explore options for aesthetic enhancements;
- Improve multimodal access and mobility;
- Tailor and fine-tune outreach methods and mitigation plan based on community feedback;
- Address concerns about noise, air quality, lighting, soil erosion, and flooding.

It is important to consider that affected minority and low-income populations may hold opposing technical or scientific views regarding specific impacts and/or methods of analysis and that these

opposing views may warrant discussion in the detailed community studies and Draft Environmental Impact Statement (DEIS) and Final Environmental Impact Statement (FEIS). Any responsible opposing view raised by the community which is considered to be inadequately addressed in the DEIS must be satisfactorily addressed in the FEIS (40 CFR §1502.9(b)).

6.0 EJ TEAM ROLES AND RESPONSIBILITIES

To ensure that the impacts on EJ neighborhoods are analyzed effectively and accurately, we have assembled a team of experienced and qualified professionals to develop and implement a unique EJ outreach strategy for the proposed I-526 LCC WEST project. Table 7.1 details EJ team member’s roles and responsibilities.

Table 7.1: Team Member Roles and Responsibilities

Team Member	Title	Role	Contact Information
Amy Sackaroff, AICP	Community Studies/EJ Task Lead	Responsible for coordinating development of the community impact assessment and development of EJ Mitigation Plan.	Amy.Sackaroff@stantec.com
Ryan White, PE	NEPA/Public Engagement Specialist	Responsible for establishing community liaisons, identifying community connections, facilitating small group/public meetings, and attending community/church events. Also responsible for evaluating community impacts and potential mitigation strategies	Ryan.White@stantec.com
LaTonya Derrick	NEPA/Public Engagement Specialist	Responsible for establishing community liaisons, identifying community connections, facilitating one-on-one, small group, and public meetings, and attending community/church events. Also responsible for evaluating community impacts and potential mitigation strategies	LaTonya.Derrick@stantec.com
Emily Love, AICP	NEPA Specialist	Responsible for researching replacement housing options, coordinating with local entities; preparing project information, conducting community impact assessment; assisting in preparation of community impact assessment.	Emily.Love@stantec.com
Hannah Clements	NEPA Analyst	Responsible for developing demographic data for EJ mitigation strategy. Also responsible for assisting in preparation of community impact assessment.	Hannah.Clements@stantec.com
Alexa Kennedy	GIS Specialist	Responsible for developing demographic mapping for EJ mitigation strategy. Also responsible for assisting in development of community impact assessment.	Alexa.Kennedy@stantec.com
Jeff Simmons, PWS	QA/QC, NEPA Specialist	Responsible for QA/QC of EJ mitigation plan and community impact assessment.	Jeff.Simmons@stantec.com

Frances Bickley	SCDOT Relocation Manager	Responsible for assisting with the identification of replacement affordable housing.	bickleyfe@scdot.org
Chris Johnston	Relocation Assistance Specialist	Responsible for assisting with the identification of replacement affordable housing.	johnstonwc@scdot.org
Annette McCrorey	Right-of Way Liaison	Responsible for assisting with the identification of replacement affordable housing and serving as a resource at the Community Office for right-of-way related questions identification of replacement affordable housing.	amccrorey@thcinc.net
Willie Johnson	Right-of Way Liaison	Responsible for assisting with the identification of replacement affordable housing and serving as a resource at the Community Office for right-of-way related questions	wjohnson@thcinc.net
Horrace Tobin	Community Office Manager	Responsible for overseeing the daily operations of the Community Office and messaging to guests. Also responsible for updating the project team on community concerns as brought to the attention of the Community and Right-of-Way Liaisons	Horrace.Tobin@stantec.com
Maxine Smith	Community Liaison	Responsible for engaging with EJ neighborhood residents, staffing the project office, supporting a meeting plan for EJ-focused community meetings, and assisting with the CAC meetings.	g02themax@aol.com
Carolyn Lecque	Community Liaison	Responsible for engaging with EJ neighborhood residents, staffing the project office, supporting a meeting plan for EJ-focused community meetings, and assisting with the CAC meetings.	celecque@yahoo.com
Mattese Lecque	Community Liaison	Responsible for engaging with EJ neighborhood residents, staffing the project office, supporting a meeting plan for EJ-focused community meetings, and assisting with the CAC meetings.	mlecque@yahoo.com
Clay Middleton	Community Liaison	Responsible for engaging with EJ neighborhood residents, staffing the project office, supporting a meeting plan for EJ-focused community meetings, and assisting with the CAC meetings.	claynmiddleton@gmail.com

NOTE: Table to be modified and updated throughout the project development process. Last revision: May 2020.

7.0 DOCUMENT REVISION/UPDATE HISTORY

This document was originally developed in mid-2019 and implemented in the months leading up to the November 2019 Public Meetings. Since that time, the document was updated to provide new information on the efficacy of outreach activities conducted in 2019 and how outreach plans for 2020 were refined considering the level of success for each activity. The following bullets include a running summary of notable updates for each EJ Outreach Strategy Update.

May 2020 Status Update:

- Community Drop-In's: Section 4.1.1 updated to note success of 2019 drop-ins and plans for 2020/2021.
- Pop-Up Meetings: Section 4.1.2 revised to highlight 2019 pop-up efforts, pop-up objectives and future meeting goals. 2020 pop-up ideas were updated to include festivals, fairs, and expos, in addition to project team hosted events.
- Community Advisory Council: Section 4.1.3 added to account for outreach efforts related to the Community Advisory Council. Includes CAC purpose, CAC members, past meeting topics, and future meetings planned in 2020/2021.
- Community Office: Section 4.1.4 added to account for outreach efforts related to the Community Office. Includes office purpose, current responsibilities and future opportunities for engagement in 2020/2021.
- Flyer Box Program: Section 4.1.5 was added to describe efforts related to distribution of project information in over 30 realtor-style boxes strategically placed throughout the project vicinity.
- Table 7.1: Revised to show team members added since original document was prepared.

June 2020

- SCDOT comments addressed and relocation mapping in Figure 4.3 revised.

October 2020

- Updated to incorporate public engagement plan.

8.0 REFERENCES

- Area Connect. 2019. North Charleston City, South Carolina Statistics and Demographics (US Census 2000). <http://northcharleston.areaconnect.com/statistics.htm>. Web Accessed: 5/5/19.
- Avery Institute. 2019. About Us. <http://www.averyinstitute.us/>. Web Accessed: 5/5/19.
- Berkeley-Charleston-Dorchester Council of Governments (BCDCOG). 2013. Partnership for Prosperity A Master Plan for the Neck Area of Charleston and North Charleston. Proposed Bicycle and Pedestrian Network map (Appendix A). December 6, 2013. http://www.neckprosperity.org/uploads/2/5/0/5/25050083/draftreport_131206_web.pdf. Web Accessed: 5/5/19.
- Berkeley-Charleston-Dorchester Council of Governments (BCDCOG). 2019. Regional Transit Framework Plan: Overview. <https://bcdcog.com/transportation-planning/framework/>. Web Accessed: 5/5/19.
- Bird, A. 2010. Old hospital almost gone: Developer to clean up site near I-26, ready it for eventual sale. The Post & Courier. December 21, 2010. https://www.postandcourier.com/news/old-hospital-almost-gone-developer-to-clean-up-site-near/article_12abdf3-478a-5160-95f0-219630b35030.html. Web Accessed: 5/5/19
- Blakeney, B. 2016. ILA Local 1142 Union Hall- A Refuge for Activism. The Charleston Chronicle. August 24, 2016. <https://2152.newstogo.us/editionviewer/default.aspx?Edition=6cd17acb-006e-40ad-8b46-c81b07a80cf1&Page=9f7582a6-2454-4dff-acef-2c645242e264>. Web Accessed: 5/5/19.
- Blakeney, B. 2016. Local 1142 Union Hall- A Refuge For Activism. International Longshoremen's Association (AFL-CIO). September 6, 2016. <https://www.facebook.com/ILAUion/posts/ila-local-1422-union-hall-in-charleston-south-carolina-a-refuge-for-activismby-b/10154109383904331/>. Web Accessed: 5/5/19
- Charleston Chronicle, The. 2019. Metanoia Continues Building Businesses and Communities. April 4, 2019. https://www.charlestonchronicle.net/2019/04/04/metanoia-continues-building-businesses-and-communities/?fbclid=IwAR0luwRaHDCU4T3sSNw92AUwyDnAYVbHzTHAQ8LKIASV_VsqzWiSnnLoyk. Web Accessed: 5/5/19.
- Charleston County. 2019. Fair Housing. <https://www.charlestoncounty.org/departments/community-development/fair-housing.php>. Web Accessed: 5/5/19.
- Charleston County, the City of Charleston and the City of North Charleston. Analysis of Impediments to Fair Housing Choice. https://www.charlestoncounty.org/departments/community-development/files/CharlestonRegionalAI_%20FINAL.pdf. Web Accessed: 5/5/19
- Charleston County Council. 2018. Comprehensive Plan Guiding the Future for a lasting Lowcountry. October 9, 2018. <https://www.charlestoncounty.org/departments/zoning-planning/files/comp/2017-2018%20Comprehensive%20Plan.pdf?v=545>. Web Accessed: 5/5/19.
- Charleston County School District. 2019. District News. <https://www.ccsdschools.com/>. Web Accessed: 5/5/19

- City of Charleston, SC. 2018. Plan West Ashley: Chapter Overviews and Implementation Sections. February 26, 2018. Prepared by: Dover, Kohl & Partners, et al. <https://www.charleston-sc.gov/DocumentCenter/View/17819>. Web Accessed: 5/5/19.
- Cline, Cassie Linda. 2017. Development Without Displacement: Analyzing Factors of Historic Neighborhoods Threatened by Gentrification. All Theses. 2612. https://tigerprints.clemson.edu/cgi/viewcontent.cgi?article=3619&context=all_theses. Web Accessed: 5/5/19.
- College of Charleston Race and Social Justice Initiative. 2017. The State of Racial Disparities in Charleston County, South Carolina 2000-2015. <https://rsji.cofc.edu/wp-content/uploads/2017/01/The-State-of-Racial-Disparities-in-Charleston-County-SC-Rev.-11-14.pdf>. Web Accessed: 5/5/19.
- Crater, D.D.; Heise, S.; Perzanowski M.; Herbert, R.; Morse, C.G.; Hulse, T.C. and Platts-Mills T. 2001. Asthma hospitalization trends in Charleston, South Carolina, 1956 to 1997: twenty-fold increase among black children during a 30-year period. Volume 108(6), Edition E97. <https://www.ncbi.nlm.nih.gov/pubmed/11731624>. Web Accessed: 5/5/19.
- Federal Highway Administration (FHWA). 2016. Environmental Justice Analysis in Transportation Planning and Programming: State of the Practice. February 2016. https://www.fhwa.dot.gov/environment/environmental_justice/publications/tpp/fhwahep19022.pdf. Web Accessed: 5/5/19.
- Federal Highway Administration (FHWA). 2012. FHWA Order 6640.23A. <https://www.fhwa.dot.gov/legregs/directives/orders/664023a.cfm>. Web Accessed: 5/5/19.
- Federal Highway Administration (FHWA). 2011. Guidance on Environmental Justice and NEPA. https://www.environment.fhwa.dot.gov/env_topics/ej/guidance_ejustice-nepa.aspx. Web Accessed: 10/20/20.
- American Association of State Highway and Transportation Officials (AASHTO) Standing Committee on the Environment. 2008. Recurring Community Impacts. September 2008. Prepared by Grant, M; Townsend, T. et al. [http://onlinepubs.trb.org/onlinepubs/archive/NotesDocs/25-25\(36\)_FR.pdf](http://onlinepubs.trb.org/onlinepubs/archive/NotesDocs/25-25(36)_FR.pdf). Web Accessed: 5/5/19.
- Halani, H. 2018. 'We got nightmares': North Charleston residents who may be displaced by I-526 meet with SCDOT. May 16, 2018. The Post & Courier. https://www.postandcourier.com/news/we-got-nightmares-north-charleston-residents-who-may-be-displaced/article_9a9d9480-5947-11e8-8c4c-d38d38af0784.html. Web Accessed: 5/5/19.
- International Longshoremen's Association (ILA). 2018. ILA Local 1422 A. <https://www.ila1422a.com/>. Web Accessed: 5/5/19
- Knich, D. 2017. Residents in North Charleston's Union Heights launching land trust to keep neighborhood affordable. The Post & Courier. February 5, 2017. https://www.postandcourier.com/news/residents-in-north-charleston-s-union-heights-launching-land-trust/article_ce6c4136-e89a-11e6-9286-bf1fd770d3e0.html. Web Accessed: 5/5/19.
- Lowcountry Rapid Transit. 2019. Modern Transportation to Transform our Region. <https://lowcountryrapidtransit.com/>. Web Accessed: 5/5/19

- Mallonee, L. 2016. People Sure Get Creative with the Space Under Highway Overpasses. Wired. April 13, 2016. <https://www.wired.com/2016/04/gisela-erlacherthe-skies-of-concrete-unique-urban-spaces-underneath-the-worlds-highways/>. Web Accessed: 5/5/19.
- Metanoia. 2019. Establishing Quality Housing. <http://pushingforward.org/initiatives/establishing-quality-housing/>. Web Accessed: 5/5/19.
- Metanoia, SC. 2019. Metanoia. <https://www.facebook.com/MetanoiaSC/>. Web Accessed: 5/5/19
- National Oceanic and Atmospheric Administration (NOAA). 2017. Sea Level Rise and Coastal Flooding Impacts. Prepared by: The Baldwin Group. <https://coast.noaa.gov/slr/#>. Web Accessed: 5/5/19.
- National Recreation and Park Association (NRPA). 2011. Rejuvenating Neighborhoods and Communities Through Parks—A Guide To Success. https://www.nrpa.org/uploadedFiles/nrpa.org/Publications_and_Research/Research/Papers/Rejuvenating-Neighborhoods-White-Paper.pdf. Web Accessed: 5/5/19.
- Ohio Department of Transportation (ODOT). 2002. Guidance and Best Practices for Incorporating EJ into Ohio Transportation Planning and Environmental Processes. August 2002. Ohio Environmental Justice Task Force. Office of Urban and Corridor Planning.
- Pace and Turnbull. 2008. A Preservation Plan for Charleston, South Carolina. 2008. <https://www.preservationsociety.org/assets/pdf/2008-Charleston-Preservation-Plan-ii.pdf>. Web Accessed: 5/5/19.
- Slade, D. 2017. Slade column: Gentrification shouldn't raise a homeowner's property tax bill in South Carolina June 11, 2017. The Post & Courier. https://www.postandcourier.com/business/slade-column-gentrification-shouldn-t-raise-a-homeowner-s-property/article_4c01c1be-4b8a-11e7-95f6-f34c35283a2d.html. Web Accessed: 5/5/19.
- TRB Environmental Justice in Transportation Committee (ADD50). 2019. Resources on EJ, Civil Rights & Public Involvement. <https://sites.google.com/site/trbcommitteeadd50/Welcome/links>. Web Accessed: 5/5/2019
- Waters, D. 2016. Is pollution poisoning Charleston's African-American and low-income communities? March 9, 2016. Charleston City Paper. <https://www.charlestoncitypaper.com/charleston/is-pollution-poisoning-charlestons-african-american-and-low-income-communities/Content?oid=5790876>. Web Accessed: 5/5/19.
- World Population Review. 2019. North Charleston, South Carolina Population. <http://worldpopulationreview.com/us-cities/north-charleston-sc-population/>. Web Accessed: 5/5/19