

Appendix A:

Public and Agency Coordination

Agency Scoping Invitee List

Agency scoping invitee list

STL CTP / WAP Dec 15, 2022

Agency	Contact / Address	Name (Position)	Email
Federal Highway and Transportation Administration	3220 W Edgewood Dr h, Jefferson City, MO 65109	Missouri Division	Missouri.FHWA@dot.gov Adding Felix Gonzalez -- felix.r.gonzalez@dot.gov Taylor taylor.peters@dot.gov Julie Stotlemeyer julie.stotlemeyer@dot.gov Dawn Perkins dawn.perkins@dot.gov
Federal Transit Administration	901 Locust St # 404, Kansas City, MO 64106	<ul style="list-style-type: none"> Mokhtee Ahmad (Region 7 Administrator) Mark Bechtel (Deputy Regional Administrator) 	mokhtee.ahmad@dot.gov Mark.bechtel@dot.gov
U.S. Army Corps of Engineers	St. Louis District Office 1222 Spruce Street St. Louis, MO 63103-2833	St. Louis District Public Affairs Office	TeamSTL-PAO@usace.army.mil
U.S. Department of Interior, National Park Service	Office of Environmental Policy and Compliance Denver Region Denver Federal Center Building 46, PO Box 25207 Denver, CO 80225-0007 Telephone: (303) 478-3373	<ul style="list-style-type: none"> Courtney Hoover (Regional Environmental Officer) Glenn Schroeder (Regional Environmental Protection Specialist) 	courtney_hoover@ios.doi.gov glenn_schroeder@ios.doi.gov
U.S. Environmental Protection Agency, Region 7	1201 Renner Boulevard Lenexa, KS 66219	Joshua Tapp, NEPA Program Director	tapp.joshua@epa.gov
U.S. Fish and Wildlife Service	Big Muddy NWR Headquarters 18500 Brady Lane Boonville, MO 65233-3126	Jason Wilson (Refuge Manager)	jason_wilson@fws.gov
Missouri Department of Natural Resources	1101 Riverside Drive PO Box 176 Jefferson City, MO 65102-0176	St. Louis Regional Office	SLRO@dnr.mo.gov
Missouri Department of Conservation	11715 Cragwood Rd Kirkwood, MO 63122	St. Louis Regional Office	stlouis@mdc.mo.gov
Missouri State Historic Preservation Officer	1659 E Elm St. Jefferson City, MO 65101	<ul style="list-style-type: none"> Dr. Toni M. Prawl (Deputy Director SHPO) 	moshpo@dnr.mo.gov toni.prawl@dnr.mo.gov
Missouri Department of Transportation	105 W. Capitol Avenue Jefferson City, MO 65102	Shaun E. Tooley	Shaun E. Tooley Shaun.Tooley@modot.mo.gov sending Dec 2 Aaron Hugenberg Aaron.Hugenberg@modot.mo.gov Lisa Kuntz lisa.kuntz@modot.mo.gov Tom Evers Thomas.Evers@modot.mo.gov Jenn B jennifer.becker@modot.mo.gov Melissa Melissa.Scheperle@modot.mo.gov THOMAS K BLAIR Thomas.Blair@modot.mo.gov
Missouri State Emergency Management Agency	2302 Militia Dr, Jefferson City, MO 65101	James Remillard Director	james.remillard@sema.dps.mo.gov
St. Louis County Government	41 South Central Clayton, MO 63105	Stephanie Leon Streeter, Acting Director of Transportation Kulessa, Joseph Henninger, Glenn	sleonstreeter@stlouiscountymo.gov Per Stephanie – add the following: JKulessa@stlouiscountymo.gov GHenninger@stlouiscountymo.gov
Metropolitan St. Louis Sewer District	2350 Market Street, Walnut Pl, St. Louis, MO 63103	Jay Hoskins (Head of Environmental Compliance)	jshosk@stlmsd.com
East-West Gateway Council of Governments	1 S. Memorial Drive, Suite 1600, St. Louis, MO 63102	Marcie Meystrik (Director of Transportation Planning)	Marcie.Meystrik@ewgateway.org
Bi-State Development Agency	One Metropolitan Square 211 North Broadway, Suite 700 St. Louis, MO 63102-2759	Taulby Roach (President & CEO)	troach@bistatedev.org

Also send invite to:

Scott Tener, FAA

Todd Madison, FAA

Mark Schenkelberg, FAA

Ed Hyatt, FAA

Jim Johnson, FAA

Ryan Vogt, FAA

Kristen Lewandowski, STL ATCT Kristen.Lewandowski@faa.gov

Scoping Summary Report



ST. LOUIS LAMBERT
INTERNATIONAL AIRPORT®

NEPA AGENCY AND PUBLIC SCOPING MEETINGS COMMENTS SUMMARY

SEPTEMBER 2023



Prepared by:



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1 OVERVIEW

As the St. Louis Lambert International Airport (STL) Master Plan concludes, two proposed programs are advancing to the environmental review stage: the Consolidated Terminal Program (CTP) and West Airfield Program (WAP). Because each of these programs requires approvals from the Federal Aviation Administration (FAA) and STL plans to apply to the FAA for grants for the programs, the programs are subject to compliance with the National Environmental Policy Act (NEPA) process. The NEPA process requires the FAA to consider the environmental impacts of the programs before taking actions such as funding or approving the project.

As a part of the NEPA process, STL and FAA must first determine the scope of the environmental analysis, which includes exploring identifying and reasonable alternative to the proposed programs and identifying their potential environmental impacts. In December 2022, STL hosted two meetings to introduce the environmental review process and solicit agency and public input about the environmental review scope. The remainder of this report summarizes the input received during the Agency and Public Scoping Meetings.

2 AGENCY SCOPING MEETING

The Agency Scoping Meeting was attended by 17 representatives of state and local agencies, including the East-West Gateway Council of Governments, Metropolitan St. Louis Sewer District, Missouri State Historic Preservation Office, Missouri Department of Transportation and their I-70 design consultants, and St. Louis County. Other attendees included 20 representatives of the FAA Airports Division (the NEPA lead federal agency), FAA STL Air Traffic Control Tower, STL staff, and representatives of the STL Master Plan and NEPA teams.

The STL Master Plan/NEPA team made a presentation about the proposed West Airfield Program (WAP) and Consolidated Terminal Program (CTP), as well as the impact categories that are evaluated by FAA. The team also identified existing resources present in the study areas for the WAP and the CTP. Next steps in the NEPA process were identified.

*The Agency Scoping Meeting invitation letter and presentation can be found in **Appendix A** and **Appendix B**, respectively.*

3 PUBLIC SCOPING MEETING

STL hosted a public Public Scoping Meeting to share information about the two proposed programs (CTP and WAP), introduce the NEPA process, and gather public input about the scope of the alternatives and impacts to be evaluated. The Public Scoping Meeting took place on Thursday, December 15, 2022 from 4:00 p.m. to 7:00 p.m. at STL Terminal 1, Concourse B.

The Public Scoping Meeting was promoted on STL's social media platforms and the FlySTL website. Postcards with the Public Scoping Meeting details were sent to 14,110 residents and businesses within a one-mile radius of the airport. Email invitations were sent to 49 Master Plan project stakeholders and 101 individuals who subscribed for updates at the May 5, 2022 Master Plan Open House. Six social media posts were distributed by STL. A media advisory and press release were also distributed to regional news outlets. These tasks resulted in several promotional stories about the Public Scoping Meeting and comment process.

*Emails sent to project stakeholders and subscribers can be found in **Appendix C**. Social media posts distributed by STL are in **Appendix D**. The media advisory and press release can be found in **Appendices E and F**, respectively. The postcard and one-mile radius delivery map can be found in **Appendices G and H**, respectively.*

The purpose of the Public Scoping Meeting was to inform the public about the NEPA process and receive public input about the scope of the environmental review. Meeting attendees had the opportunity to complete paper or online comment forms, ask questions, and share their thoughts about the environmental review scope. Sixty-five people attended the Public Scoping Meeting.

Attendees viewed 27 display boards illustrating features of the proposed programs and explaining the environmental review process. STL, FAA, and WSP staff were stationed around the room to respond to questions and explain the display boards. At the final station, the public had the opportunity to submit comments. Comments could be submitted online using their personal smart phone or a provided iPad, in writing, or verbally.



Additionally, attendees heard a formal presentation with remarks from Rhonda Hamm-Niebruegge, Airport Director, an overview of the proposed programs from WSP Project Manager John van Woensel, and explanation of the environmental review process from WSP Director of Environmental Planning, Marla Engel. A Question & Answer session was facilitated by Larna Godwin of Vector Communications. The formal presentation was held at 4:45 p.m. and repeated at 5:45 p.m. A recording of the formal presentation was posted on the FlySTL website on Monday, December 19, 2022.

*The Public Scoping Meeting station guide, display boards and presentation slides can be found in **Appendices I, J, and K** respectively. To watch a recording of the Public Scoping Meeting presentation, which is available publicly on the FlySTL website, [click here](#).*

4 COMMENTS SUMMARY

4.1 AGENCY SCOPING MEETING COMMENTS

Comments from the agencies present at the Agency Scoping Meeting include:

- Metropolitan Sewer District asked about the type of feedback requested and was told to address resource impacts, alternatives , and permits that are required.
- Missouri Department of Transportation noted that secondary and cumulative impacts analysis will be required.
- Missouri State Historic Preservation Office (SHPO) noted that demolishing the Missouri Air National Guard buildings will result in an adverse effect determination under Section 106 of the National Historic Preservation Act and that lighting, materials used, and other factors will be reviewed in determining impacts on the terminal domes.
- SHPO identified Amy Rubingh as the SHPO contact for these projects.
- The STL team noted that the Section 106 Area of Potential Effect (APE) for the West Airfield Program will be submitted to SHPO soon, followed by Determination of Eligibility for the Terminal Program.
- STL clarified that no design efforts have started and that many permits would be required.
- The STL team acknowledgement that floodplain permits would be required.

One (1) agency comment was submitted after the agency scoping meeting. The comment was categorized by theme.

Theme	Count
Clean Water Act section 401/404	1
Construction requirements	1
Deicing waste/runoff	1
Detention facilities	1
Flood plain study	1
Maintenance Access	1
MoDOT review and approval	1
MSD review and approval	1
Permit requirements	1

Sanitary flow estimates	1
Sewer ownership and maintenance responsibilities	1
Stormwater run-off	1

Verbatim agency comments, categorized by theme, can be found in **Appendix L**.

4.2 PUBLIC SCOPING MEETING COMMENTS

Public Scoping Meeting attendees were encouraged to provide their input during the event by submitting an online comment form on their smartphone or tablet, verbally sharing, or submitting a paper comment form. The online comment form was also available on the Public Scoping Meeting website. The public was given an additional 31 days – until January 16, 2023 – to complete the online comment form or email/mail their comments to STL Project Manager Jay Christians or FAA Project Manager Scott Tener. Jay and Scott's contact information is available at the FlySTL website.



A total of 12 comments were received via:

- Online comment forms (6),
- Comments directly shared with Jay Christians or Scott Tener via phone, email, or mail (4), and
- Paper comment forms (2).

4.2.1 ONLINE & PAPER COMMENT FORM RESULTS

Two individuals submitted paper comment forms and six submitted feedback through the online comment form. Both forms included the same seven questions and write-in areas. Results from the eight comment forms are summarized in this section.

The online and paper comment forms can be found in **Appendices M and N**, respectively.

Question 1: Considering the information you have seen at the STL Environmental Review Public Scoping Meeting, what environmental impacts should the project team be considering?

Seven respondents responded to this question and were categorized with at least one theme. There was no limit to the number of themes allocated per comment. Environmental impacts highlighted in comments include economic impacts (1, 13%), interstate impacts (1, 13%), soil contamination (1, 13%), sustainable transportation options to and from parking facilities (1, 16%), and wetlands (1, 13%). Two comments did not have any applicable content and were therefore categorized as N/A (3, 38%).

Theme	Count
N/A	3
Economic impact	1
Interstate impact	1
Soil contamination	1
Sustainable transportation options to/from parking facilities	1
Wetlands	1

*Verbatim comments, categorized by theme can be found in **Appendix O**.*

Question 2: What alternatives to the proposed projects do you want to see implemented at STL?

Six respondents responded to this question and were categorized with at least one theme. There was no limit to the number of themes allocated per comment. Alternatives highlighted in public comments include a canopy over the MetroLink station (1, 8%), extending MetroLink to Bridgeton (1, 8%), having hotels (1, 8%) and rental car agencies (1, 8%) on site, and creating a pedestrian ramp from the MetroLink station to Woodson Terrace Road (1). Additionally, three potential uses for Terminal 2 were highlighted: a connected hotel (1, 8%), a museum (1, 20%), and a vertiport (1, 8%). One (1, 8%) comment contained a question about potential uses for Terminal 2. One (1, 8%) comment did not reference different alternatives from the proposed projects and was therefore coded as N/A.

Theme	Count
Canopy over MetroLink station	1
Deicing	1
Extend MetroLink to Bridgeton	1
Hotels on site	1
N/A	1
Pedestrian ramp from MetroLink station to Woodson Terrace Rd.	1
Rental car agencies on site	1
Taxiway Constraints	1
Terminal 2 use: Connected hotel	1
Terminal 2 use: Museum	1
Terminal 2 use: Question	1
Terminal 2 use: Vertiport	1

Verbatim comments, categorized by theme can be found in **Appendix P**.

Question 3: What additional comments do you have about the environmental review process?

Seven comments were coded. There was no limit to the number of themes per comment. Comment themes included positive sentiment about the project (2, 29%), questions about funding (1, 14%), a desire to speed up the project timeline (1, 14%), and the west interchange access point (1, 14%). Two (2, 29%) comments did not contain substantive comments and were therefore coded as N/A.

Theme	Count
N/A	2
Positive sentiment	2
Funding questions	1
Speed up project timeline	1
West interchange access point	1

Verbatim comments are listed by theme in **Appendix Q**.

Question 4: In what zip code do you live?

The eight survey respondents represent eight distinct zip codes. There were three (3, 38%) responses from St. Louis City, three (3, 38%) from St. Louis County, and one (1, 13%) from Illinois. One response was received from Timnath, Colorado (1, 13%).

Zip code	Count
62025 (Edwardsville, IL)	1
63104 (St. Louis City)	1
63105 (Clayton, St. Louis County)	1
63108 (St. Louis City)	1
63110 (St. Louis City)	1
63114 (Overland, St. Louis County)	1
63123 (Affton, St. Louis County)	1
80547 (Timnath, CO)	1

Question 5: What is your relationship to STL and this project? Please check all that apply.

The most frequently reported relationship to the project was respondents living near STL (5, 29%) followed by frequently traveling via STL more than twice per month (4, 24%) working in or near STL (3, 18%), and other (3, 18%). Two (2, 12%) participants indicated that they sometimes travel via STL, monthly or less.

Relationship to Project	Count
I live near STL.	5
I frequently travel via STL (more than twice per month).	4
I work in/near STL.	3
Other	3
I sometimes travel via STL (monthly or less).	2
I am an elected official in St. Louis City.	0
I am an elected official in St. Louis County.	0
I rarely travel via STL (once per year or less).	0

“Other” responses included the following:

- Area resident concerned about having a good airport
- City Manager
- I work and commute in and out of the airport on a weekly if not daily basis

Question 6: Please evaluate this event according to the following criteria.

All respondents (8, 100%) agreed or strongly agreed that they understood the purpose of the scoping meeting, that the public scoping meeting was informative, and that the public scoping meeting was well planned.

I understood the purpose of the Public Scoping Meeting.

Sentiment	Count
Strongly agree	6
Agree	2
Neutral	0
Disagree	0
Strongly disagree	0

The Public Scoping Meeting was informative.

Sentiment	Count
Strongly agree	6
Agree	2
Neutral	0
Disagree	0
Strongly disagree	0

The Public Scoping Meeting was well planned.

Sentiment	Count
Strongly agree	7
Agree	1
Neutral	0
Disagree	0
Strongly disagree	0

Question 7: How did you find out about this Public Scoping Meeting? Please check all that apply.

The most frequently reported method of learning about the Public Scoping Meeting was email (4, 36%), followed by the STL website and social media (3, 27%), local media coverage (2, 18%), and word of mouth (2, 18%).

Method	Count
Email	4
STL website/social media coverage	3
Local media coverage	2
Word of mouth	2
Mailed postcard	0
Other	0

4.2.2 PUBLIC COMMENTS DIRECTLY SUBMITTED TO STL OR FAA

Four public comments were emailed directly to STL Project Manager Jay Christians and/or FAA Project Manager Scott Tener. All comments were assigned at least one code indicating the mentioned themes. The following table shows the themes represented in these comments.

*Verbatim comments and supplementary documents directly submitted to STL Project Manager Jay Christians and FAA Project Manager Scott Tener can be found in **Appendices R, S, T, and U**. Comments are ordered based on date received. The themes attributed to each comment can be found in the table in **Appendix V**.*

Theme	Count
Tribe and state agency consultation	2
Adverse economic effects to adjacent communities	1
Adverse environmental effects (noise, pollution, etc.) to adjacent communities	1
Archaeological survey reports	1
City of Woodson Terrace Comprehensive Plan	1
Collaboration and alignment of goals	1
Community and local government engagement	1
Connections to the airport	1
Cultural, historic, tourism, and business preservation and recruitment	1
Duel jurisdictional context	1
Economic revitalization	1
Energy and natural or depletable resources	1
Land use	1
MetroLink connectivity and access from neighboring communities	1
Negative impact of severed communities due to roadway development	1
No adverse effect or endangerment of tribal cultural history	1
Noise mitigation studies	1
Partnership with neighboring communities	1
Public engagement	1
Redevelopment of airport-adjacent communities	1
Redevelopment of commercial corridors	1
Review impact on neighboring communities	1
Roadway connectivity and access to neighboring communities	1
Urban quality, historic and cultural resources	1
USDOT Reconnecting Communities Program	1
Woodson Road Gateway Airport Connection feasibility study	1

5 CONCLUSION

The Agency Scoping Meeting and Public Scoping Meeting serve an important role as the CTP and WAP transition from planning to implementation. The comments shared by the public and agencies will be considered by FAA as they determine the scope of the environmental review process.

APPENDICES

APPENDIX A: INVITATION TO AGENCY SCOPING MEETING AND PROJECT DESCRIPTIONS



Agency Scoping Letter

November 17, 2022

RE: St. Louis Lambert International Airport
NEPA Agency Scoping Meeting
Consolidated Terminal Program
West Airfield Program

Pursuant to the National Environmental Policy Act (NEPA) of 1969, the St. Louis Airport Authority (STL), in coordination with the Federal Aviation Administration (FAA), intends to evaluate the potential environmental impacts resulting from FAA actions on each of the following proposed development programs at the St. Louis Lambert International Airport:

- Consolidated Terminal Program (CTP)
- West Airfield Program (WAP)

These programs have independent utility and are not connected actions under NEPA; therefore, they will be evaluated in separate NEPA documents for each program. The FAA intends to determine the NEPA class of action for each program after considering comments received in Scoping. In preparation of these NEPA documents, STL and the FAA are seeking early involvement and consultation with Federal, state, and local government agencies. Accordingly, you are invited to attend an Agency Scoping Meeting, at which both programs will be discussed. The purpose of the meeting is:

- For you to learn more about the proposed CTP and WAP;
- To solicit input and comments related to issues or concerns that should be addressed in each NEPA process;
- To request any background information that your agency may have regarding the project environs; and;
- To obtain an understanding of any issues, concerns, policies or regulations that your agency may have regarding the proposed actions.

For your review, enclosed are Scoping materials that briefly describe the proposed project.

If you are unable to attend the morning Agency Scoping Meeting, you are welcome to attend the Public Scoping Meeting that will be held later the same day. The date, times, and location of the Scoping Meetings are provided below.



Agency Scoping Meeting
Thursday, December 15, 2022
Virtual Zoom Meeting
10 a.m. – 12:00 p.m.

*Please email JACChristians@flystl.com that you are interested in attending
and the zoom link will be emailed to you.*

Public Scoping Meeting
Thursday, December 15, 2022
In-person Meeting
STL Airport, Concourse B, Terminal 1
(Parking in the Terminal 1 Garage will be validated)
4:00 p.m. – 7:00 p.m.

The NEPA process for each program will allow additional opportunities for input from agencies and the public; however, we encourage your early participation as we begin the NEPA process for each of these programs.

If you cannot attend either of the Scoping Meetings, a video recording of the Public Scoping will be posted on the STL website (www.flystl.com) for viewing. You may submit written comments and recommendations to the following address or via email by close of business on December 30, 2022.

Mr. Jason Christians, PE
St. Louis Lambert International Airport
Assistant Director - Engineering
11495 Navaid Road
St. Louis, MO 63044
JACChristians@flystl.com

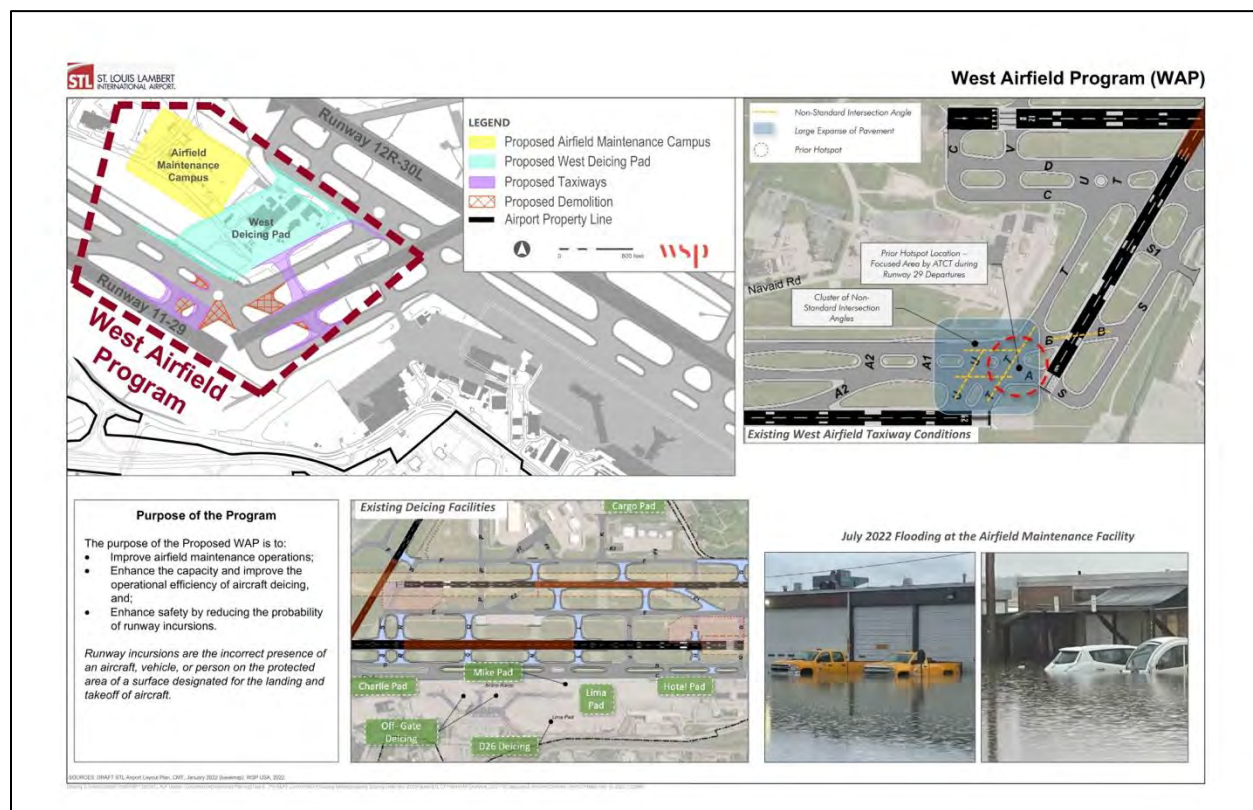
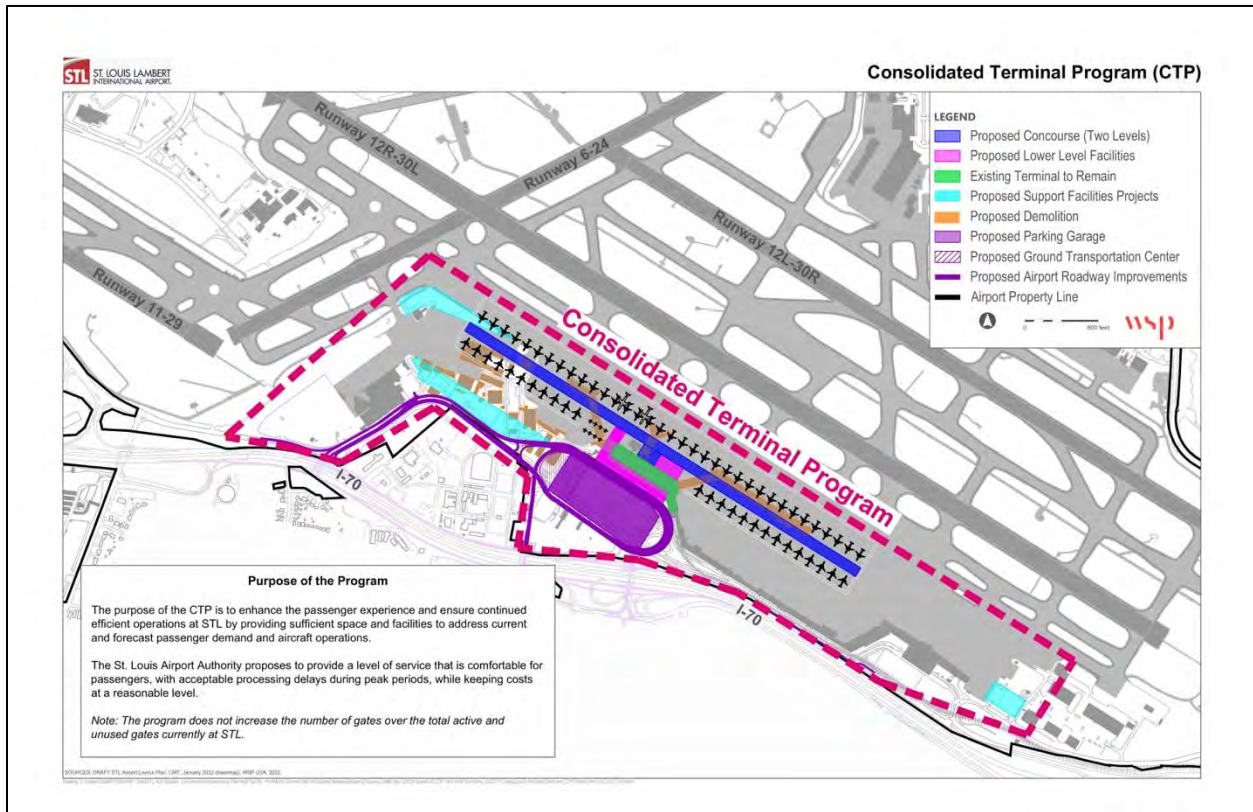
STL and FAA appreciate your participation in the NEPA process for these projects. Should you have any questions about the proposed programs or the upcoming Scoping Meetings, please call me at 314-551-5008 or e-mail me.

Sincerely,

Jason A Christians, PE

Copy: Jerry Beckmann, PE (STL Deputy Director)
Jennifer Kuchinski, PE (WSP)
Marla Engel (WSP)

Enclosures
• Scoping Materials



APPENDIX B: AGENCY SCOPING MEETING PRESENTATION



STL NEPA Agency Scoping Meeting

for the
West Airfield Program
Consolidated Terminal Program

December 15, 2022

Meeting Agenda

- Welcome
- Introductions
- Background
- Consolidated Terminal Program (CTP)
- West Airfield Program (WAP)
- FAA impact Categories and Existing Resources
- Next Steps



NEPA Agency Scoping – December 15, 2022

Background: Master Plan 2020 - 2022



- Needs Assessment → *Purpose and Need*
- Develop and Evaluate a Range of Solutions → *Alternative Analysis*
- Identify and Refine the Plan → *Airport Sponsor's Proposed Project/Program*



Background: Master Plan Needs Assessment



- Inventory of Existing Conditions
- Forecast of Passengers and Aircraft Operations
- Industry Standard for Optimum Level of Passenger Service
- Facilities Needs

Optimum Level of Service
Good comfort level for passengers and acceptable passenger processing delays during peak periods, while keeping costs at a reasonable level.

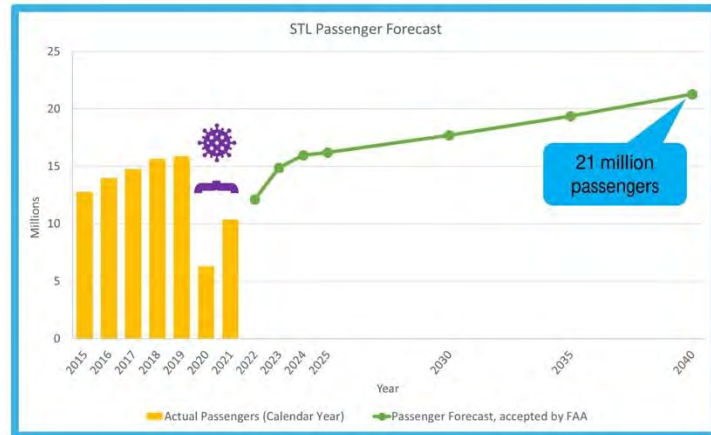
Industry Standards

- Queuing time
- Corridor widths
- Walking distances
- Area per passenger for various facilities

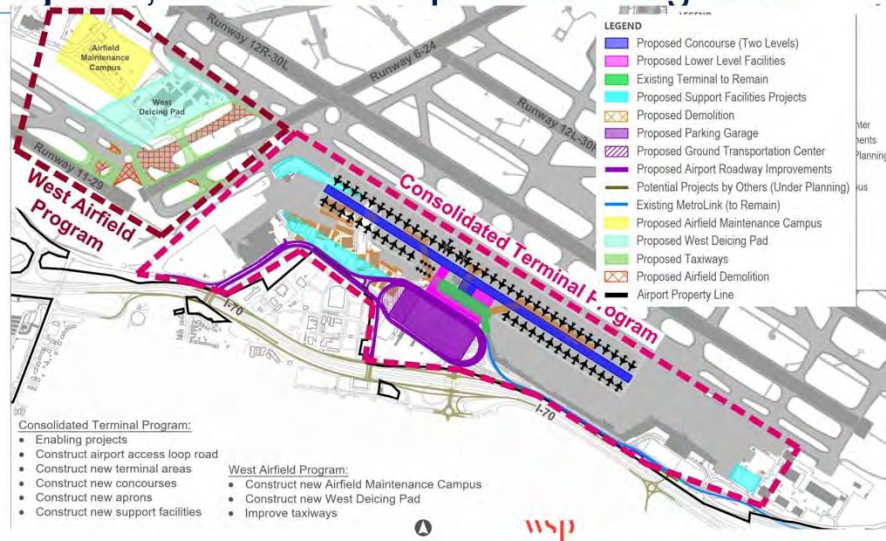


Background: Master Plan Forecast through 2040

- 21M passengers by 2040
- Strong recovery from COVID validated in 2022
- Approved by FAA ☒



Many Projects, Two Development Programs



Federal Actions that Trigger NEPA

- FAA's unconditional approval of the Airport Layout Plan depicting the projects in the STL Master Plan
- STL will seek FAA Airport Improvement Program Funding for the Consolidated Terminal Program and for the West Airfield Program



Why Two Programs and NEPA Processes?

- The West Airfield Projects **are connected** to each other because the proposed deicing pad requires relocation of the proposed maintenance facility



BUT:

- The WAP and the CTP have **independent utility**
- The CTP may have operational impacts that will take longer to evaluate than the WAP impacts
- The WAP is **urgently needed** to address flooding of the maintenance facility



Consolidated Terminal Program (CTP)



Terminal Program Need





Terminal Needs: Passenger Terminals



Aging and
Obsolete
Facilities



- Undersized passenger areas (hold rooms, restrooms, corridors)
- Lack of functionality (security checkpoints)
- Insufficient concessions (revenues & customer choices)
- Reliability, resiliency, maintenance costs



Growth in
Passengers



- Require up to 62 usable aircraft gates
- Insufficient terminal and concourse space
- Need to accommodate modern, larger aircraft
- Customs cannot be accessed by all carriers



11



Terminal Needs: Industry Changes

Mid 1950s
Terminal 1 Opens



DC-7

61 seats

Late 1990s
Terminal 2 Opens



Boeing 737-300

143 seats

2022



Boeing 737-8

178 seats

61 seats → 143 seats → 178 seats



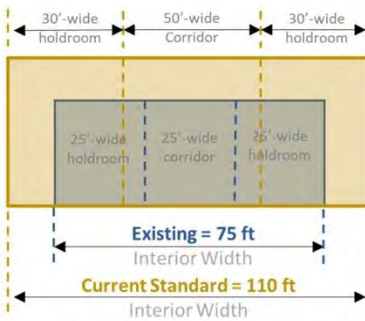
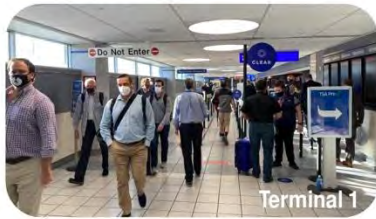
NEPA Agency Scoping – December 15, 2022



12

Station 2: Need for Improvements

Terminal Needs: Enhance Customer Experience



Terminal Needs: Roadway and Parking



On-airport
Roadways

- Insufficient distance for decision making
- Inadequate number of curb lanes



Parking
Facilities

- Shortage of garage parking (revenues)
- Terminal 1 Garage inefficient & reaching end of useful life



Terminal Roadway and Parking Needs: Enhance Customer Experience



- Short sightlines and decision distances
- Inadequate number of arrival curbside lanes



NEPA Agency Scoping – December 15, 2022



15

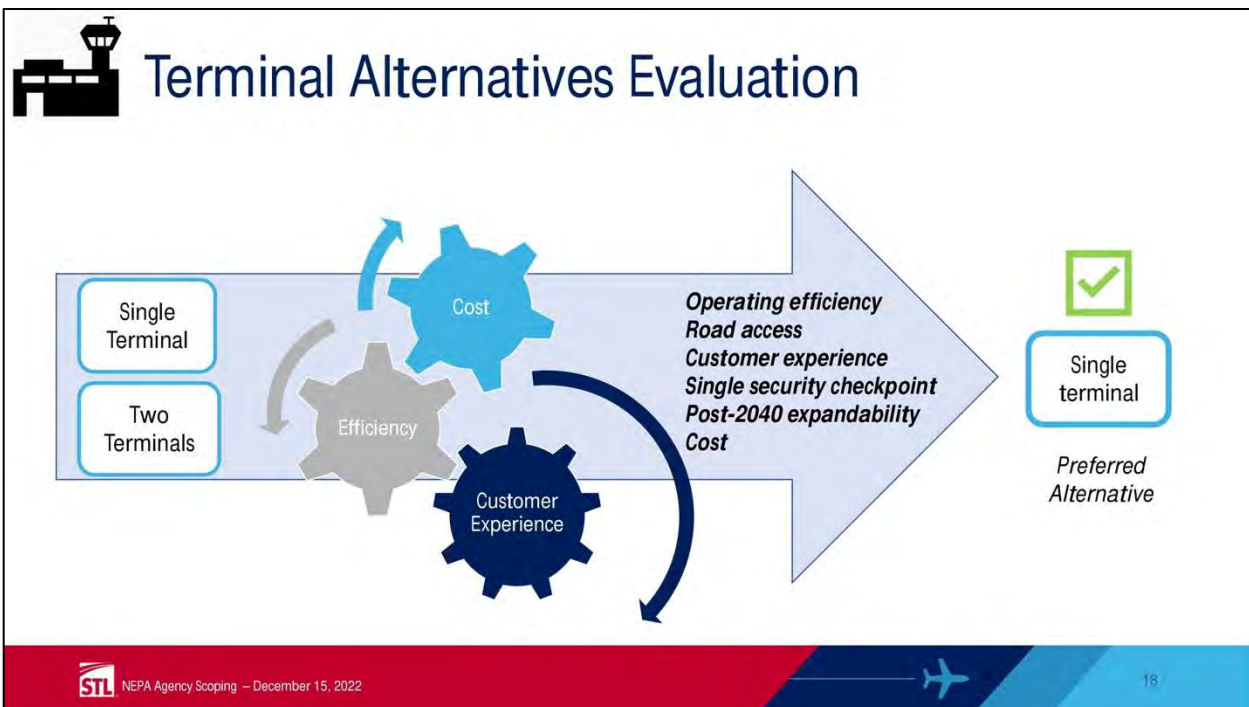
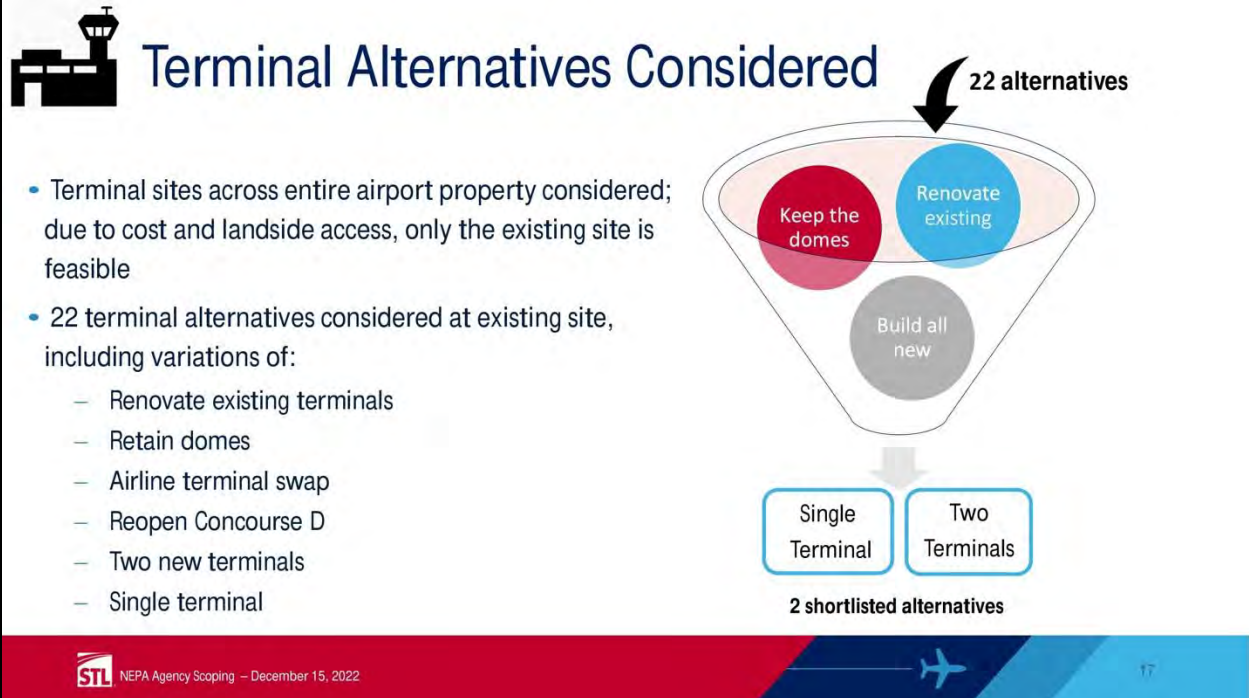
Terminal Alternatives



NEPA Agency Scoping – December 15, 2022



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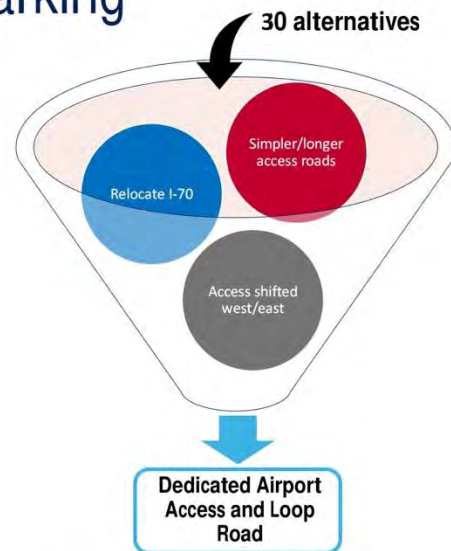


Terminal Roadway & Parking Alternatives



Terminal Roadways and Parking Alternatives Considered

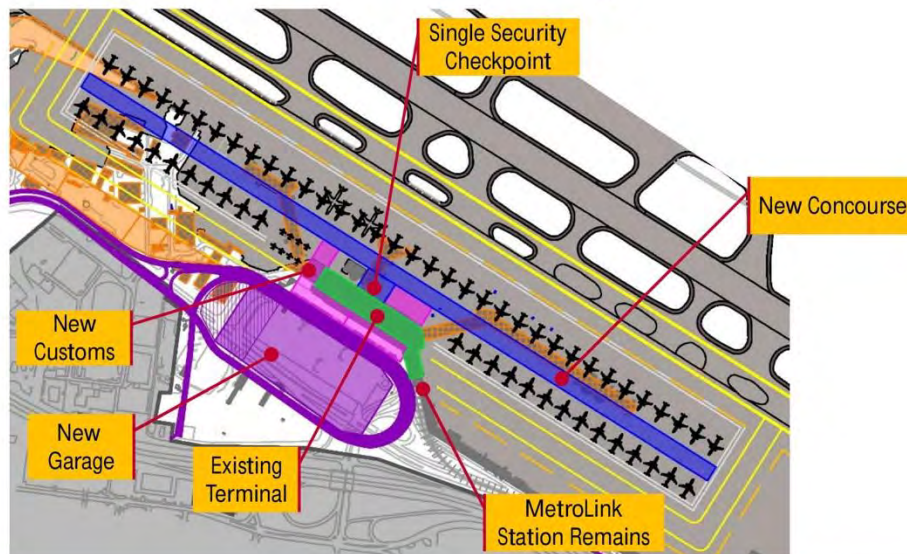
- ~~• Relocate I-70~~
- ~~• Convert LIB and Natural Bridge Road to one-way~~
- One main airport access road
- Access shifted west/east
- Simpler/longer access to terminal

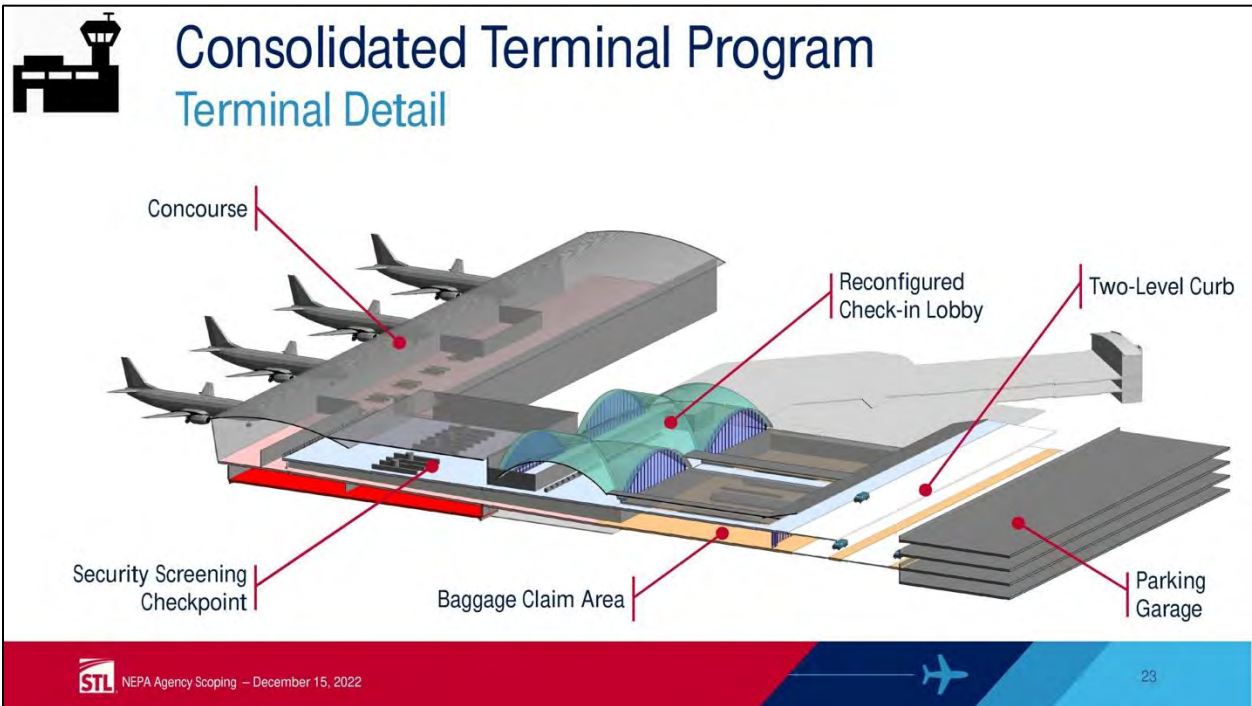


Proposed Terminal Program



Consolidated Terminal Program





West Airfield Program

West Airfield Program Needs



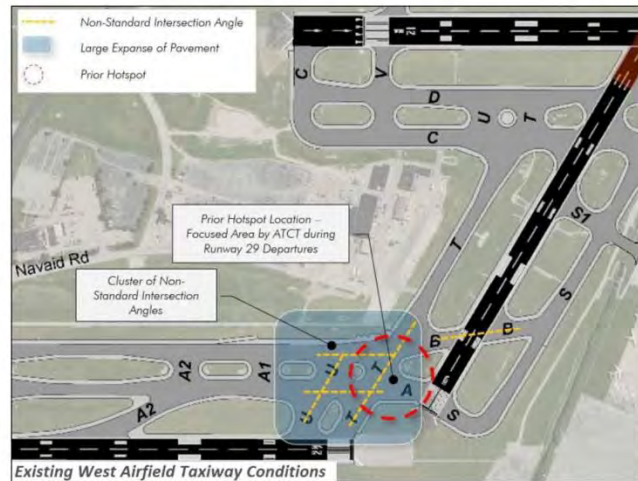
West Airfield Needs: Airfield Maintenance Facility

- Facilities flood, causing costly and extensive equipment damage
- Larger, modern equipment does not fit into existing buildings
- Accelerated deterioration of equipment due to outdoor storage and maintenance
- Site and facilities layout and condition is poor due to age (1960s and 1970s)



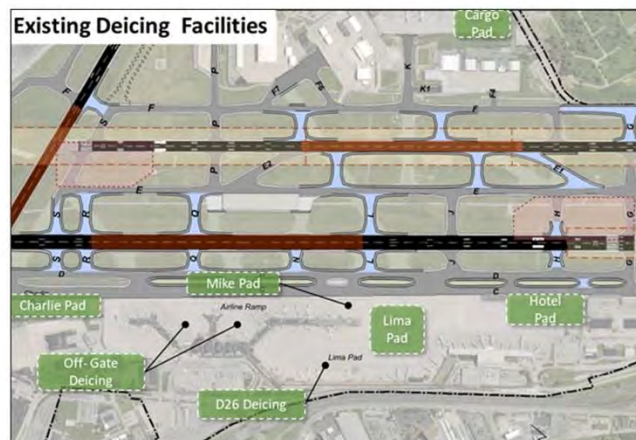
West Airfield Needs: Taxiways

Taxiways do not comply with current FAA geometry standards



West Airfield Needs: Deicing

- Deicing facilities spread out and not close to southeast flow departure runway ends
- Current facilities nearing capacity (aircraft number and size during peak periods)
- Aging collection facilities lead to poor capture of spent deicing fluid



West Airfield Program Alternatives

West Airfield Alternatives: Airfield Maintenance Facility

Prior studies:
recommended
western shift

Site 1 (18 acres): West of existing Airfield Maintenance campus - *Preferred site identified in prior study*

- Pros:
 - Best airfield access
 - Centralized location

PREFERRED SITE

Site 2 (11 acres): Relocate west of Rwy 12R RPZ

- Cons:
 - Potential higher and better use of space

Site 3 (18 acres): Relocate west of Rwy 12L RPZ

- Pros:
 - Proximity to airfield
- Cons:
 - Potential long-term expansion site for cargo development in Northern Tract

Site 4 (18 acres): Relocate south of fuel farm

- Pros:
 - Proximity to airfield
- Cons:
 - Limits other uses/expansion
 - Potential higher and better use of space





West Airfield Alternatives

Siting Criteria

- AFM:
 - Location central to airfield pavement complex
 - Prior study recommended westward shift of site
- Taxiways configuration: dictated by FAA Airport Design Standards
- Deicing Pad:
 - Consolidated pad,
 - Close to runways 12R and 12L in southeast flow
 - Close to runway 29 in west flow

FAA Safety Review expert panel confirmed proposed solution

- FAA control tower, FAA Airports Division, STL operations
- Meeting participation from Airlines & GA/Corporate Tenants

hAM63
AS50



NEPA Agency Scoping – December 15, 2022



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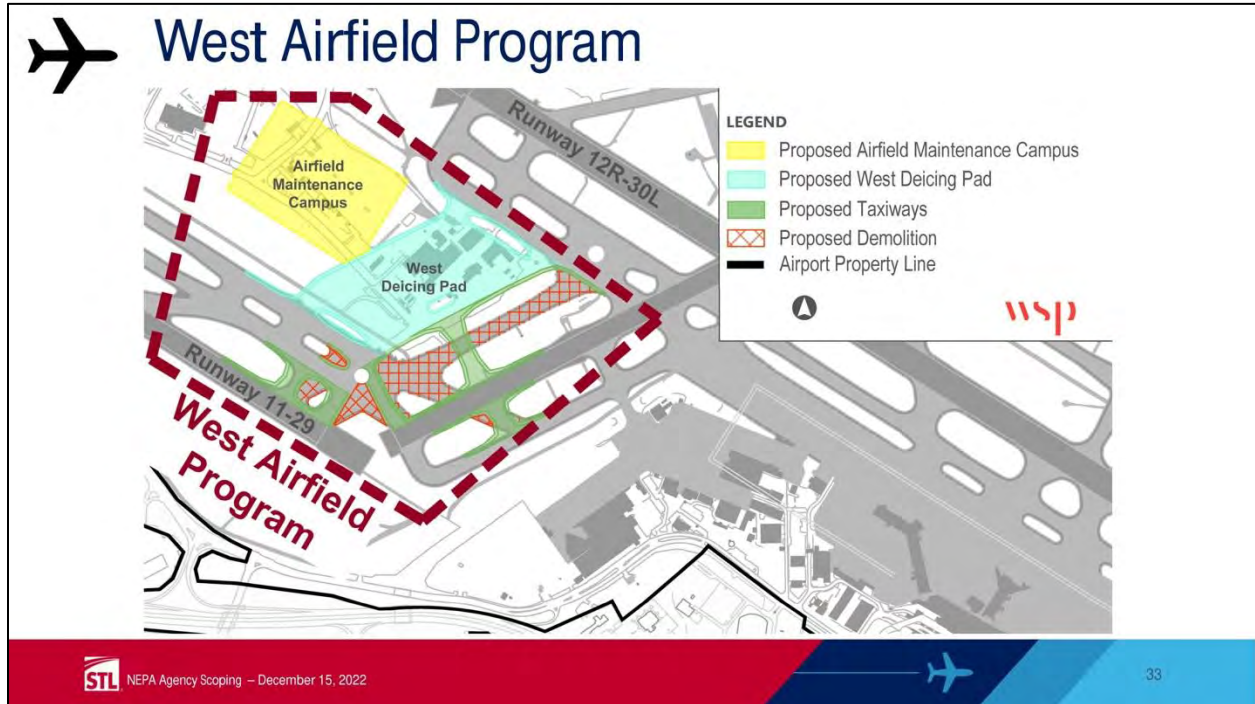
Proposed West Airfield Program



NEPA Agency Scoping – December 15, 2022



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Impact Categories and Existing Resources

FAA Impact Categories



- Air quality
- Biological resources (fish, wildlife and plants)
- Climate
- DOT Section 4(f) resources: parks, recreational areas, refuges, historic sites
- Hazardous materials, solid waste, and pollution prevention
- Historical, architectural, archaeological and cultural resource
- Land use compatibility
- Natural resources and energy supply
- Noise and noise-compatible land use
- Socioeconomics, environmental justice and children's environmental health and safety risks
- Visual effects (including light)
- Water resources (wetlands, floodplains, surface waters, and groundwater)

* Farmland and coastal resources not present at STL



NEPA Public Scoping – December 15, 2022



Noise Impacts: 2015 Noise Exposure Map



- Significant Impact
 - Newly in 65 dB DNL contour
 - 1.5 dB change in 65 dB DNL contour
- Aircraft are getting quieter



NEPA Public Scoping – December 15, 2022



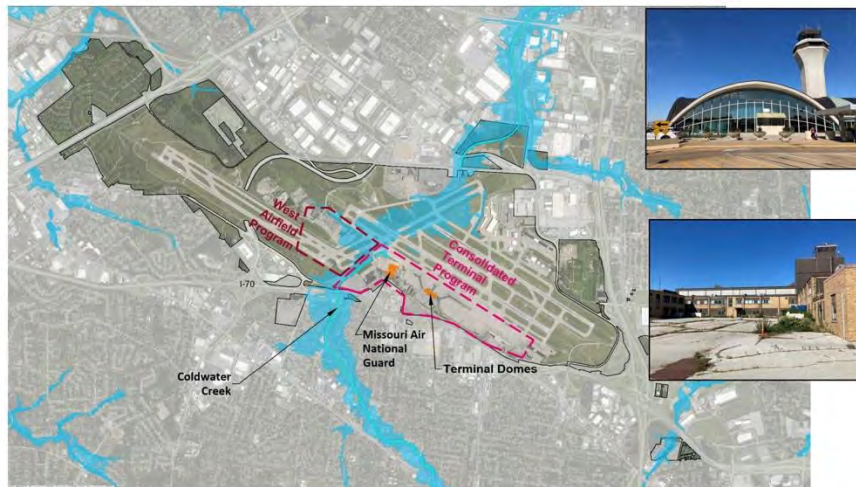
36

Known Natural And Cultural Resources

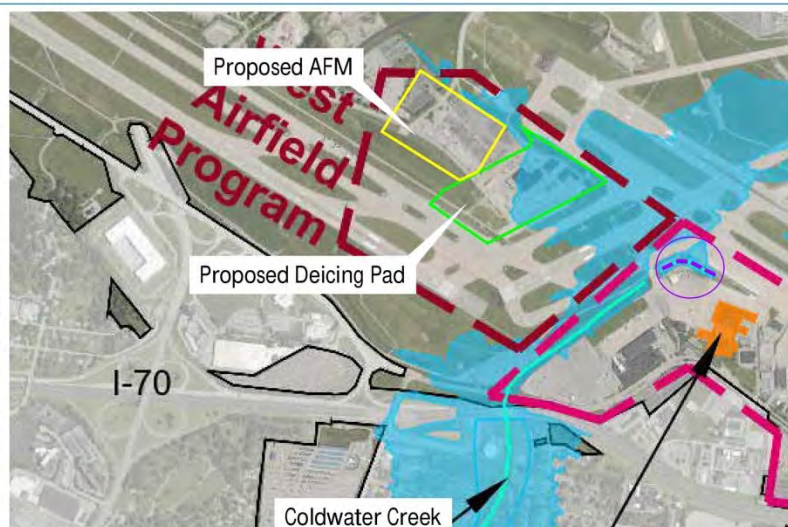
- 100-year Floodplain (preliminary)
- Coldwater Creek

National Register Eligible:

- Terminal Domes
- MO Air National Guard Buildings



Water Resources



Next Steps in the NEPA Process



Contacts:

Jay Christians
jachristians@flystl.com
314-551-5008

Scott Tener, FAA Environmental Specialist
scott.tener@faa.gov
816-329-2639



NEPA Public Scoping – December 15, 2022



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Thank You

Discussion

Scoping Comments:

Jay Christians
jachristians@flystl.com
314-551-5008

Scott Tener, FAA Environmental Specialist
scott.tener@faa.gov
816-329-2639



NEPA Public Scoping – December 15, 2022




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APPENDIX C: PUBLIC SCOPING MEETING INVITATION EMAILS TO PROJECT STAKEHOLDERS AND SUBSCRIBERS

1/12/23, 10:36 AM

Vector Communications Mail - You're invited: Dec 15 STL Environmental Review Public Scoping Meeting



Gabriela Bloom <gbloom@vectorstl.com>

You're invited: Dec 15 STL Environmental Review Public Scoping Meeting

13 messages

Kuchinski, Jennifer <Jennifer.Kuchinski@wsp.com>
To: "Christians, Jason A." <jachristians@flystl.com>
Cc: Gabriela Bloom <gbloom@vectorstl.com>

Sat, Dec 3, 2022 at 8:38 AM

Greetings,

Thank you for your interest in the STL Master Plan. As the STL master planning process wraps up, several major projects are moving forward into the next phase, in which the Federal Aviation Administration will conduct an environmental review.

Join us at our **STL Environmental Review Public Scoping Meeting** to learn more about the Consolidated Terminal Program and West Airfield Program, and to share your thoughts as these projects move into the environmental review process. There will be a formal presentation at 4:45 p.m. that is repeated at 5:45 p.m. Information boards will be available to review, and you can speak with project team members about the upcoming projects and environmental review process. You will be able to submit comments and share your thoughts.

STL Environmental Review Public Scoping Meeting

Thursday, December 15, 2022

Stop by anytime between 4 p.m. - 7 p.m.

Presentations at 4:45 p.m. and 5:45 p.m.

STL Lambert International Airport, Terminal 1, Concourse B

[10701 Lambert International Blvd.](#)

[St. Louis, MO 63145-0212](#)

The STL Environmental Review Public Scoping Meeting will cover topics such as:

- Review of the Master Planning process
- Overview and need for proposed development projects
 - Consolidated Terminal Program
 - West Airfield Program
- Overview of environmental review/National Environmental Policy Act (NEPA) process
- Next steps for the environmental review/National Environmental Policy Act (NEPA) process

Visit the *FLYSTL* website under the Master Plan header for parking and transportation information. Parking validation will be provided.

Can't make it December 15?

<https://mail.google.com/mail/u/0/?ik=c08bd6bbe3&view=pt&search=all&permthid=thread-f%3A1751200304802806021&simpl=msg-f%3A1751200304802806021...> 1/6

1/12/23, 10:36 AM

Vector Communications Mail - You're invited: Dec 15 STL Environmental Review Public Scoping Meeting

Visit the *FLYSTL* website under the *Master Plan* header to request a paper packet, submit comments and watch the formal presentation recording. Recording will be available by Monday, December 19.

On behalf of STL, we look forward to seeing you on December 15.

Thank you,

Jay Christians, PE

STL Airport Assistant Director - Engineering

	<p>Jennifer Kuchinski, PE Vice President, Aviation Services Sr. Project Manager</p> <p>Cell: 314-698-0974</p> <p>Normal Working Hours M-F 7:30-4:30</p> <p>wsp.com</p>
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NOTICE: This communication and any attachments ("this message") may contain information which is privileged, confidential, proprietary or otherwise subject to restricted disclosure under applicable law. This message is for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on, this message is strictly prohibited. If you have received this message in error, or you are not an authorized or intended recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system

<https://mail.google.com/mail/u/0/?ik=c08bd6bbe3&view=pt&search=all&permthid=thread-f%3A1751200304802806021&siml=msg-f%3A1751200304802806021...> 2/6

11/12/23, 10:36 AM

Vector Communications Mail - Event reminder: Dec 15 STL Environmental Review Public Scoping Meeting



Gabriela Bloom <gbloom@vectorstl.com>

Event reminder: Dec 15 STL Environmental Review Public Scoping Meeting

10 messages

Kuchinski, Jennifer <Jennifer.Kuchinski@wsp.com>
To: "Christians, Jason A." <jachristians@flystl.com>
Cc: Gabriela Bloom <gbloom@vectorstl.com>

Tue, Dec 13, 2022 at 10:28 AM

Greetings,

We look forward to seeing you at the **December 15 STL Environmental Review Public Scoping Meeting** on Thursday! You can stop by any time between 4:00 p.m. and 7:00 p.m. There will be a formal presentation at 4:45 p.m. that is repeated at 5:45 p.m. Information boards will be available to review and you can speak with project team members about the upcoming projects and environmental review process. You will be able to submit comments and share your thoughts.

The STL Environmental Review Public Scoping Meeting will cover topics such as:

- Review of the Master Planning process

- Overview and need for proposed development projects

 - Consolidated Terminal Program

 - West Airfield Program

- Overview of environmental review/National Environmental Policy Act (NEPA) process

- Next steps for the environmental review/National Environmental Policy Act (NEPA) process

Parking validation will be provided. Visit the FLYSTL website, Environmental Review Public Scoping Meeting page, for parking and transportation information.

STL Environmental Review Public Scoping Meeting

Thursday, December 15, 2022

Stop by anytime between 4 p.m. – 7 p.m.

Presentations at 4:45 p.m. and 5:45 p.m.

<https://mail.google.com/mail/u/0/?ik=c086d6bbe3&view=pt&search=all&permthid=thread-f%3A1752113180672717268&siml=msg-f%3A1752113180672717268...> 1/0

1/12/23, 10:36 AM

Vector Communications Mail - Event reminder: Dec 15 STL Environmental Review Public Scoping Meeting

STL Lambert International Airport, Terminal 1, Concourse B

10701 Lambert International Blvd.

St. Louis, MO 63145-0212


Can't make it December 15?

Visit the FLYSTL website, Environmental Review Public Scoping Meeting page, to request a paper packet, submit comments and watch the formal presentation recording. *Recording will be available by Monday, December 19.*

Thank you,

Jay Christians

STL Airport Assistant Director - Engineering

	Jennifer Kuchinski, PE
	Vice President, Aviation Services
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	Cell: 314-698-0974
	Normal Working Hours M-F 7:30-4:30
	wsp.com

<https://mail.google.com/mail/u/0/?ik=c08bd6bbe3&view=pt&search=all&permthid=thread-f%3A1752113180672717268&simpl=msg-f%3A1752113180672717268...> 2/6

1/12/23, 10:35 AM

Vector Communications Mail - STL Environmental Review Public Scoping Meeting - Comment Opportunities



Gabriela Bloom <gbloom@vectorstl.com>

STL Environmental Review Public Scoping Meeting - Comment Opportunities

7 messages

Kuchinski, Jennifer <Jennifer.Kuchinski@wsp.com>
To: "Christians, Jason A." <jachristians@flystl.com>
Cc: Gabriela Bloom <gbloom@vectorstl.com>

Thu, Dec 22, 2022 at 10:12 AM

Greetings,

Thank you to everyone for attending the STL Environmental Review Public Scoping Meeting on December 15. If you were unable to join us at the STL Environmental Review Public Scoping Meeting, a recording of the presentation is now available at the FLYSTL website, Environmental Review Public Scoping Meeting page.

You are invited to submit comments about the Environmental Review Scoping information.

To submit a comment, please complete the comment form found at the Environmental Review Public Scoping Meeting page under *Share Your Feedback*. Comments can be submitted until **Monday, January 16, 2023**.

Thank you & happy holidays,

Jay Christians

STL Airport Assistant Director - Engineering



Jennifer Kuchinski, PE

Vice President, Aviation Services

Sr. Project Manager

Cell: 314-698-0974

<https://mail.google.com/mail/u/0/?ik=c08bd6bbe3&view=spt&search=all&permthid=thread-f%3A1752927554173624385&siml=msg-f%3A1752927554173624385...> 1/8

APPENDIX D: PUBLIC SCOPING MEETING SOCIAL MEDIA POSTS

Post 1: December 1, 3, 5, 9, 2022

STL is holding an Environmental Review Public Scoping Meeting on Thursday, December 15, 2022. Join us in T1's B Concourse. You can stop by anytime between 4 to 7 p.m., as presentations will be held at 4:45 and 5:45 p.m.

Post 2: December 11, 12, 13, 14, 2022

STL is holding an Environmental Review Public Scoping Meeting this Thursday. Join us in T1's B Concourse. You can stop by anytime between 4 to 7 p.m., as presentations will be held at 4:45 and 5:45 p.m.

Post 3: December 15, 2022

Tonight, STL is holding an Environmental Review Public Scoping Meeting. Join us in T1's B Concourse. You can stop by anytime between 4 to 7 p.m., as presentations will be held at 4:45 and 5:45 p.m.

APPENDIX E: PUBLIC SCOPING MEETING MEDIA ADVISORY



MEDIA RELEASE

For more information, contact:
Roger Lotz 314-426-8125 or (m) 314-795-2235
RPLotz@flystl.com

Media Advisory

STL to host Environmental Review Public Scoping Meeting for Proposed Projects

What: A public meeting featuring an overview of and seeking input on the environmental review process for two proposed projects that resulted from the St. Louis Lambert International Airport's (STL) Master Plan, including a single terminal option.

When: Thursday, December 15, 2022 from 4 p.m. to 7 p.m.
(Identical presentations will take place at 4:45 p.m. and 5:45 p.m.)

Where: STL, Terminal 1 (Lower Level), Concourse B, 10701 Lambert International Blvd, St. Louis, MO 63145
(Parking will be validated for media and attendees)

Information boards will also be on display with project team members available to discuss and answer questions. All attendees are encouraged to provide feedback on the environmental review process via comment forms available on site and on the FLYSTL website.

Please note that you will *not* need to go through a TSA Security Checkpoint to enter the public meeting. American Sign Language (ASL) interpretation will be available for the formal presentations.

Additional information about this event can be found at <http://www.bit.ly/STL-public-scoping-meeting>.

###

About STL:

St. Louis Lambert International Airport (STL) is the primary commercial airport for the St. Louis metro area and parts of eastern Missouri and southern Illinois serving 15.6 million passengers annually. STL is an Enterprise Fund Department of the City of St. Louis. It is wholly supported by airport user charges. No general fund revenues are used for the operation, administration, promotion or maintenance of airport facilities. For more information, visit www.flystl.com. Follow us on Facebook: [@flySTL](https://www.facebook.com/flystl). Twitter: [@flySTL](https://twitter.com/flySTL) and Instagram: [@flySTL](https://www.instagram.com/flySTL).

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APPENDIX F: PUBLIC SCOPING MEETING PRESS RELEASE



MEDIA RELEASE

For more information, contact:
Roger Lotz 314-426-8125 or (m) 314-795-2235
RPLotz@flystl.com

STL Hosts Public Scoping Meeting on Environmental Review Process for Proposed Projects

Consolidated Terminal Plan (CTP) and West Airfield Program (WAP) move forward from planning into environmental phase

ST. LOUIS, MO (December 15, 2022): Today, St. Louis Lambert International Airport (STL) is hosting a public meeting at the airport as part of the STL Master Plan implementation process.

The STL Master Plan is a roadmap for potential airport development and serves as a critical planning tool to ensure STL is in the best possible position to serve the needs of its passengers. The Federal Aviation Administration (FAA) requires updates to the plan every eight to ten years, and the document enable STL to continue receiving federal funding.

As the STL Master Plan wraps up, two proposed sets of projects – the Consolidated Terminal Program (CTP) and West Airfield Program (WAP) – are moving forward into the next phase. The CTP will combine the existing passenger terminal operations into a modern single terminal, improving the passenger experience. The single terminal would provide adequate space and facilities to accommodate current and expected passenger demand while ensuring continued efficient operations at STL.

The West Airfield Program (WAP) serves to enhance safety and improve airfield maintenance operations by providing sufficient space for indoor maintenance, repair, and storage of snow removal and maintenance equipment. The WAP would also improve the efficiency of the aircraft deicing process.

Because the CTP and WAP would be partially funded by federal grants, the FAA is responsible for conducting an environmental review in accordance with the National Environmental Policy Act (NEPA). **The purpose of today's public scoping meeting is to share information with the public about the environmental review process for CTP and WAP while gathering public input about which environmental impacts and alternatives should be studied.**

Some of the environmental impacts that may be studied as part of NEPA are noise; socioeconomic, environmental justice and children's environmental health and safety risks; air quality; biological resources (fish, wildlife, plants); climate; parks and recreational resources; hazardous materials, solid waste, pollution prevention; historical, architectural, archaeological, cultural resources; natural resources and energy supply; visual effects; and water resources.

During the NEPA scoping process, the public can learn more about the proposed projects and can comment on which environmental impacts should be studied and the alternatives to the proposed

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projects. The FAA will review and consider all public comments before the official NEPA review begins. Public comment forms will be available on site at the 12/15/22 public scoping meeting and online starting on 12/15/22 by clicking www.bit.ly/STL-public-scoping-meeting. All comments must be received by the close of the scoping period on 1/16/23.

The official NEPA process will begin once the scoping period is complete, likely in early 2023. It will take one to two years to complete. A schedule for the CTP and WTP NEPA processes will be on the STL website in early March.

Once the FAA completes and documents the NEPA analysis, a Draft NEPA document will be posted on the STL website, and a 30-day comment period and public information meeting will be held. The document will be considered a "Draft" because FAA will review and consider public comments on the document before it is finalized. Check the STL website in early March to find out the time-frame for when this comment period will occur.

After the environmental review/NEPA process is complete and the FAA's NEPA document is final, approved projects may then advance to the architectural and engineering design phase, followed by construction.

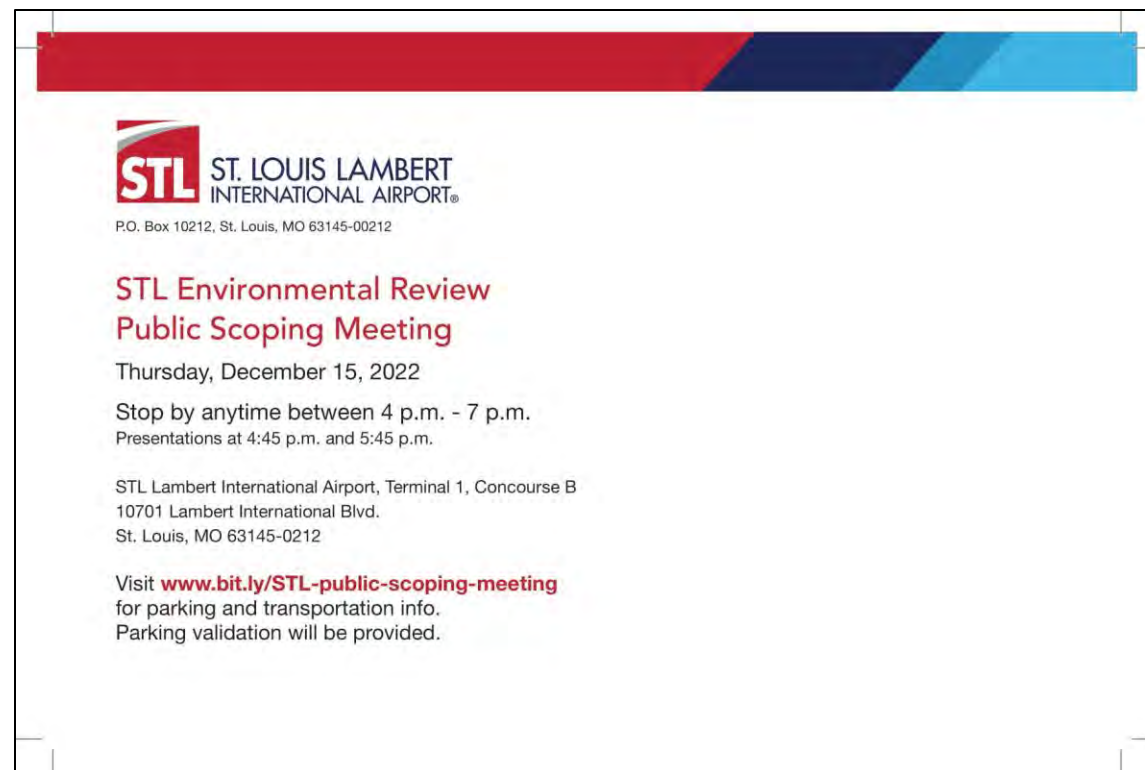
Similar to the Master Plan process, no general City or local tax dollars will be used for the environmental review process. The airport funds its own operation entirely with aviation-generated funds and the same is true for ongoing and future capital improvement projects.

###

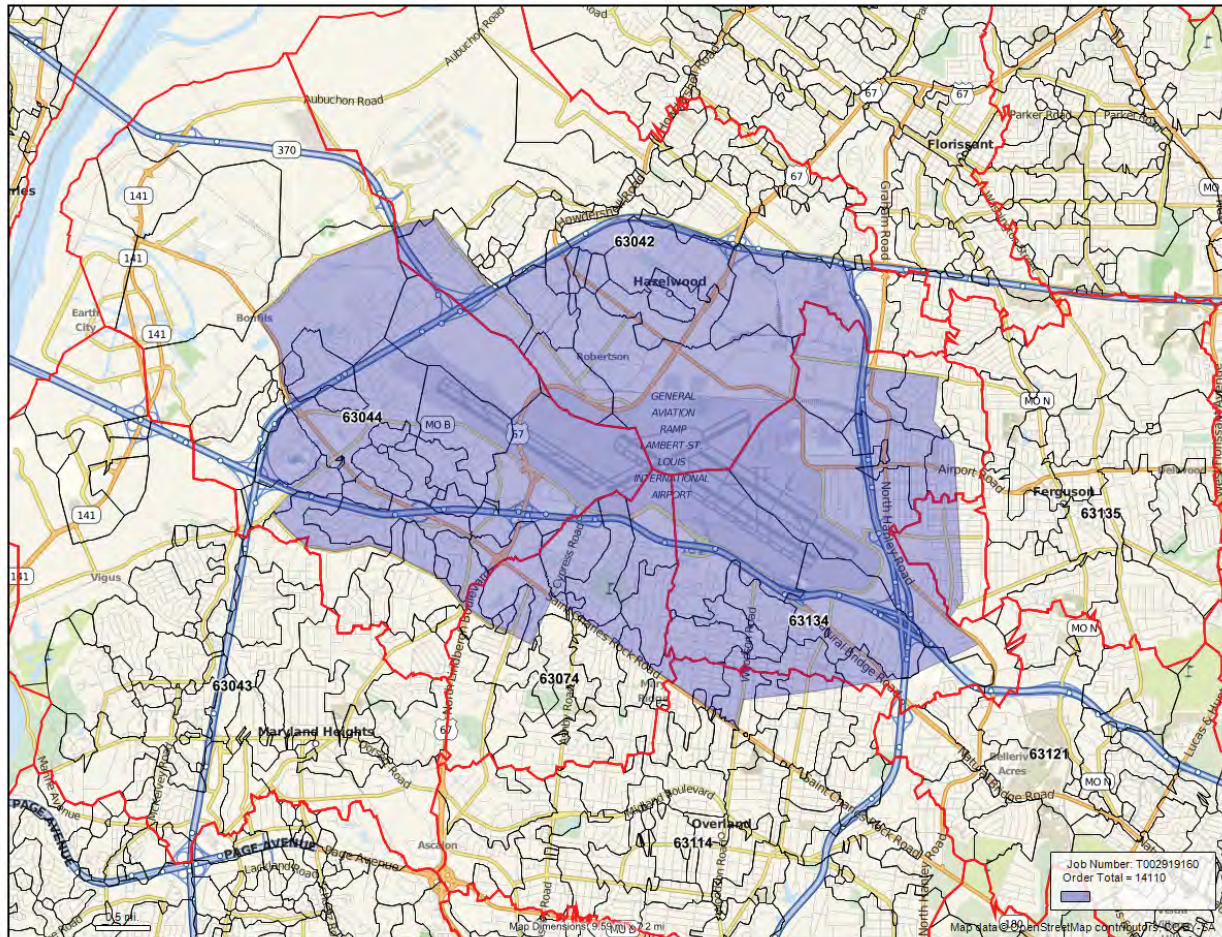
About STL:

St. Louis Lambert International Airport (STL) is the primary commercial airport for the St. Louis metro area and parts of eastern Missouri and southern Illinois serving 15.6 million passengers annually. STL is an Enterprise Fund Department of the City of St. Louis. It is wholly supported by airport user charges. No general fund revenues are used for the operation, administration, promotion or maintenance of airport facilities. For more information, visit www.flystl.com. Follow us on Facebook: [@flySTL](https://www.facebook.com/flySTL), Twitter: [@flySTL](https://twitter.com/flySTL) and Instagram: [@flySTL](https://www.instagram.com/flySTL).


APPENDIX G: PUBLIC SCOPING MEETING POSTCARD



APPENDIX H: PUBLIC SCOPING MEETING POSTCARD DELIVERY MAP



APPENDIX I: PUBLIC SCOPING MEETING STATION GUIDE



ST. LOUIS LAMBERT
INTERNATIONAL AIRPORT.

STL Environmental Review Public Scoping Meeting

December 15, 2022

Welcome!

Thank you for attending STL's Environmental Review Public Scoping Meeting. As the STL master planning process wraps up, several major projects are moving forward into the next phase, in which the Federal Aviation Administration will conduct an environmental review. This guide provides an overview of the information presented at each station. Subject matter experts from the airport and consultant team members are at each station to answer your questions.

Presentation: A formal presentation will take place at 4:45 p.m. and repeated at 5:45 p.m. Hear an overview of the two proposed sets of projects, learn about the environmental review process and how you can provide input, and participate in a Q&A with project team members. *ASL interpretation will be provided at both presentations. A recording of this presentation will be available on the project website, listed below.*

Station #1 – Proposed Projects: At this station, learn about the two sets of the proposed projects that came out of the STL Master Planning process, the Consolidated Terminal Program (CTP) and the West Airfield Program (WAP).


Station #2 – Need for the Proposed Projects: Learn about the existing and forecast traffic and shortcomings that STL is planning to address with the proposed projects.

Station #3 – Alternatives Considered: At this station, you can learn about the alternatives considered during the Master Planning process to address existing and forecast traffic and shortcomings.

Station #4 – National Environmental Policy Act: This station introduces the National Environmental Policy Act (NEPA) process, what it entails, the responsibilities of key organizations, and opportunities for you to participate in this process.


Station #5 – Environmental Resources to be Assessed: Learn about the many different types of potential impacts to be analyzed during the NEPA process.


Station #6 – Public Comment: Submit an online, paper, or verbal comment. Scan the QR code to complete the online comment form on your phone. Also, learn about the stakeholder engagement that has been taking place since the beginning of the Master Plan in 2020.



Pick up a parking validation ticket at the check-in table. Parking validation is available for the Terminal 1 Garage and Lot A. Shuttles to & from Lot A are available every 10 minutes from the SuperPark shuttle.

Scan the QR code to subscribe for project updates.





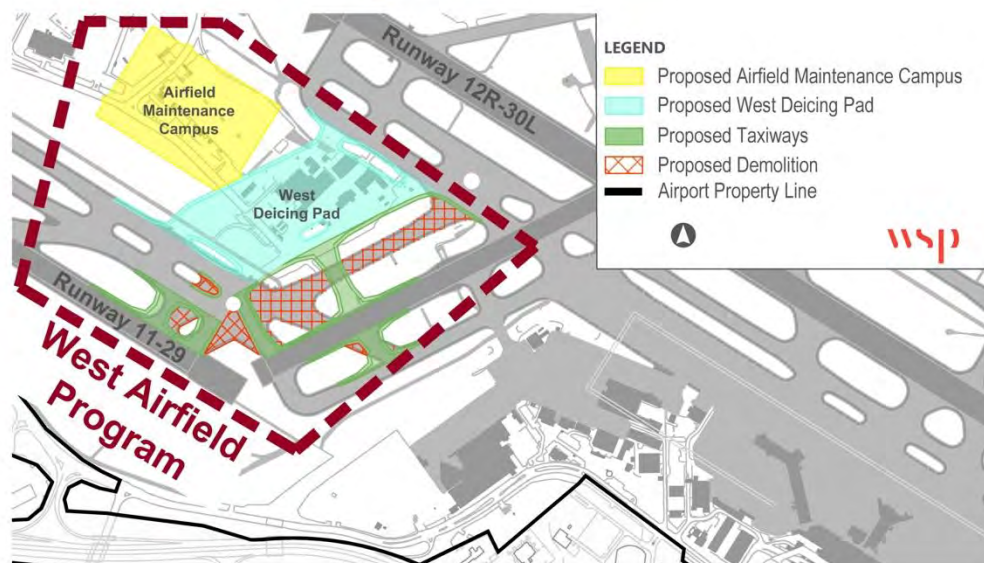
www.bit.ly/STL-public-scoping-meeting

APPENDIX J: PUBLIC SCOPING MEETING DISPLAY BOARDS



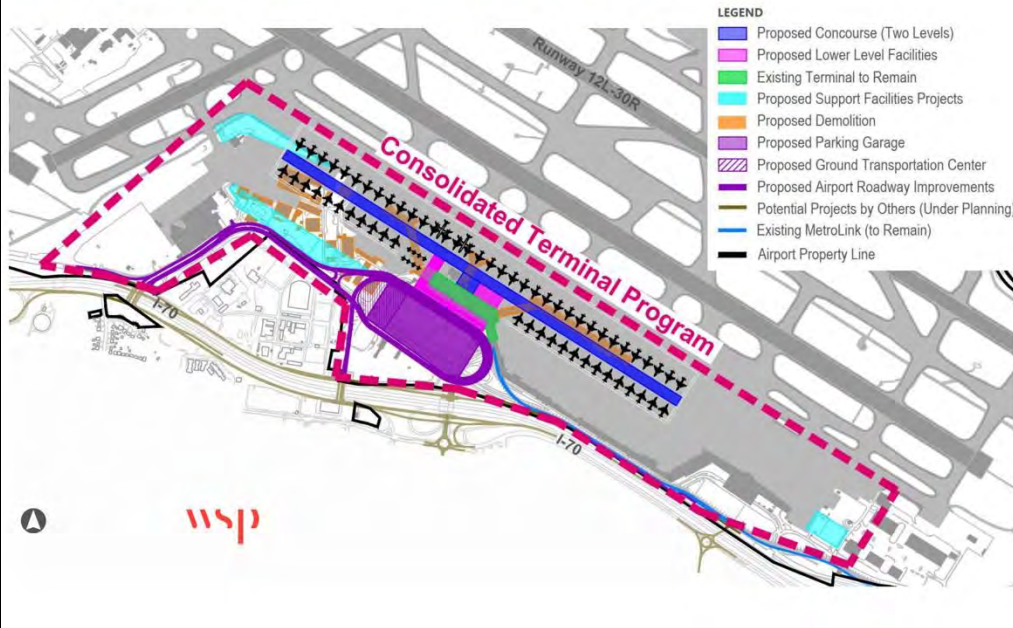
Station 1: Proposed Projects

West Airfield Program



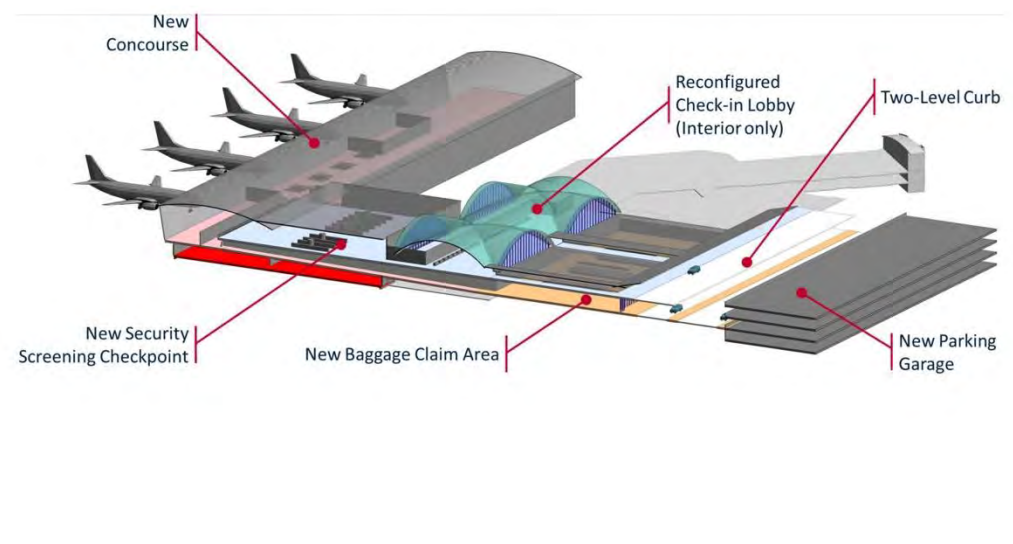
Station 1: Proposed Projects

Consolidated Terminal Program



Station 1: Proposed Projects

Consolidated Terminal Program Details

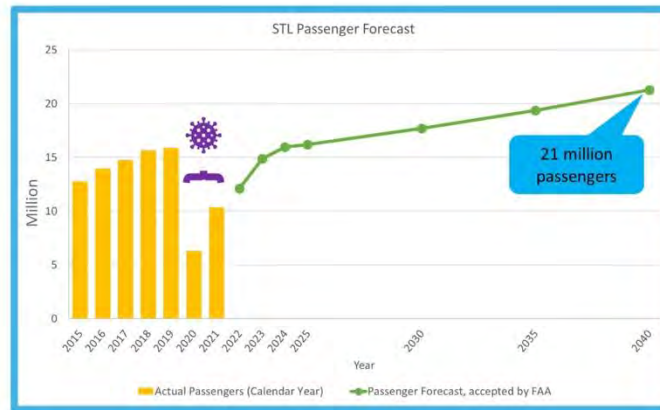


Station 2: Need for Proposed Projects

Why Plan for Improvements?

Passenger Forecast:

- Strong recovery from COVID
- Growth to 21 million passengers by 2040
- Approved by FAA ☒

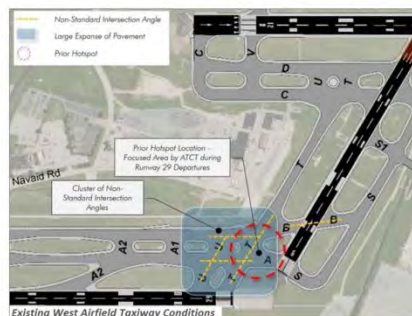


Station 2: Need for Proposed Projects

West Airfield Program

- Facilities flooding
- Housing of maintenance equipment
- Deicing facilities spread out and nearing capacity
- Taxiways do not comply with current FAA geometry standards

July 2022 Flooding at the Airfield Maintenance Facility



Station 2: Need for Proposed Projects



Terminal Needs: Enhance Customer Experience



Aging and
Obsolete
Facilities

- Undersized passenger areas (hold rooms, restrooms, corridors)
- Lack of functionality (security checkpoints)
- Insufficient concessions (revenues & customer choices)
- Reliability, resiliency, maintenance costs



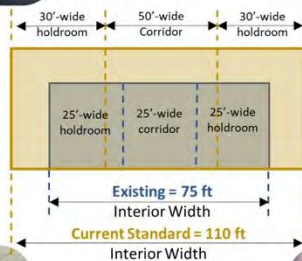
Growth in
Passengers

- Need for up to 62 aircraft gates
- Insufficient terminal and concourse space
- Need to accommodate modern, larger aircraft
- Customs cannot be accessed by all carriers

Station 2: Need for Proposed Projects



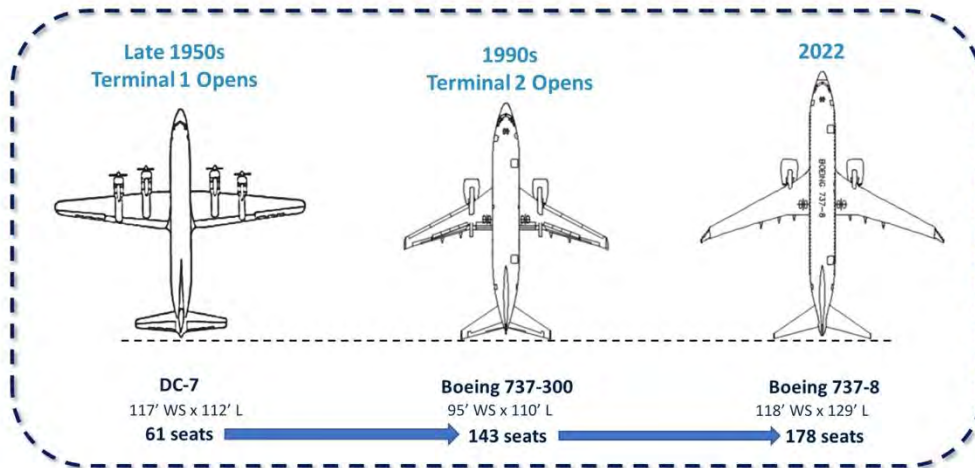
Terminal Needs: Enhance Customer Experience



Station 2: Need for Proposed Projects



Terminal Needs: Industry Changes



Station 2: Need for Proposed Projects



Terminal Roadway and Parking Needs: Enhance Customer Experience



On-airport
Roadways



- Insufficient distance for decision making
- Inadequate number of curb lanes



Parking
Facilities



- Shortage of garage parking (revenues)
- Terminal 1 Garage inefficient & reaching end of useful life

Station 2: Need for Proposed Projects

Terminal Roadway and Parking Needs: Enhance Customer Experience



- Short sightlines and decision distances
- Inadequate number of arrival curb lanes

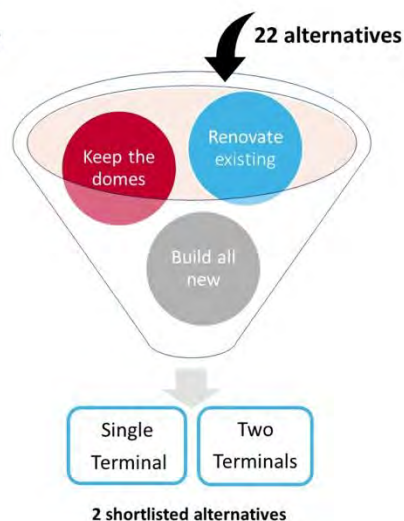


Station 3: Alternatives Considered

Terminal Alternatives

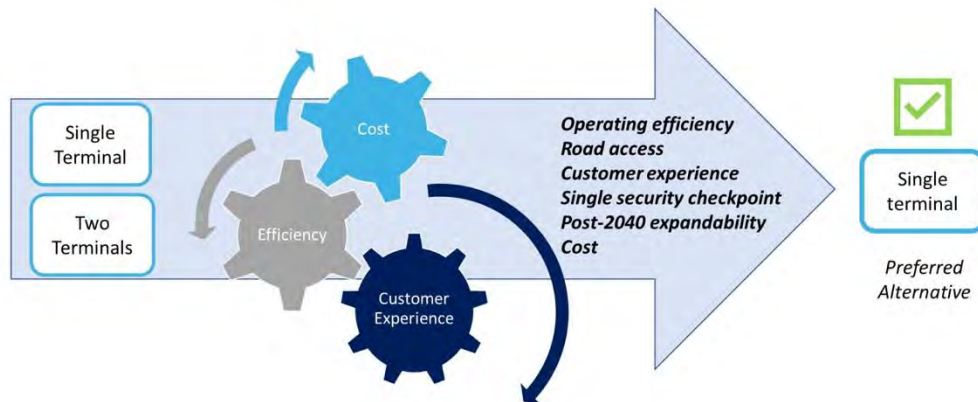


- Terminal sites across entire airport property considered; due to cost and landside access, only the existing site is feasible
- 22 terminal alternatives considered at existing site, including variations of:
 - Renovate existing terminals
 - Retain domes
 - Airline terminal swap
 - Reopen Concourse D
 - Two new terminals
 - Single terminal



Station 3: Alternatives Considered

Terminal Alternatives Evaluation

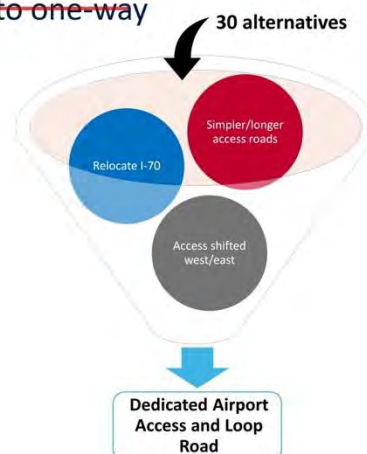


Station 3: Alternatives Considered

Terminal Roadway and Parking Alternatives



- ~~• Relocate I-70~~
- ~~• Convert LIB and Natural Bridge Road to one-way~~
- One main airport access road
- Access shifted west/east
- Simpler/longer access to terminal



Station 4: National Environmental Policy Act (NEPA)



What is the National Environmental Policy Act (NEPA)?

Federal law that requires federal agencies to consider environmental, social and economic impacts of projects before making decisions about them:

FAA approval required for changes that affect aviation activity and safety

STL will seek FAA grants for CTP & WAP



Station 4: National Environmental Policy Act (NEPA)



The Purposes of NEPA

- Ensure effects to the natural and human environment are considered by federal decision makers (FAA)
- Share information with and hear from the public (you) before making decisions
- Identify opportunities to avoid or minimize impacts



Station 4: National Environmental Policy Act (NEPA)



NEPA Process



Station 4: National Environmental Policy Act (NEPA)



What is the NEPA Document?

- ☐ Documents Purpose and Need (justification for project)
- ☐ Considers all reasonable alternatives to STL proposal
- ☐ Analyzes environmental, social and economic impacts
- ☐ Identifies ways to mitigate significant impacts

Station 4: National Environmental Policy Act (NEPA)



NEPA Roles and Responsibilities

Federal Aviation Administration (FAA)

- Responsible for NEPA compliance and decisions:
 - Is there an aviation need for the project?
 - Have all reasonable alternatives been considered?
 - What type of analysis is required?
 - Is mitigation required for significant impacts?
- Oversees and approves analysis and documentation
- Seeks input from public and agencies with relevant expertise

St. Louis Lambert International Airport (STL)

- Proposes projects for FAA consideration
- Provides planning, design and other information needed for evaluation
- Manages consulting team that provides technical and logistical assistance to FAA in conducting outreach, analyzing impacts, and documentation



Station 4: National Environmental Policy Act (NEPA)



NEPA Roles and Responsibilities

Local Officials, Political Leaders, and the Public (You)

- In Scoping, comment on:
 - Impacts you think the FAA should study
 - Alternatives to achieve the purpose and need that have not been studied

FAA will study the issues raised or provide the reasons for not doing so.

- In the Draft NEPA Document, comment on:
 - Accuracy of information and assumptions
 - Adequacy of methodology
 - New information relevant to the analysis

FAA will respond to substantive comments on the draft document.

Federal, State, and Local Agencies with Relevant Expertise and Jurisdiction

- Identify potentially-affected resources under their jurisdiction that may be affected
- Raise impacts and alternatives FAA should study
- Work with FAA and STL to resolve impacts and concerns
- Identify permit requirements

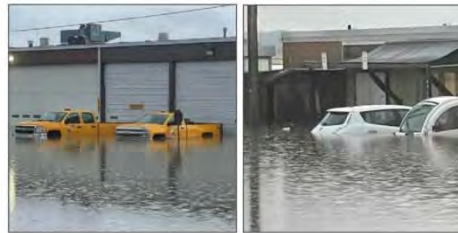


Station 4: National Environmental Policy Act (NEPA)



Why a Separate NEPA Process for the Consolidated Terminal Program (CTP) and the West Airfield Program (WAP)?

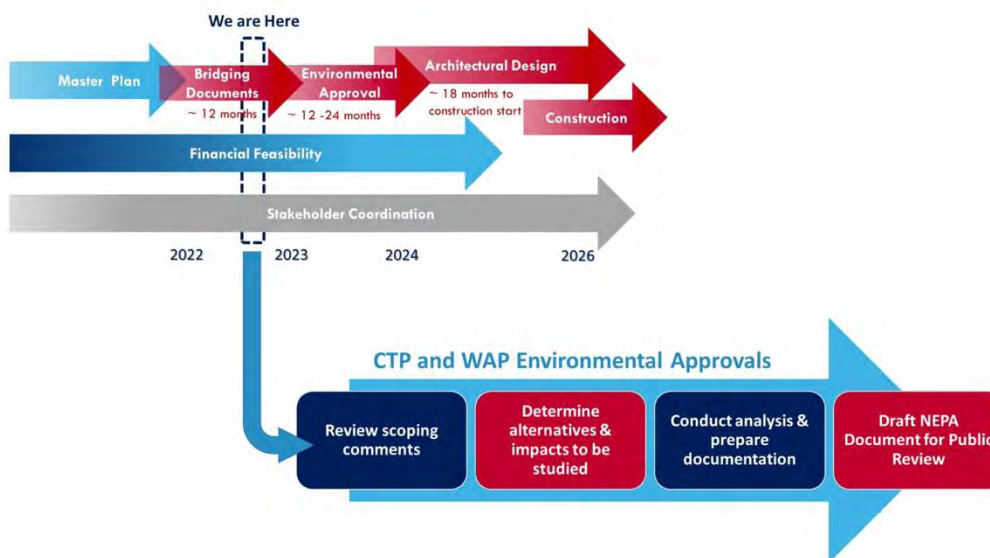
- The WAP is urgently needed to address flooding of the maintenance facility, and its NEPA process may be able to be completed more quickly than if it was joined with the CTP
- NEPA allows this because the CTP and WAP have Independent Utility, which means:
 - Each program has a demonstrated need that is separate from the other program
 - Each program stands on its own, could be developed and would provide the desired benefit and result, even if the other program never happens



Station 4: National Environmental Policy Act (NEPA)



Next Steps in the NEPA Process



Station 5: Environmental Resources to Be Assessed



FAA Impact Categories

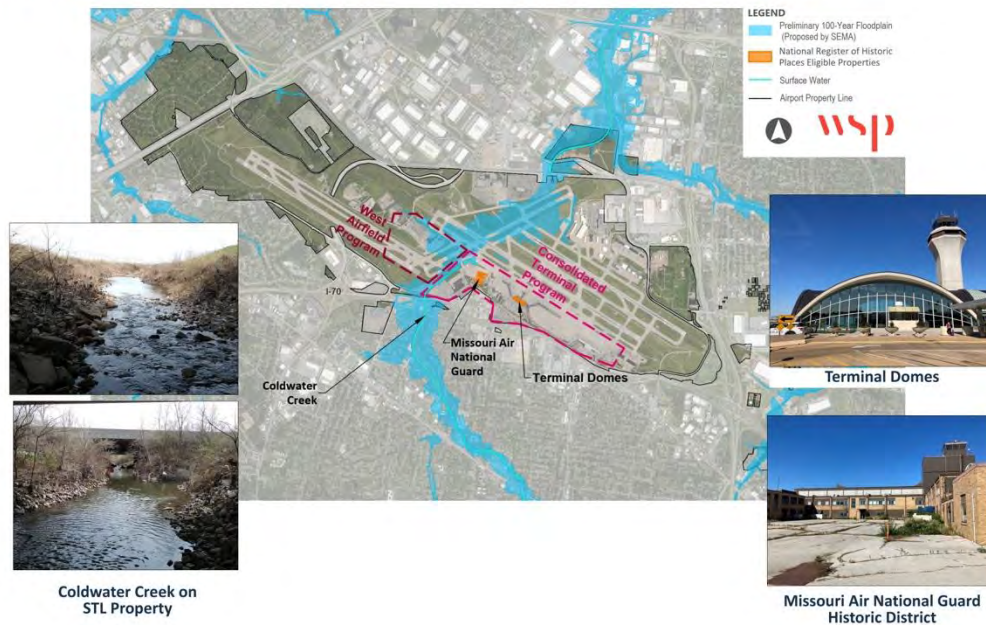
- Air quality
- Biological resources (fish, wildlife and plants)
- Climate
- Parks, other recreational resources and preserves
- Hazardous materials, solid waste, and pollution prevention
- Historical, architectural, archaeological and cultural resource
- Land Use
- Natural resources and energy supply
- Noise
- Socioeconomics, environmental justice and children's environmental health and safety risks
- Visual effects (including light)
- Water resources (wetlands, floodplains, surface waters, and groundwater)

* Farmland and coastal resources not present at STL

Station 5: Environmental Resources to Be Assessed



Known Natural and Cultural Resources



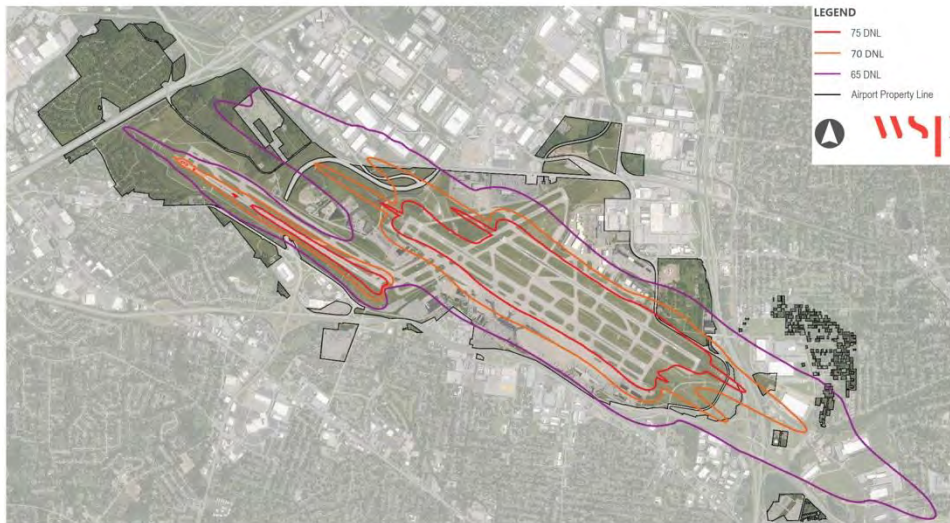
Station 5: Environmental Resources to Be Assessed



Noise Impacts

2015 Noise Exposure Map

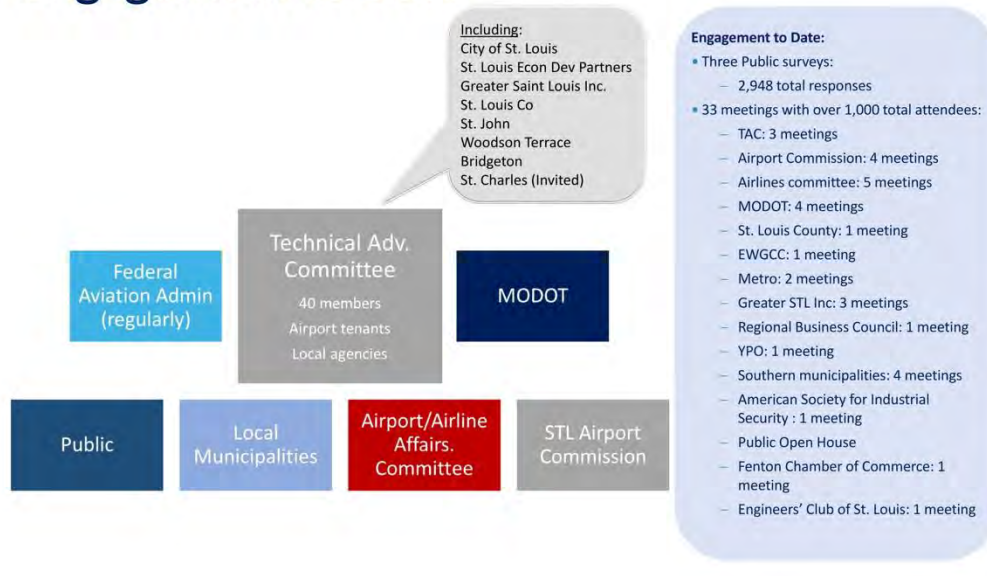
Will be updated as part of Environmental Review, to include proposed projects



Station 6: Public Comments



Master Plan: Stakeholder and Public Engagement to Date



Station 6: Public Comments



We want to hear from you!

Share your feedback about the NEPA process today :

- Scan the QR code on your *Welcome Handout* to complete an online comment form on your phone
- Submit a paper comment form in the Public comment area or mailing it in
- Record a verbal comment in the Public Comment area



Need more time to compile your feedback?

- Complete an online comment form using the FLYSTL.com website
- Mail your comment form to:

Jay Christians


STL Airport Assistant Director - Engineering
P.O. Box 10212
St. Louis, MO 63145-00212


Scott Tener


FAA Environmental Specialist
FAA Central Region Airports Division
901 Locust St., Room 364
Kansas City, Missouri 64106-2325

Comments must be received by January 16, 2023.

APPENDIX K: PUBLIC SCOPING MEETING PRESENTATION SLIDES

**ST. LOUIS LAMBERT**
INTERNATIONAL AIRPORT.





STL Master Plan Environmental Review

NEPA Public Scoping Meeting

December 15, 2022

1

Meeting Agenda



- Director's welcome
- Purpose of the meeting
- Master Plan recap
- Overview of Environmental Review
- Next steps
- Q & A



 NEPA Public Scoping – December 15, 2022



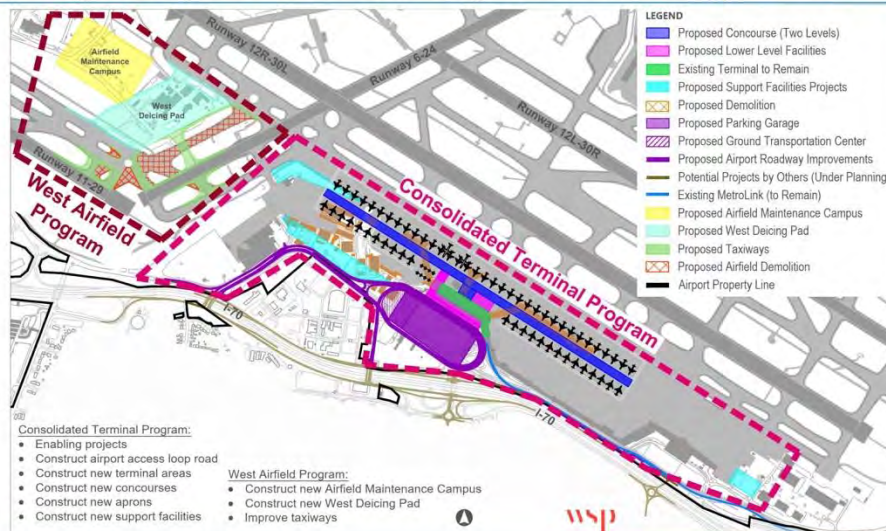
2

Master Plan Recap

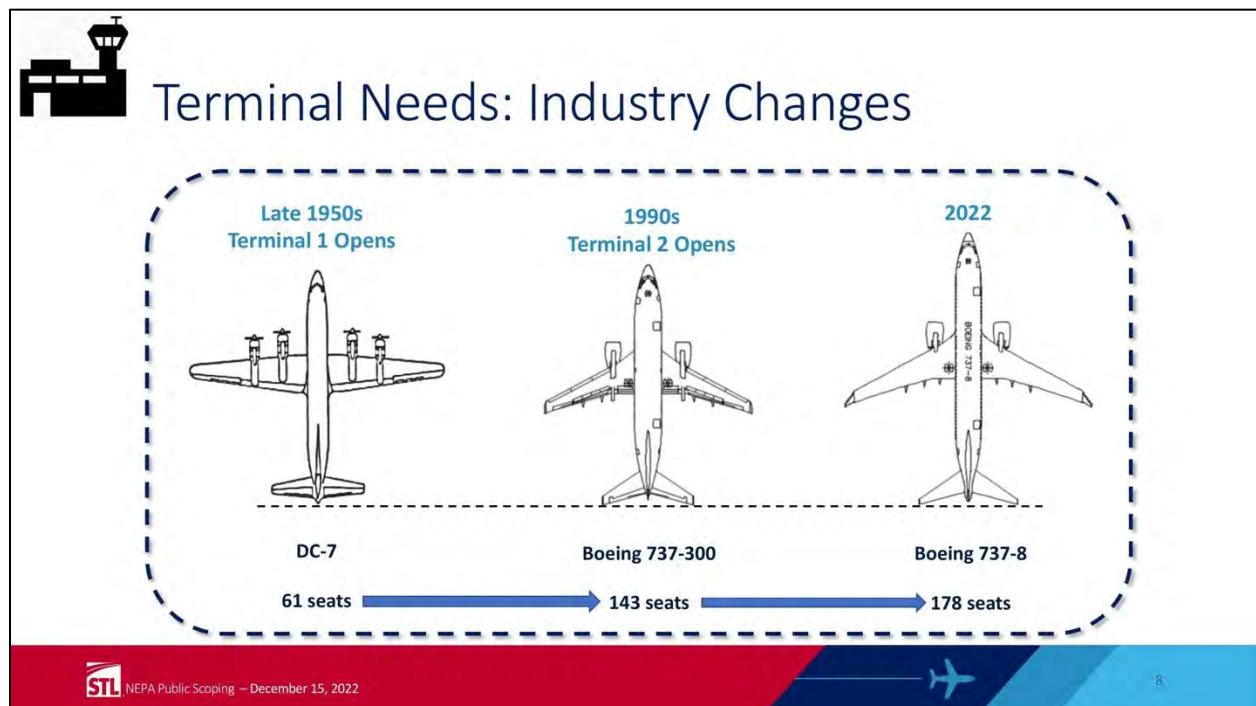
STL Planning Process To Date



Many Projects, Two Development Programs



Terminal Needs



Terminal Roadway and Parking Needs



Terminal Roadway and Parking Needs: Enhance Customer Experience



On-airport
Roadways



- Insufficient distance for decision making
- Inadequate number of curb lanes



Parking
Facilities



- Shortage of garage parking (revenues)
- Terminal 1 Garage inefficient & reaching end of useful life





Terminal Roadway and Parking Needs: Enhance Customer Experience



- Short sightlines and decision distances
- Inadequate number of arrival curbside lanes



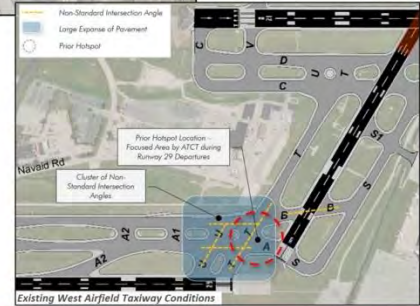
West Airfield Needs



✈️ West Airfield Needs

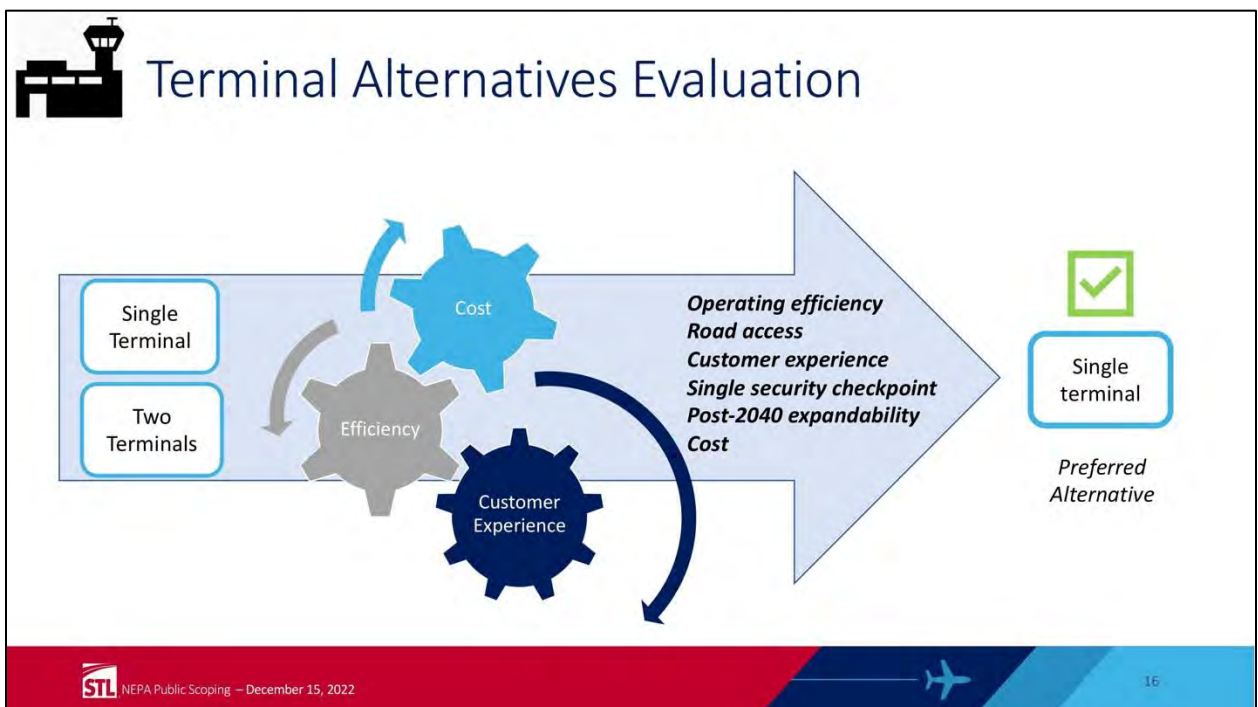
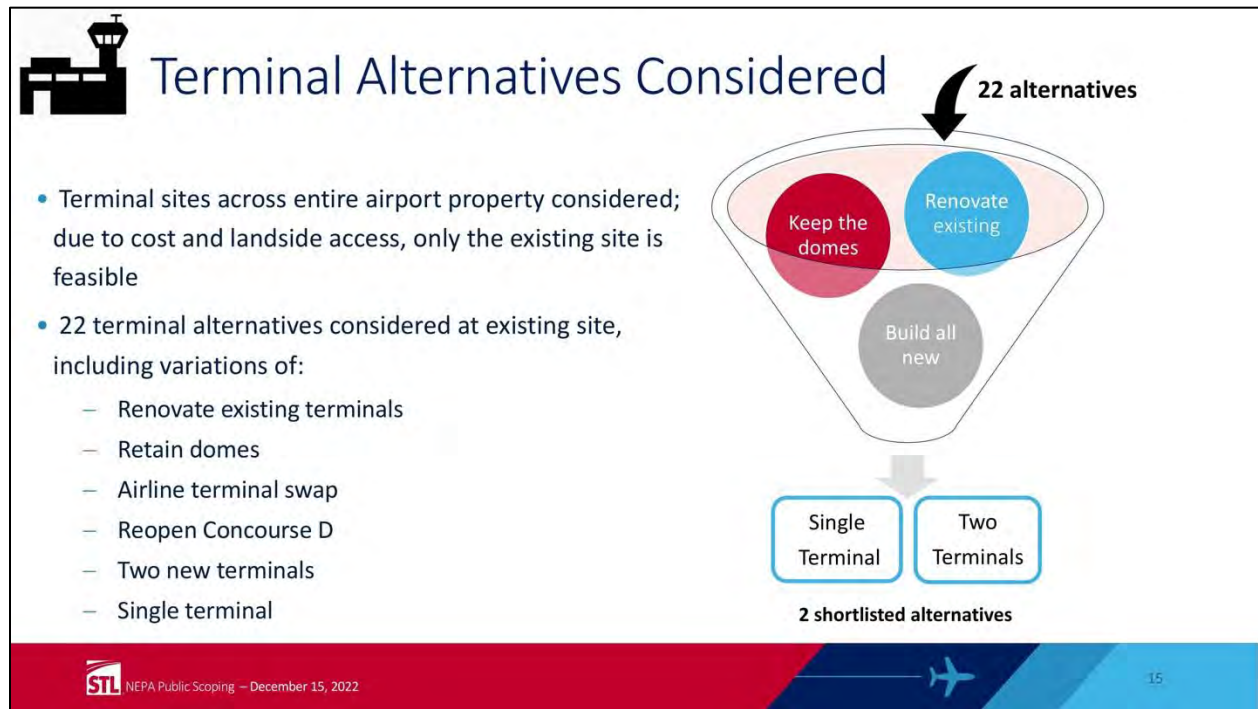
- Facilities flooding
- Housing of maintenance equipment
- Deicing facilities spread out and nearing capacity
- Taxiways do not comply with current FAA geometry standards

July 2022 Flooding at the Airfield Maintenance Facility



Terminal Alternatives



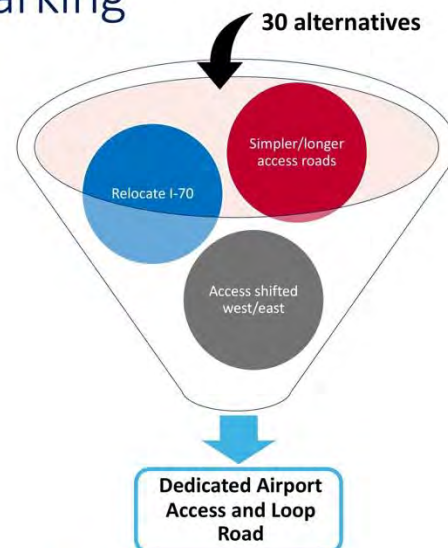


Terminal Roadway & Parking Alternatives



Terminal Roadways and Parking Alternatives Considered

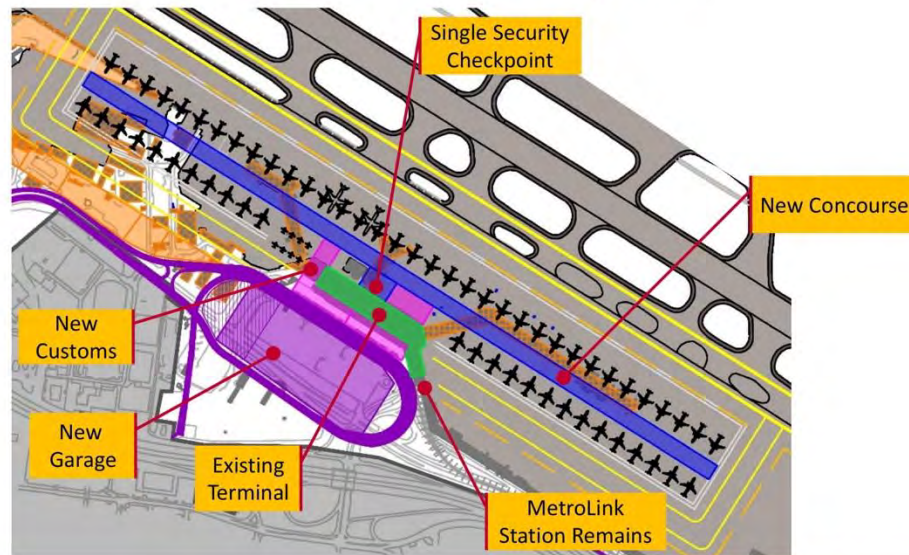
- ~~• Relocate I-70~~
- ~~• Convert LIB and Natural Bridge Road to one-way~~
- One main airport access road
- Access shifted west/east
- Simpler/longer access to terminal

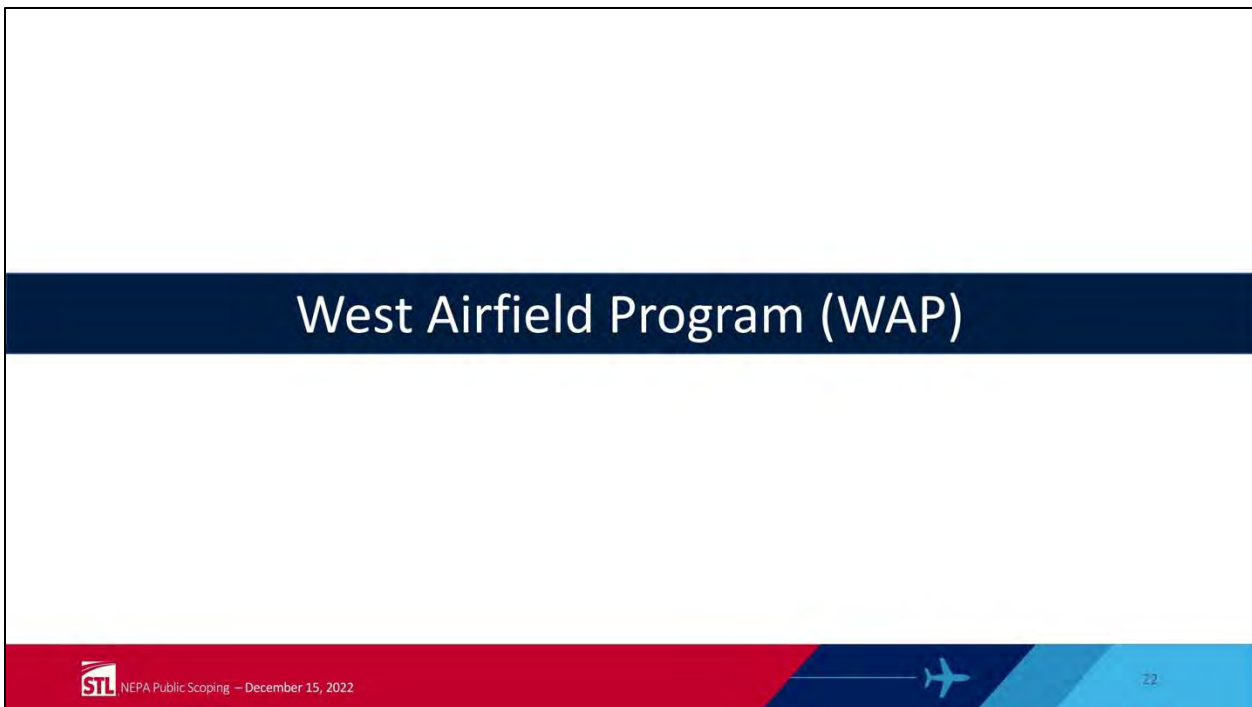
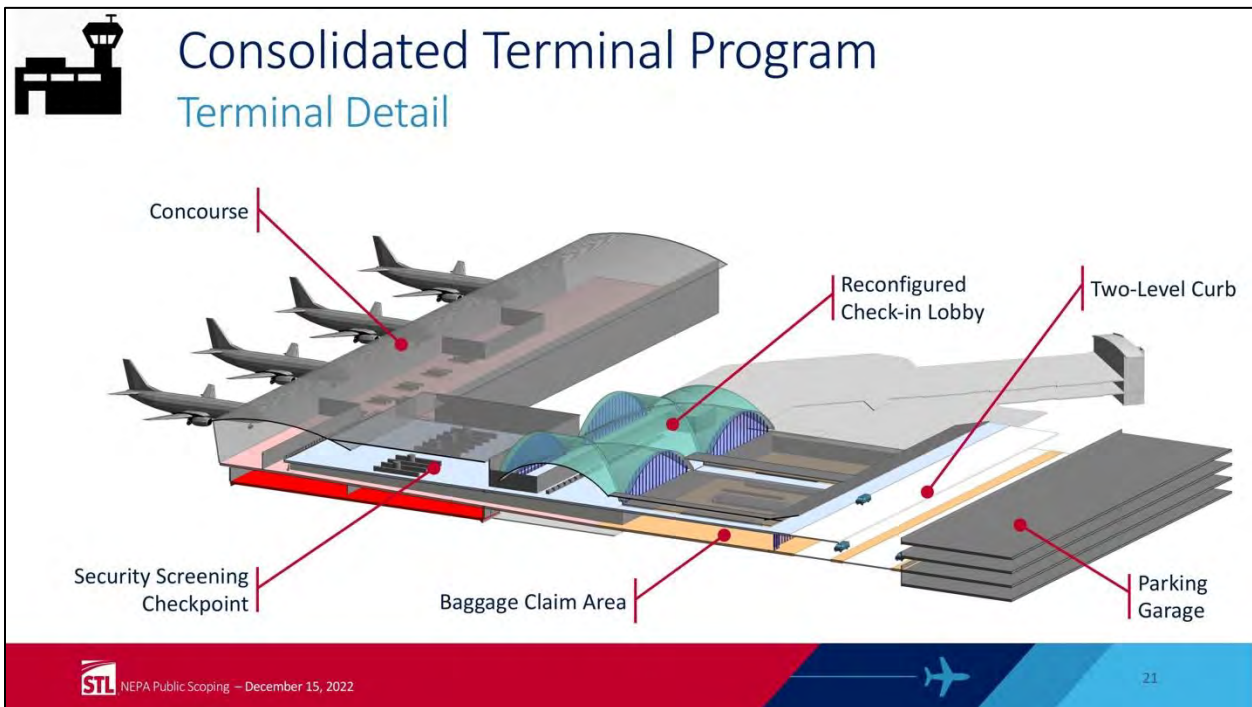


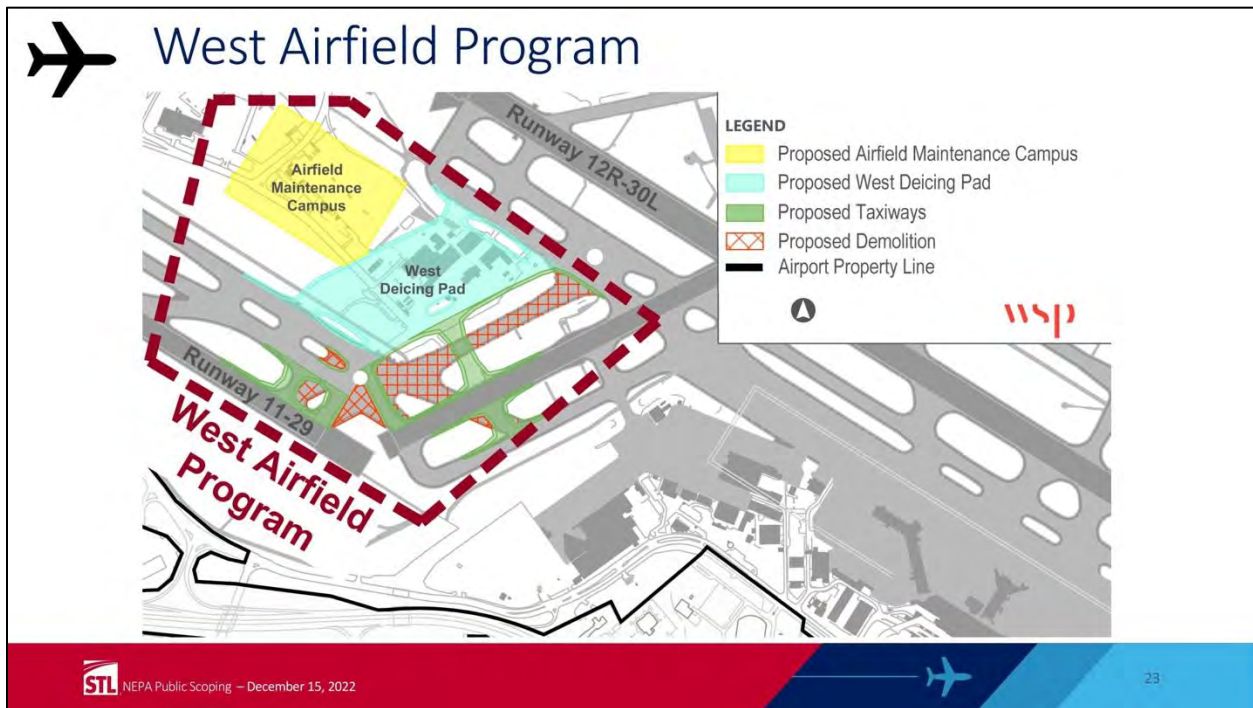
Consolidated Terminal Program (CTP)



Consolidated Terminal Program







NEPA Environmental Review Process

What is the National Environmental Policy Act (NEPA)?



Federal law that requires federal agencies to consider environmental, social and economic impacts of projects before making decisions about them:

FAA approval required for changes that affect aviation activity and safety

STL will seek FAA grants for CTP & WAP



NEPA Public Scoping – December 15, 2022



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The Purposes of NEPA



- Ensure effects to the natural and human environment are considered by federal decision makers (FAA)
- Share information with and hear from the public (you) before making decisions
- Identify opportunities to avoid or minimize impacts



NEPA Public Scoping – December 15, 2022



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Why a Separate NEPA Process for CTP and WAP?



- The WAP is urgently needed to address flooding of the maintenance facility, and its NEPA process may be able to be completed more quickly than if it was joined with the CTP
- NEPA allows this because the CTP and WAP have Independent Utility, which means:
 - Each program has a demonstrated need that is separate from the other program
 - Each program stands on its own, could be developed and would provide the desired benefit and result, even if the other program never happens



NEPA Public Scoping – December 15, 2022



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NEPA Process



NEPA Public Scoping – December 15, 2022



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What is in the NEPA Document?



Documents Purpose and Need (justification for project)

Considers all reasonable alternatives to STL proposal

Analyzes environmental, social and economic impacts

Identifies ways to mitigate significant impacts



FAA Impact Categories



- Air quality
- Biological resources (fish, wildlife and plants)
- Climate
- Parks, other recreational resources and preserves
- Hazardous materials, solid waste, and pollution prevention
- Historical, architectural, archaeological and cultural resource
- Land Use
- Natural resources and energy supply
- Noise
- Socioeconomics, environmental justice and children's environmental health and safety risks
- Visual effects (including light)
- Water resources (wetlands, floodplains, surface waters, and groundwater)

* Farmland and coastal resources not present at STL



NEPA Roles and Responsibilities

FAA

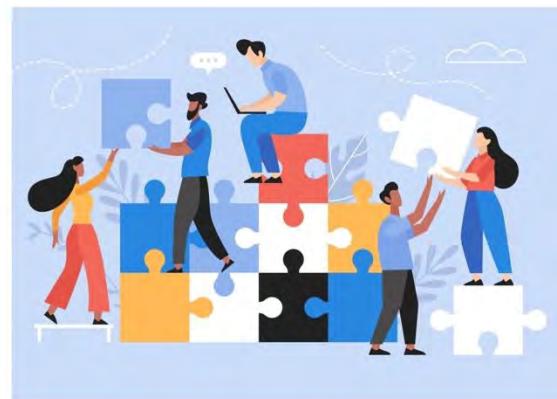
- Responsible for NEPA compliance and decisions:
 - Is there an aviation need for the project?
 - Have all reasonable alternatives been considered?
 - What type of analysis is required?
 - Is mitigation required for significant impacts?
- Oversees and approves analysis and documentation
- Seeks input from public and agencies with relevant expertise



NEPA Roles and Responsibilities

STL (Sponsor)

- Proposes projects for FAA consideration
- Provides planning, design and other information needed for evaluation
- Manages consulting team that provides technical and logistical assistance to FAA in conducting outreach, analyzing impacts, and documentation



NEPA Roles and Responsibilities

Local Officials/Political Leaders and the Public (You)

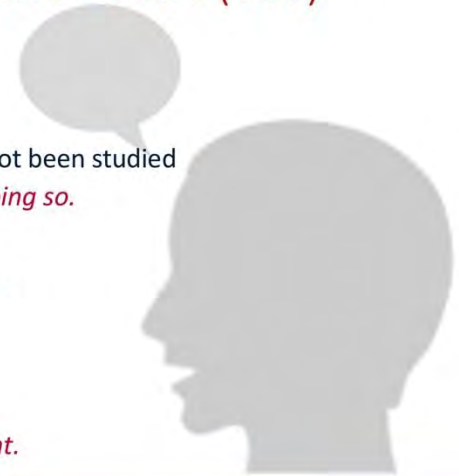
- In Scoping, comment on:
 - Impacts you think the FAA should study
 - Alternatives to achieve the purpose and need that have not been studied

FAA will study the issues raised or provide the reasons for not doing so.

- Public Review of Draft NEPA Document comment on:

- Accuracy of information and assumptions
- Adequacy of methodology
- New information relevant to the analysis

FAA will respond to substantive comments on the draft document.



NEPA Roles and Responsibilities

Agencies with Relevant Expertise and Jurisdiction

- Identify potentially-affected resources under their jurisdiction that may be affected
- Raise impacts and alternatives FAA should study
- Work with FAA and STL to resolve impacts and concerns
- Identify permit requirements that can be addressed in NEPA



Next Steps



NEPA Public Scoping – December 15, 2022



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Next Steps in the NEPA Process



CTP and WAP Environmental Approvals



NEPA Public Scoping – December 15, 2022



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We want to hear from you!



Share your feedback about the NEPA process today :

- Scan the QR code on your Welcome Handout to complete an online comment form on your phone
- Submit a paper comment form in the Public comment area or mailing it in
- Record a verbal comment in the Public Comment area



Need more time to compile your feedback?

- Complete an online comment form using the FLYSTL.com website

- Mail your comment form to:

Jay Christians
STL Airport Assistant Director - Engineering
P.O. Box 10212
St. Louis, MO 63145-00212

Scott Tener
FAA Environmental Specialist
FAA Central Region Airports Division
901 Locust St., Room 364
Kansas City, Missouri 64106-2325

Comments must be received by January 16, 2023.



NEPA Public Scoping – December 15, 2022



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Thank You



flystl.com

Contact:

Jay Christians
jachristians@flystl.com
314-551-5008

Contact:

Scott Tener, FAA Environmental Specialist
scott.tener@faa.gov
816-329-2639



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NEPA Public Scoping – December 15, 2022



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APPENDIX L: VERBATIM AGENCY COMMENTS, CATEGORIZED

Verbatim Comment	Theme(s)
<p>Mr. Christians,</p> <p>MSD has reviewed the provided STL NEPA Scoping Project provided for Lambert International Airport Consolidated Terminal Program and West Airfield Program and has the following preliminary comments.</p> <ol style="list-style-type: none"> 1) Formal MSD review, approval, and permits are required prior to construction. 2) For disturbed areas not covered by the Airport's Industrial User Permit issued by the Missouri Department of Natural Resources, Post-construction BMP's will be required. Stormwater Management facilities and site design strategies shall be applied such that the extents of the project's disturbed areas are managed. 3) Stormwater flood detention and channel protection storage may be required for this project, depending on the project runoff differential, project disturbance, any existing detention facilities, as well as any downstream stormwater problems or concerns 4) Offsite drainage areas should be routed around the detention basin. 5) The developer will be required to provide a 100-year overland flow path. 6) A flood plain study will be required for this project. 7) Note that projects that affect wetland or waters of the United States will likely be accompanied by an additional assessment of the feature as required by the U.S. Army Corp of Engineers and/or Missouri Department of Natural Resources under Clean Water Act section 401/ 404 permitting requirements. MSD may require documentation that the project has satisfied 401/404 permitting requirements prior to plan approval, or documentation that the activities are exempt. 8) Sanitary flow estimates must be provided. These shall include the estimated average daily and peak flow rates. These estimates are needed to determine the sanitary requirements for the site. Sanitary improvements may be required based on the flow rates provided. 9) MSD's Division of Environmental Compliance will need to review the deicing scope when those details become available. Of particular interest will the location of the deicing facilities, the nature of the deicing processes that will be implemented, changes in deicing capacity, and how process waste from the deicing facilities will be managed. 10) In general, stormwater shall not enter the sanitary sewer, including stormwater runoff from the deicing areas. 11) Grease traps may be required. 12) Sample manholes may be required. 13) Sample points will be required. 14) New encroachments will not be allowed. 15) MSD will need regular maintenance access to all public sewers constructed or modified by this project. MSD Rules and Regulations allow for many of the sewers within the airport to remain private. Sewers with no regular MSD maintenance access will be considered private. 	<p>Clean Water Act section 401/404;</p> <p>Construction requirements;</p> <p>Deicing waste/runoff;</p> <p>Detention facilities;</p> <p>Flood plain study;</p> <p>Maintenance access;</p> <p>MoDOT review and approval;</p> <p>MSD review and approval;</p> <p>Permit requirements;</p> <p>Sanitary flow estimates;</p> <p>Sewer ownership and maintenance responsibilities;</p> <p>Stormwater run-off</p>

16) The project should consider a goal of determining the ownership and maintenance responsibilities of existing sewers within the airport site.

17) MoDOT approval may be required.

If you have any further questions, feel free to contact me at 314-335-2053.

Robert A. Miller, P.E.
Principal Engineer
Metropolitan St. Louis Sewer District
314-335-2053

No comments from other agencies were submitted to Scott Tener (FAA) or Jay Christians (STLAA).

APPENDIX M: ONLINE COMMENT FORM



STL Environmental Review Public Scoping Meeting Comment Form

Thank you for completing this comment form. Your input will help inform how the Consolidated Terminal Program (CTP) and West Airfield Program (WAP) move forward through the environmental review/National Environmental Policy Act (NEPA) process. For more information, visit www.flySTL.com or follow us at @flySTL on Facebook, Twitter, and Instagram.

Questions? Contact Jay Christians, PE at 314-551-5008 or JACChristians@flystl.com or FAA Environmental Specialist Scott Tener, at 816-329-2639 or scott.tener@faa.gov.

All comments must be submitted by January 16, 2023.

Privacy Notice: Before including any personal identifying information in your comment (name, address, email address, etc.), be advised that your entire comment, including this personal identifying information, may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

1. Considering the information you have seen at the STL Environmental Review Public Scoping Meeting, what environmental impacts should the project team be considering?

2. What alternatives to the proposed projects do you want to see implemented at STL?

3. What additional comments do you have about the environmental review process?



4. In what zip code do you live?

5. What is your relationship to STL and this project? Please check all that apply.

☐ I live near STL.

☐ I frequently travel via STL (more than twice per month).

☐ I work in/near STL.

☐ I sometimes travel via STL (monthly or less).

☐ I am an elected official in St. Louis City.

☐ I am an elected official in St. Louis County.

☐ I rarely travel via STL (once per year or less).

☐ Other (please specify)

6. Please evaluate this event according to the following criteria.

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
I understood the purpose of the Public Scoping Meeting.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Public Scoping Meeting was informative.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Public Scoping Meeting was well planned.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. How did you find out about this Public Scoping Meeting? Please check all that apply.

☐ Email

☐ Local media coverage

☐ STL website/social media

☐ Mailed postcard

☐ Word of mouth

☐ Other (please specify)

APPENDIX N: PAPER COMMENT FORM



STL Environmental Review Public
Scoping Meeting – December 15, 2022
Comment Form

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Questions? Contact Jay Christians, PE at 314-551-5008 or JACChristians@flystl.com or FAA Environmental Specialist Scott Tener, at 816-329-2639 or scott.tener@faa.gov.

Need more time? You can mail your comment form to Jay Christians, STL Airport Assistant Director - Engineering, P.O. Box 10212, St. Louis, MO 63145-00212 or to Scott Tener, FAA Environmental Specialist, FAA Central Region Airports Division, 901 Locust Street, Room 364, Kansas City, MO 64106-2325. **All comments must be submitted by January 16, 2023.**

Privacy Notice: Before including any personal identifying information in your comment (name, address, email address, etc.), be advised that your entire comment, including this personal identifying information, may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

1. Considering the information you have seen at the STL Environmental Review Public Scoping Meeting, what environmental impacts should the project team be considering?

2. What alternatives to the proposed projects do you want to see implemented at STL?

FLIP OVER



3. What additional comments do you have about the environmental review process?

4. In what zip code do you live?

5. What is your relationship to STL and this project? Please check all that apply.

- | | |
|--|---|
| <input type="checkbox"/> I live near STL. | <input type="checkbox"/> I frequently travel via STL (more than twice a month). |
| <input type="checkbox"/> I work in/near STL. | <input type="checkbox"/> I sometimes travel via STL (monthly or less). |
| <input type="checkbox"/> I am an elected official in St. Louis City. | <input type="checkbox"/> I rarely travel via STL (once per year or less). |
| <input type="checkbox"/> I am an elected official in St. Louis County. | Other: <input type="text"/> |

6. Please evaluate this event according to the following criteria. Circle one response per prompt.

A. I understood the purpose of the Public Scoping Meeting.

Strongly agree Agree Neutral Disagree Strongly disagree

B. The Public Scoping Meeting was informative.

Strongly agree Agree Neutral Disagree Strongly disagree

C. The Public Scoping Meeting was well planned.

Strongly agree Agree Neutral Disagree Strongly disagree

7. How did you find out about this Public Scoping Meeting? Please check all that apply.

- | | | |
|--|---|---|
| <input type="checkbox"/> Email | <input type="checkbox"/> Local media coverage | <input type="checkbox"/> STL website/social media |
| <input type="checkbox"/> Mailed postcard | <input type="checkbox"/> Word of mouth | Other: <input type="text"/> |

APPENDIX O: QUESTION 1 VERBATIM COMMENTS WITH THEMATIC CODES

Question 1: Considering the information you have seen at the STL Environmental Review Public Scoping Meeting, what environmental impacts should the project team be considering?

Verbatim Comment	Theme(s)
Not sure about specifics. I'm sure the team is looking at all the impacts that this will bring to the actual environment the airport encompasses in regards to wildlife and such. But this expansion is vital to the economic environmental impact	Economic impact
impacts on the interstate highway system	Interstate impact
N/A	N/A
N/A	N/A
N/A	N/A
Wetland and soil contamination are primary.	Soil contamination Wetlands
Sustainable transportation options to and from the airport. Options to walk from parking to terminal, even if it's farther than Lot A to reduce dependency on shuttles.	Sustainable transportation options to/from parking facilities

APPENDIX P: QUESTION 2 VERBATIM COMMENTS WITH THEMATIC CODES

Question 2: What alternatives to the proposed projects do you want to see implemented at STL?

Verbatim Comment	Theme(s)
A protective canopy for the Metrolink platform.	Canopy over MetroLink station
Do you anticipate the terminal 2 building to become an on airport hotel? Is there a concern for plane access on the south gates? Will only 1 plane be able to push or taxi at a time causing a constraint? Will the west deicing be the only deicing location? What if aircraft are taking off from the eastern end, will they taxi the entire length of the runway after deicing on the west pad?	Deicing; Taxiway constraints; Terminal 2 use: Question
New maintenance facility and single terminal concept	N/A
I think terminal 2 should be modified into a vertiport. A vertiport accommodates EVTOL's. FAA mandates that specific marking placements for the EVTOL and little rework would be needed for terminal 2 to be a vertiport. The timeline for vertiport, EVTOL deliveries and the airport redesign all line up. This will open EVTOL connections between STL, Chicago and KC early. Most EVTOL's have ranges of 150 miles. I think a pedestrian ramp should be built to Woodson Terrace Rd. from the MetroLink. I also think the MetroLink should be expanded 1.4 miles into Bridgeton along I-70. This will increase ridership from St. Charles County areas.	Extend MetroLink to Bridgeton Pedestrian ramp from MetroLink station to Woodson Terrace Rd. Terminal 2 use: Vertiport
Will the airport consider having hotels and rental car agencies on site? These will add to the convenience for travelers.	Hotels on site Rental car agencies on site
Making terminal 2 into a hotel connected to the Terminal like the TWA hotel at JFK currently, or a museum to flight including of course the Spirit of St. Louis, History of Lambert Airport, the airport used in movies, etc...with of course more parking.	Terminal 2 use: Connected hotel Terminal 2 use: Museum

APPENDIX Q: QUESTION 3 VERBATIM COMMENTS WITH THEMATIC CODES

Question 3: What additional comments do you have about the environmental review process?

Verbatim Comment	Theme(s)
Curious to what the funding mechanisms would be for these programs? Has funding been addressed and how much is covered?	Funding questions
N/A	N/A
N/A	N/A
It looks like things are going in the right direction	Positive sentiment
Thank you.	Positive sentiment
The sooner the better, but obviously being thorough when it comes to the process is key so it's done right.	Speed up project timeline
Today, three imperfect interchanges provide access to the airport terminal one--from the east, at the front door, and from the west. The proposed solution appears to have only one interstate access point from the west to get the one-mile loop distance. This west interchange access point needs to be more fully conceptualized in the EIS to appreciate its function and I-70 impacts and not deferred to a future solution that was glossed over in the presentation.	West interchange access point

APPENDIX R: EMAILED COMMENT 1

Hi Jay,

I'm interested in the "Woodson Terrace Project" mentioned in the Airport Redevelopment Plan. I would love to see better bicycle connectivity to the T2 Metrolink station, especially between the station and the McDonnell Blvd/Brown Road intersection where the McDonnell Blvd bike lane starts. Does the current plan facilitate easier biking between these two points?

I would very much welcome the ability to use Metrolink to bike to work; hope it can fit into the budget. Thanks!

Kevin Richard

Design and Analysis Engineering

kevin.c.richard@boeing.com

(314) 563-5905

APPENDIX S: EMAILED COMMENT 2 AND SUPPORTING DOCUMENTS

Mr. Tener

Please see the attached review for: St. Louis Lambert International, St. Louis

EST Reference Number: 5142

To Expedite Our Review Process

Please Submit Electronic Copy of 106 Project Files to:

THPO@estoo.net

Rhonda Barnes

Cultural Preservation Department

Intake Clerk/Program Assistant

Eastern Shawnee Tribe of Oklahoma

70500 East 128 Road

Wyandotte, Ok 74370

918-238-5151 Ext 1862

rbarnes@estoo.net

Supporting document:

LETTER FROM PAUL BARTON, TRIBAL HISTORIC PRESERVATION OFFICER OF
THE EASTERN SHAWNEE TRIBE OF OKLAHOMA



**EASTERN SHAWNEE
CULTURAL PRESERVATION DEPARTMENT**
70500 East 128 Road, Wyandotte, OK 74370

January 9, 2023
US Department of Transportation Federal Aviation
901 Locust
Kansas City, Missouri 64106

RE: St. Louis Lambert International, St. Louis, St. Louis County, Missouri

Dear Mr. Tener,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within St. Louis County, Missouri. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

Paul Barton, Tribal Historic Preservation Officer (THPO)
Eastern Shawnee Tribe of Oklahoma
(918) 666-5151 Ext:1833
THPO@estoo.net

APPENDIX T: EMAILED COMMENT 3 AND SUPPORTING DOCUMENTS

Good afternoon Jay and Scott,

I am hopeful you will be able to get it into the formal record. Jennifer indicated that since yesterday was a holiday we could use today to wrap this up.

Attached please find comments from Mayor Besmer and supporting documents related to St. Louis Airport ALP Update - NEPA Scoping.

We look forward to next steps.

Laura

Laura Madden

Prosperity Homegrown / Phoenix Consults - community and strategic planning

Consultant, City of Woodson Terrace

Vice President, North County Community Betterment - an initiative of A Red Circle [aredcircle.org]

St. Louis, MO

Phone: 202-845-4503

Supporting documents:

- Letter from City of Woodson Terrace Mayor Lawrence Besmer (8 pages)
- Woodson Road Airport Connection/Corridor Study (11 pages)
- Letter from City of Kinloch City Manager Justine W. Blue (1 page)
- Resolution of the City of Woodson Terrace, Missouri, to participate in application for funding assistance to the Reconnecting Communities pilot program (2 pages)
- Gateway Community Corridors – Improving Linkages and Connectivity to Lambert Airport, Metrolink and Regional Growth Clusters (2 pages)
- City of Bridgeton Resolution #3657 (6 pages)



City of
Woodson Terrace
Missouri

January 17, 2023

Mayor
Lawrence P. Besmer
City Administrator
Douglas Zaiz
City Clerk
Ellie Crane
City Collector
Kyla Hill
City Attorney
Ed Sluys
Aldermen
Donna Conlon
Ronald A. Hogan
Caroline Martin
Robert McCabe
Gregory Mills
Robert Welby
Joan Willey
Maryanne Zaiz

Please accept our formal comments for the record, and for your consideration under the National Environmental Protection Act scoping process for the St. Louis Lambert International Airport Layout Plan and Master Plan Update (ALP Update).

I am Lawrence Besmer and I serve as Mayor of the City of Woodson Terrace, a municipality located to the immediate south of St. Louis Lambert International Airport. Since our incorporation in 1946, Woodson Terrace has valued our relationship with the Airport.

We support a strong and vibrant Lambert Airport and commend the forward-thinking approach the Airport is taking to modernize its facilities. Woodson Terrace welcomes a true Federal, State, and Local collaboration that recognizes the Airport's importance to the surrounding communities, and understands that new public investment in the Airport itself, as well as concomitant investment in the regional highway, local roadway, and public transit systems, will have a profound impact not only the Airport - but on all adjacent municipalities as well.

We also recognize that more efficient roadway connectivity in the future, for personal and business travelers, as well as for freight, is important to the modernization of the Airport. But we also understand (because we are living with its impact) that past public investment in such connectivity has physically separated communities close to the Airport and has, instead of linking all of us to the Airport, severed our connection to this important economic and job-creating engine. **We are unfortunately divided by highways and roadways that operate more as service roads to the Airport and destinations beyond than as connected corridors of prosperity and well-being for our residents and businesses.**

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What I ask, then, is for the FAA, in addition to looking at how any proposed highway and roadway improvements will support the modernization of the Airport, to include a robust review as part of the EIS study of how these actions will also impact the Airport-adjacent communities plans and visions for growth and connectivity. We have begun this process by reaching out to our neighboring municipalities as part of a proposed Gateway Community Corridors coalition and asking regional leaders to help us to pursue well-planned road and commercial connectivity for the area in proximity to the Airport and Interstate 70. We have received very positive input (letters attached).

We have also invested significant resources to complete a City of Woodson Terrace Comprehensive Plan, and to pursue recommendations in that plan to find ways to revitalize Woodson Road as a Gateway Community Corridor that will better support and serve our residents. A key part of this is improved connections to the airport that will enable transformational economic and community development along this and other potential corridors in neighboring municipalities. Their growth and well-being is directly connected to our own. Their success provides a better-shared environment for us all. In Woodson Terrace, located immediately south of Lambert Airports' Terminal 2, a feasibility study identified a preferred alternative for a new **Woodson Road Gateway Airport Connection** at Woodson Road to extend under Interstate 70 to Lambert International Drive, providing vehicular, bicycle and pedestrian connectivity to the airport and Metrolink station. The project identifies and advances infrastructure and mobility improvements to allow better access and opportunities for economic recovery and growth in adjacent communities. A copy of the study and a follow-up traffic study requested by MoDOT is included as part of these comments.

We are asking the FAA as part of the ALP Update to recognize and invite our connectivity as an Airport Gateway Communities partnership, and as part of the NEPA and EIS process, to work together to identify the priorities, impacts and benefits that support and align with the St. Louis ALP Update, and as part of the MO-DOT's Interstate 70 Segment 4 interstate improvement responsibility. This approach also aligns with the U.S. Department of Transportation's Reconnecting Communities Program which addresses the need to work with state and local governments to remove, retrofit or mitigate highways and other transportation facilities, such as airports and light rail, that create barriers, but also opportunities, to community connectivity, including mobility, access or economic development. These efforts can strengthen and support local and regional growth centers that utilize St. Louis Lambert Airport for travel, freight, hospitality and other services.

Using the NEPA environmental consequences section, Woodson Terrace would like the following issues to be studied during the NEPA process.

DUEL JURISDICTIONAL CONTEXT: It is understood that there are two main jurisdictional authorities involved in the ALP Update specifically related to landside modifications that may be recommended: 1) Lambert International Airport; and 2) Missouri Department of Transportation, in addition to St Louis County and the City of St. Louis.

The ALP Update is beginning its required review under the National Environmental Policy Act now. The recommended alternatives for highway modifications that are included in the ALP Update under review are within the MoDOT right of way and impact the interstate configuration. This will require an access justification process that has its own NEPA-like evaluation. For communities and citizens, it is difficult, and burdensome, to separate the processes and issues that must be considered by the two jurisdictions. These issues are interrelated in the preferred ALP Update. Therefore, we believe they should be coordinated and, if possible, done together. It is essential that the airport-related infrastructure recommendations respect the MoDOT community engagement and project review process and timeline, which includes the airport and other community projects along I-70 Segment 4 which includes connections extending from the Missouri River on the west end to Lucas & Hunt Boulevard on the east.

In the document below, the issues are listed and coded with **AIRPORT** or **ROADWAY** to recognize the limitations of the separate airport NEPA study to address issues beyond the Airport envelope, while also striving to provide a comprehensive list of all impacts from the ALP Update recommendations. References and links to supporting documents are also provided.

1) Any potential unavoidable adverse environmental effects

- a. Address changes to environmental factors (noise, pollution, etc.) to adjacent communities by infrastructure that supports new operations. **AIRPORT.**

During the previous Master Plan and Airport Improvement Plan actions, the Airport proposed a major runway expansion that necessitated significant buyouts in neighboring municipalities (i.e., Bridgeton, Kinloch). In Woodson Terrace, increased noise impact was anticipated as part of this expansion and, as mitigation, homeowners in our city were offered soundproofing through the new window and door installation in exchange for a deed restriction that would prohibit any legal action against the airport related to noise or property value decline related to noise impacts. While these soundproofing benefits are, for the homes that accepted them, beyond their useful life, the deed restrictions remain in effect. Our citizens are concerned about future noise impacts as part of this ALP Update. We believe noise mitigations for homeowners and appropriate businesses should be included for review under the EIS study.

2) The relationship between short-term uses of man's environment and the maintenance and enhancement of long-term productivity.

- a. Determine if the Interstate 70 access improvements presented under the ALP Update limit the ability of the adjacent communities to recover from negative economic impacts and/or regain their access to the Interstate and surrounding roads that was removed at Brown Road. Woodson Terrace and adjacent communities require reconnection to Interstate 70 for their long-term productivity and economic growth. **ROADWAY**

i. Reference: Woodson Terrace Comprehensive Plan, Chapter 2 Existing Conditions, Existing Road Infrastructure, page 2-21 to 2-23 and Chapter 2 Market Report.

b. Address the inequities created by the disconnection of two MetroLink stations on airport property from the communities of potential riders. The location on the airport property and separation by Interstate 70 is a barrier to access by many potential users of the two publicly-funded Airport Metrolink stations. While the AIP Update recommends that the Lambert Terminal 2 Metrolink Station remain open, it will continue to have limited access without some connectivity measures for the Woodson Road access. Under current conditions, bus service is not available, and walking is infeasible, as sidewalks and crosswalks are not sufficient or accessible. Safety is also a concern as riders have been stranded on Interstate 70 after jumping the fence to cross the highway at Woodson Road, requiring police rescue. Providing connectivity to public transit to airport-adjacent communities would greatly benefit businesses and individuals without vehicle transportation, providing much-needed access to jobs and amenities in and outside the community. AIRPORT/ROADWAY

3) Any potential irreversible or irretrievable commitments of resources.

a. Refer to 2a above. There are a limited number of access points that will be functional and allowed by MoDOT along the airport frontage of I-Interstate 70. Access for the airport-adjacent communities should be considered along with the airport needs in order to avoid an irreversible commitment of the resource. ROADWAY

b. As described in flystl.com, "STL ALP Update/MP's focus is on developing the terminal, roadway and airfield activities to accommodate future passenger and air traffic in 2040". From the plans that the City has seen, preferred roadway improvements (costing millions of dollars of public money) would represent a "real" (not simply "potential") irreversible and irretrievable commitment of public resources which will negatively impact the communities which abut the Airport. These improvements will reinforce the decades-long physical disconnection of the Airport from these communities, and continue to make it particularly difficult for them to access, and benefit from, the Airport's economic growth and expanding job opportunities.

The construction of the roadway improvements now being considered by the Airport will have a reasonably close causal relationship to the reasonably foreseeable continuation of the negative social and economic impacts that Woodson Terrace and the communities south of the Airport have experienced since the northward expansion of I-170 in the 1980s. As noted earlier, in its 2000 Master Plan and Airport Improvement Update, which was completed in 2006, the Airport worked with MoDOT to undertake several highway modifications at Brown Road, as well as at Cypress Road and its Natural Bridge connection point. These changes caused further disconnection for us in Woodson Terrace, retrofitting the only westbound exit into our city from Interstate 70 into a direct exit into the airport. The loss of this exit resulted in a significant loss of access for our citizens and

businesses, resulting in closures and vacant development sites. The City is doing everything to mediate this loss of economic activity. Today, 90% of existing business operations within the borders of the City are airport-related. Our dependency on airport-related commerce is our anchor, however, the COVID shutdown resulted in a loss of 80% of City tax revenues during that period. Diversification of the business presence in our City is essential to meet the needs of our residents and our fiscal sustainability.

4) Possible conflicts with land use plans, policies, and controls for the area.

a. Understand the adjacent communities' comprehensive plan goals and policies and priority projects to avoid conflict between the ALP Update and the future realization of community goals. AIRPORT/ROADWAY

i. Reference: Woodson Terrace Comprehensive Plan, Chapter 5 Planning for the Future, and Chapter 7 Implementation Strategy.
http://woodsonterrace.net/pageimages/documents/2017/Comprehensive_Plan.pdf

ii. Reference: Woodson Road Airport Connection/Corridor Study.
<http://wrairportconnection.org/>

b. The Airport's recommended alternative for "roadway" improvements conflicts with the City's adopted land use (and other) plans, particularly for that portion of the city that is positioned along Woodson Road. The City's plans (which were presented to the Airport in 2018, prior to the start of the Master Plan process) include creating immediate access to the Airport (through the northerly extension of Woodson Road under an elevated I-70) thus restoring the City's direct connection to the Airport that existed prior to the construction of the interstate. This connection is critical to reversing private disinvestment in the City, spurring the economic revitalization of the Woodson Road corridor, and enhancing the social well-being of the community. The Airport's roadway plans as presented in the ALP Update, do not take into account how the City's plans for direct access would serve to improve the community and commercial connection to the Airport, nor do they see the benefits to the local communities that such access will provide.

c. Initial Airport roadway alternatives included in the ALP Update included restrictions on Natural Bridge Road and Cargo Lane to one-way vehicle traffic. This is a non-starter for our residents and our businesses who use Natural Bridge as a connector to each other and to the interstate. We are also not clear on why a new service road is needed specifically to provide direct access to the airport, rather than to consider more fiscally sound and connected improvements along Natural Bridge, Woodson and Brown roads. The community has not been briefed on how these alternatives may or may not have been considered options. The ALP Update proposes two new bridge crossings on Interstate 70, and a new dedicated service road using the local right of way, to directly access/exit the airport. No accommodation that we are aware of is made to address the loss of access, or the additional barriers these configurations would present to the adjacent communities.

5) Energy and natural or depletable resource requirements and conservation potential of alternatives and mitigation measures. Issue not addressed by this list at this time

6) Urban quality, historic and cultural resources, and the design of the built environment, including the reuse and conservation potential of various alternatives and mitigation measures.

- a. Evaluate how the concept supports the redevelopment of airport-adjacent communities' ability to encourage investment and redevelopment of commercial corridors such as Natural Bridge and Woodson Road to be the Gateway Corridors for the Gateway Communities surrounding the airport. **AIRPORT**
- b. Evaluate how the concept supports regional goals for cultural, historic, tourism and business preservation and recruitment. It is to the airport's benefit to be surrounded by safe, economically vibrant Gateway Communities that create a positive first impression for individual visitors and business travelers arriving in our metro area. Each Gateway Community has a story to tell that respects both our history and our hopes and dreams for the future. Our residents have shared with us their priorities to provide linkages for pedestrian, bike, parks, community and civic center resources. These are part of our Woodson Road Gateway Corridor plan. Such improvements will benefit our regional story as a diverse and welcoming St. Louis destination. **AIRPORT**

i. Reference: <https://greaterstlinc.com/region/regional-overview>

ii. Reference: <https://greaterstlinc.com/doing-business/logistics-and-infrastructure-0>

- c. The modernization of the Airport, and the concomitant roadway improvements (including those to Interstate 70), should reuse a viable alternative for access to the Airport, and in doing so, enhance the "urban quality" of the area. The need to improve access to the Airport can be met by a number of roadway improvements, one of which is the northerly extension of Woodson Road into the Airport. Doing so will reuse an existing (and paid for) investment in public infrastructure (namely, Woodson Road) and directly link Woodson Terrace (and other communities to the south of the Airport) to the Airport. This improvement will substantially enhance the accessibility of the Airport to this area. Such reuse of Woodson Road will positively impact the "urban quality" of such communities, and extend the full benefits of Airport modernization throughout the area.

7) Mitigation of adverse environmental impacts.

- a. Refer to issue 1 above. As consistent with previous noise mitigation measures, we would like to be fully informed of, and included in discussions related to anticipated and actual increased noise levels that will occur with runway operations and enplanements, especially related to larger cargo planes anticipated by the Airport.

8) Applicable economic and technical considerations, including the economic benefits of the proposed action.

A NEPA assessment/analysis of the actions proposed in the plans for the modernization of the Airport must consider the economic impact (both beneficial and detrimental) of such action on a broad area, as the Airport is a significant engine for regional economic activities and a regional magnet for employment. A direct roadway connection between the Airport and Woodson Road will bring economic benefit, access to jobs and social stability to the communities south of the Airport, extending well-beyond the boundaries of the City of Woodson Terrace. To bypass such a connection to the Airport by not including it in the Airport's modernization efforts program will continue to exclude these communities from full participation in the publicly funded Airport Improvement Program.

In closing, we recognize that the FAA is the lead agency for conducting the NEPA review and EIS evaluation. However, it is our understanding from the public meeting that these responsibilities may be delegated to a consultant. The Airport indicated that they planned to recommend that their ALP Update consultant team also take on the responsibility of lead consultant for the NEPA EIS. We would appreciate a better understanding of how this decision to have the consultant team responsible for the ALP Update also serves as the unbiased lead consultant to assess the impacts of their recommendations on outside interests and possibly competing priorities.

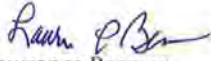
What protections are in place ensure the EIS study will properly analyze, and disclose, potential significant individual and cumulative environmental impacts from the actions proposed in the ALP Update, as well as for the reasonable alternatives for such proposed actions. This airport and highway improvement opportunity will define the future of our communities. We ask the FAA to ensure the EIS clearly presents the information needed for the public to understand each action proposed by the ALP Update, its reasonable alternatives, and the potential environmental effects each action would cause. We believe that such impacts must be assessed from the perspective of both the Airport, as well as from that of the communities adjacent to the Airport.

It should be noted that at the public meeting my staff asked the Airport consultants to consider a scoping meeting with elected leaders of impacted communities, similar to a separate scoping meeting the Airport team held with utility and other business stakeholders. The Airport Director declined, indicating that the December 15, 2022 public meeting and written comment period ending January 16, 2023, was the "best" forum available for local community, including government entities, in the scoping process. It is unclear what steps the Airport took to notify and invite these impacted constituencies of the process underway. Therefore, we feel it is essential that the EIS scope of work includes a robust local government and community engagement element to receive their input, and fully consider potential individual and cumulative impacts of the proposed ALP Update.

If you have any questions about these comments, or would like additional information and input, please contact me or a member of my consultant team. Our lead representative for the NEPA review will be Doug Zaiz/City Administrator and Laura Madden/Consultant. Their contact information is included at the bottom of this page.

Thank you for your full consideration of this input.

Sincerely,



Lawrence Besmer

Mayor, City of Woodson Terrace

Attachments:

Feasibility Study: [Woodson Road Airport Connection/Corridor Study](#)

City of Woodson Terrace Comprehensive Plan

Gateway Community Corridors Strategy - Improving Linkages and Connectivity to St. Louis Lambert Airport, Metrolink and St. Louis Regional Growth Clusters

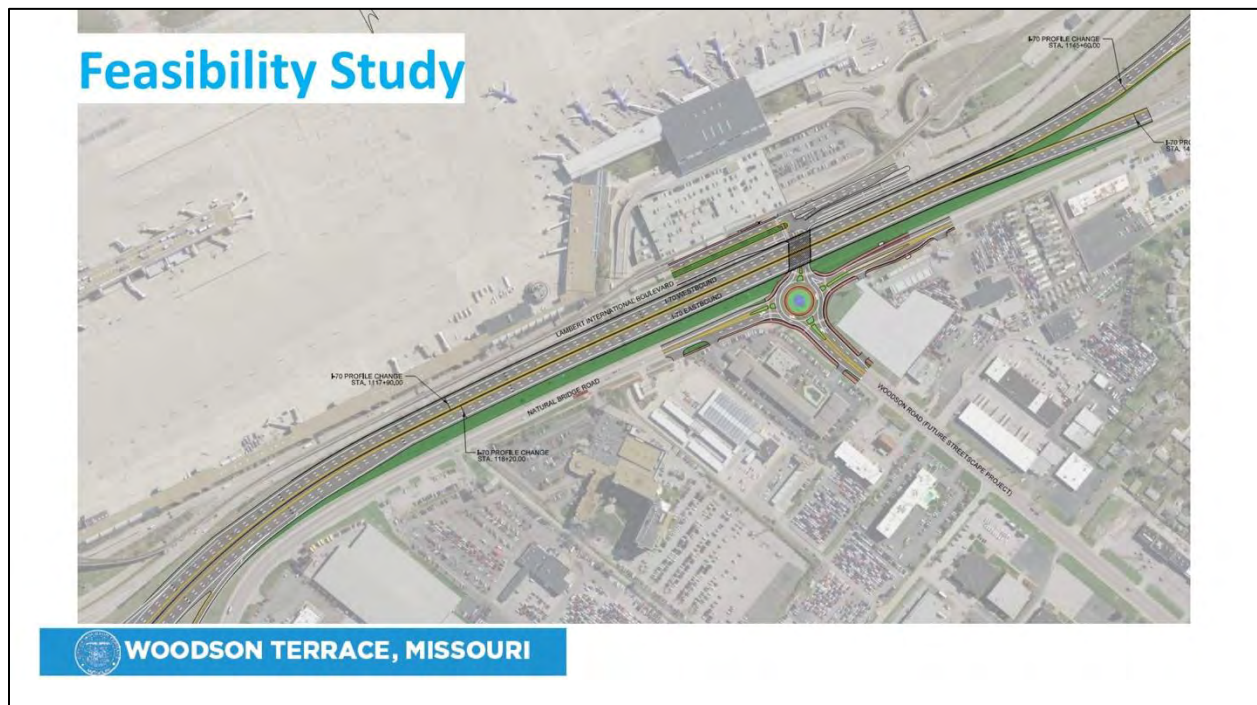
Municipal Resolutions and Letters of Support for Gateway Community Corridors Initiative

City of Woodson Terrace, City of Berkeley, City of Kinloch

Contact information:

Doug Zaiz, City of Woodson Terrace City Administrator
dzaiz@woodsonterrace.net, phone: 314-427-2600

Laura Madden, Consultant, City of Woodson Terrace
laura@phoenixconsults.com, phone: 202-845-4503



Feasibility Study



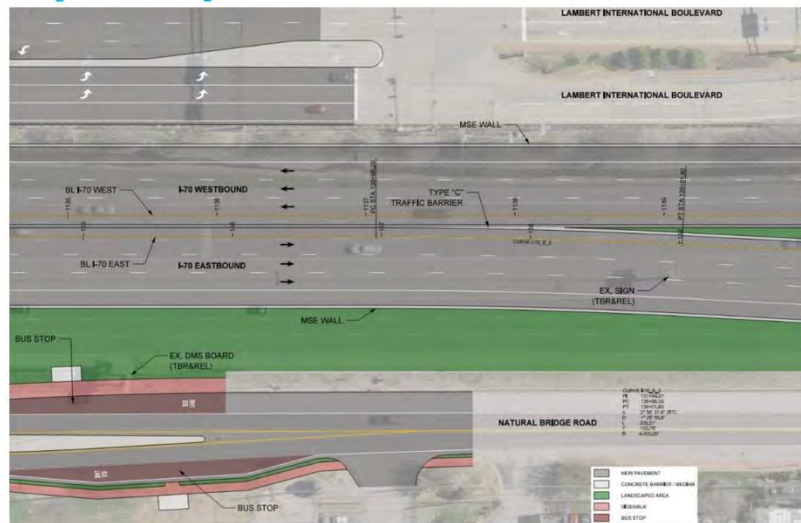
WOODSON TERRACE, MISSOURI

Feasibility Study



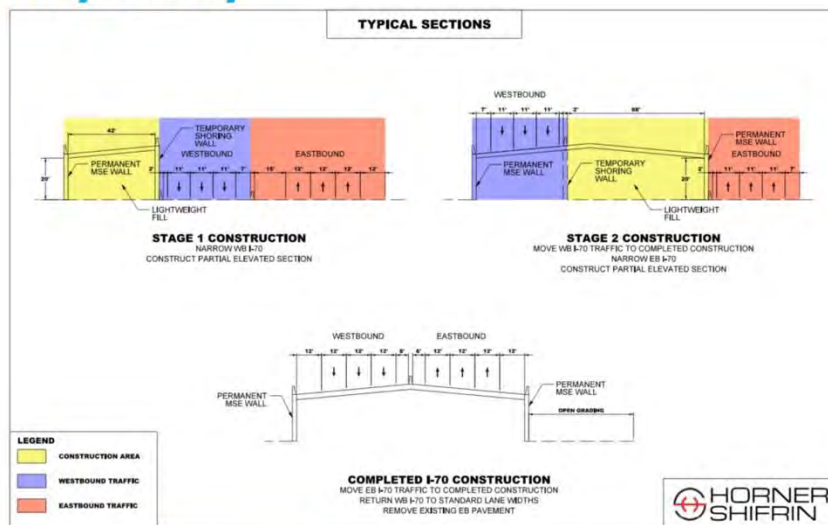
WOODSON TERRACE, MISSOURI

Feasibility Study



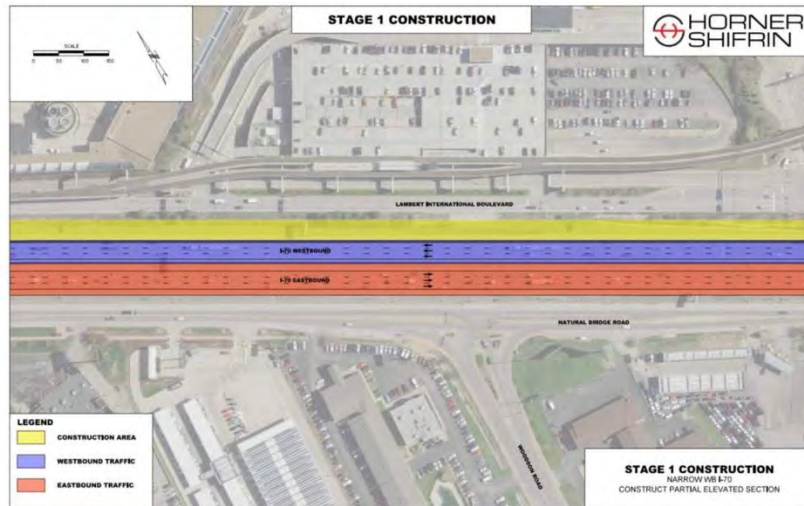
 **WOODSON TERRACE, MISSOURI**

Feasibility Study



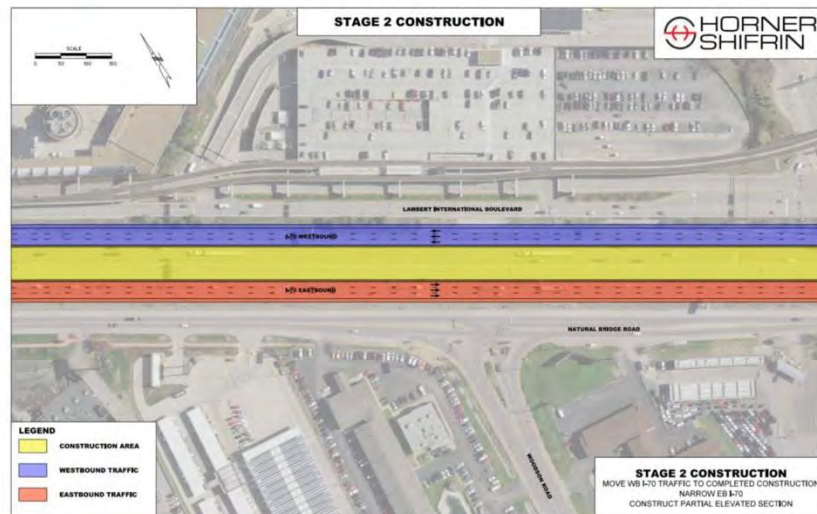
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Feasibility Study



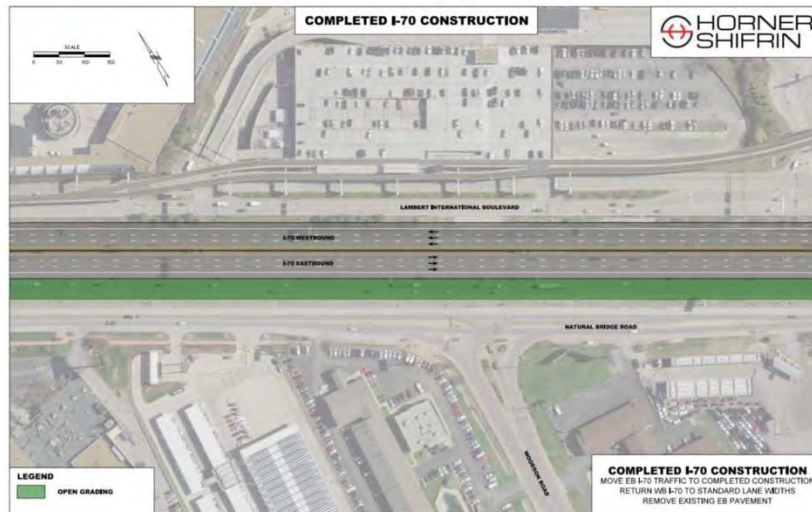
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Feasibility Study



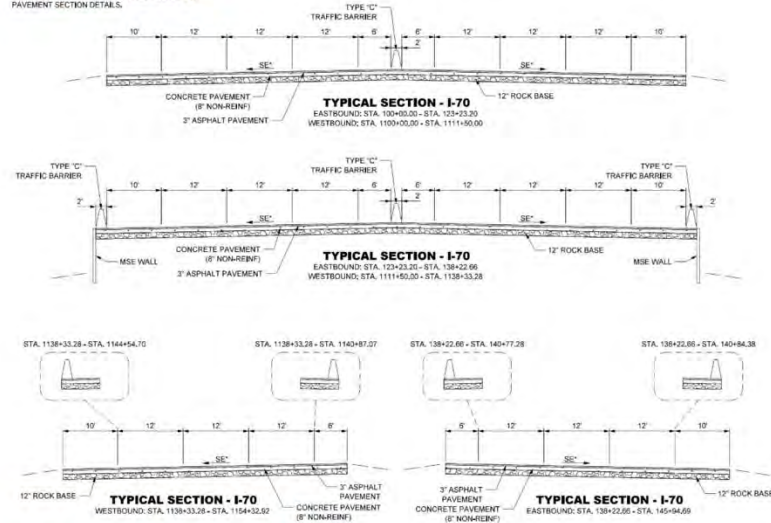
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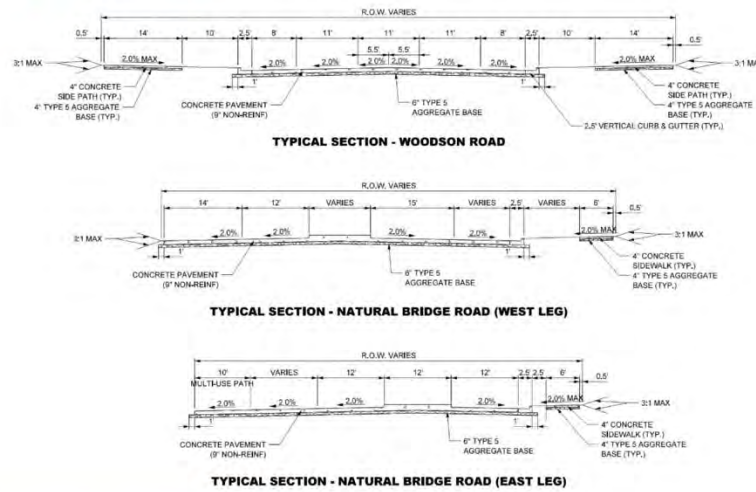
Feasibility Study

NOTE: PAVEMENT DESIGN REQUIRED TO CONFIRM
PAVEMENT SECTION DETAILS.



WOODSON TERRACE, MISSOURI

Feasibility Study

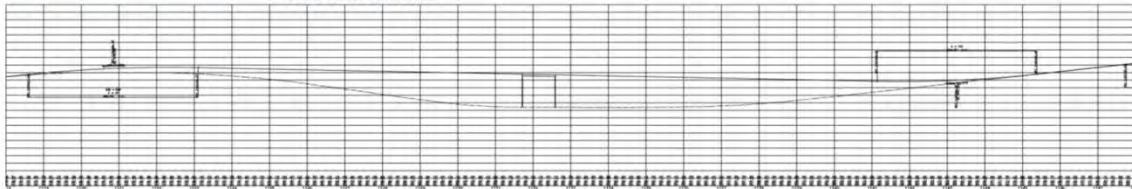


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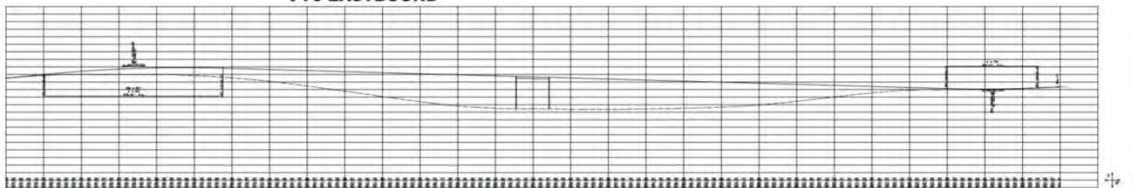
Feasibility Study

Conceptual Design Profiles

I-70 WESTBOUND



I-70 EASTBOUND



WOODSON TERRACE, MISSOURI

Feasibility Study



WOODSON TERRACE, MISSOURI

Feasibility Study



WOODSON TERRACE, MISSOURI

Traffic Study

- Convert the intersection of Woodson Rd and Natural Bridge Rd to a roundabout with two circulating lanes for northbound and southbound traffic and one circulating lane for eastbound and westbound traffic. The recommended lane configurations approaching the roundabout are as follows:
 - o The northbound and southbound approaches should be configured with one shared left-turn/through lane and one shared through/right turn lane;
 - o The eastbound approach should be configured with one shared left-turn/through lane and one right-turn lane with approximately 175 feet of storage plus taper; and
 - o The westbound approach should have a single left-turn/through/right-turn.
- Modify the intersection of Lambert International Blvd with the Terminal 2 Garage Exit to accommodate the Woodson Airport Connector as the south leg:
 - o Provide one dedicated left-turn lane and two dedicated right-turn lanes for the Woodson Airport Connector northbound approach to the intersection;
 - o Add one dedicated eastbound right-turn lane with approximately 150 feet of storage plus taper;
 - o Add one dedicated westbound left-turn lane with approximately 225 feet of storage plus taper; and
 - o Re-stripe the existing southbound approach to provide one dedicated right-turn lane, one through lane, and two dedicated left-turn lanes.
- Reconfigure the eastbound approach at the intersection of Lambert International Blvd with the Terminal 2 Entrance to provide two eastbound left-turn lanes and one through lane.



WOODSON TERRACE, MISSOURI

Traffic Study – 2030 Build (Very Good Operations)

Intersection & Movements	LOS [Delay, sec] [Queue Length, feet] <v/c ratio>		
	AM Peak Hour	MD Peak Hour	PM Peak Hour
Lambert International Blvd & Terminal 2 Entrance (signalized)			
Overall Intersection	B (15.7)	B (14.5)	B (18.0)
Eastbound Approach	B (12.0) [250] <0.55>	A (8.9) [113] <0.67>	B (14.6) [187] <0.73>
Westbound Approach	C (21.1) [203] <0.58>	C (23.1) [258] <0.63>	C (21.8) [386] <0.76>
Southbound Approach	B (19.8) [25] <0.57>	C (21.5) [37] <0.58>	B (19.1) [26] <0.62>
Lambert International Blvd & Woodson Rd/Terminal 2 Parking Garage Exit (signalized)			
Overall Intersection	B (14.6)	C (29.8)	B (17.3)
Eastbound Approach	B (12.6) [286] <0.62>	D (36.9) [517] <0.87>	B (19.0) [324] <0.67>
Westbound Approach	A (8.7) [160] <0.56>	B (19.8) [149] <0.87>	B (12.2) [180] <0.82>
Northbound Approach	C (21.7) [122] <0.59>	C (22.6) [142] <0.43>	C (22.6) [145] <0.47>
Southbound Approach	C (31.6) [36] <0.46>	D (37.2) [36] <0.60>	C (29.7) [36] <0.47>
Lambert International Blvd & Terminal 2 Exit (signalized)			
Overall Intersection	C (20.0)	C (21.7)	B (15.4)
Eastbound Approach	A (8.4) [131] <0.31>	B (11.2) [225] <0.42>	A (8.7) [162] <0.37>
Westbound Approach	A (3.0) [35] <0.24>	A (5.7) [55] <0.24>	A (2.2) [52] <0.44>
Southbound Approach	D (38.0) [189] <0.70>	D (37.4) [202] <0.72>	D (37.3) [166] <0.71>
Natural Bridge Rd & Woodson Rd (roundabout)			
Overall Intersection	A (7.8)	A (8.8)	B (10.5)
Eastbound Approach	A (6.9) [40] <0.35>	A (8.7) [51] <0.40>	B (13.0) [95] <0.55>
Westbound Approach	A (8.6) [27] <0.28>	A (9.8) [49] <0.40>	B (10.5) [55] <0.42>
Northbound Approach	A (8.8) [50] <0.41>	A (8.7) [47] <0.40>	A (9.5) [54] <0.41>
Southbound Approach	A (6.6) [25] <0.24>	A (8.3) [39] <0.35>	A (8.8) [44] <0.38>



WOODSON TERRACE, MISSOURI

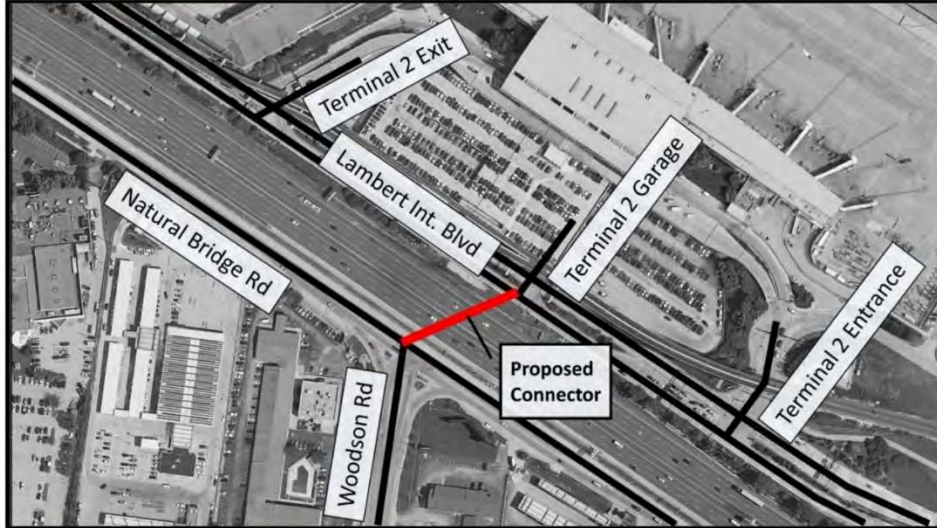
Traffic Study – 2050 Build (Very Good Operations)

Intersection & Movements	LOS (Delay, sec) [Queue Length, feet] <v/c ratio>		
	AM Peak Hour	MD Peak Hour	PM Peak Hour
Lambert International Blvd & Terminal 2 Entrance (signalized)			
Overall Intersection	B (19.3)	B (19.7)	C (28.0)
Eastbound Approach	B (16.4) [302] <0.71>	B (13.4) [m392] <0.83>	B (16.5) [m296] <0.83>
Westbound Approach	C (24.3) [251] <0.75>	C (30.2) [340] <0.81>	D (41.9) [m601] <1.00>
Southbound Approach	B (18.9) [25] <0.62>	C (21.8) [39] <0.64>	C (22.1) [26] <0.71>
Lambert International Blvd & Terminal 2 Parking Garage Exit (signalized)			
Overall Intersection	C (28.2)	D (46.6)	C (21.9)
Eastbound Approach	C (28.7) [408] <0.84>	D (42.6) [m660] <1.02>	C (26.5) [307] <0.91>
Westbound Approach	C (23.5) [m263] <0.82>	E (62.4) [m466] <1.20>	B (15.9) [m309] <1.00>
Northbound Approach	C (30.4) [m192] <0.77>	D (38.5) [m213] <0.89>	C (21.5) [160] <0.66>
Southbound Approach	C (34.4) [43] <0.59>	C (33.9) [42] <0.57>	D (36.1) [43] <0.66>
Lambert International Blvd & Terminal 2 Exit (signalized)			
Overall Intersection	C (20.6)	C (21.2)	B (16.0)
Eastbound Approach	B (11.5) [168] <0.38>	B (16.2) [324] <0.55>	B (11.9) [234] <0.49>
Westbound Approach	B (11.5) [162] <0.39>	A (4.4) [m105] <0.38>	A (2.4) [25] <0.59>
Southbound Approach	C (32.3) [210] <0.71>	C (33.7) [238] <0.74>	D (35.6) [206] <0.76>
Natural Bridge Rd & Woodson Rd (roundabout)			
Overall Intersection	A (9.0)	B (11.5)	B (13.5)
Eastbound Approach	A (8.3) [64] <0.45>	B (12.4) [91] <0.55>	C (18.6) [164] <0.72>
Westbound Approach	A (9.9) [34] <0.33>	B (13.9) [92] <0.55>	B (12.5) [69] <0.49>
Northbound Approach	B (10.2) [69] <0.46>	B (10.0) [63] <0.44>	B (11.3) [70] <0.47>
Southbound Approach	A (7.5) [33] <0.30>	B (10.9) [71] <0.47>	B (10.4) [70] <0.47>



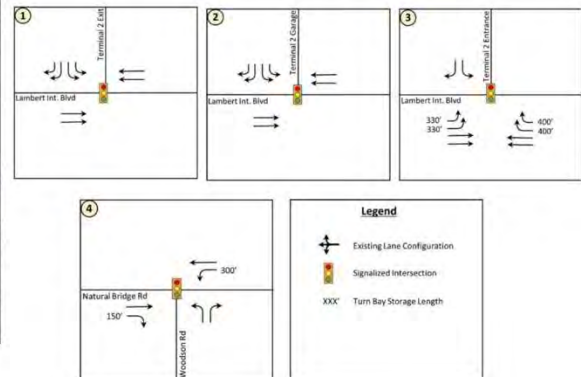
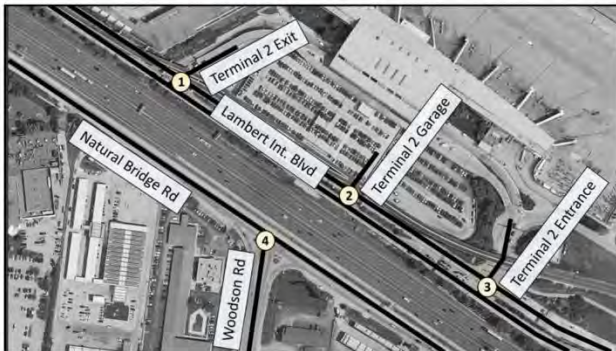
WOODSON TERRACE, MISSOURI

Traffic Study



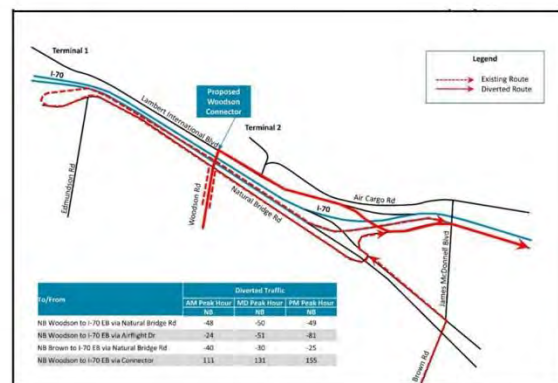
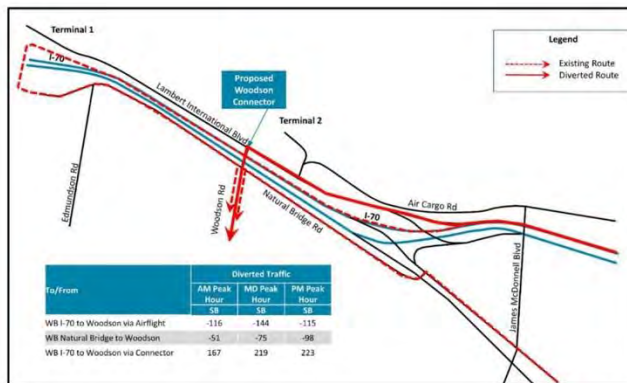
WOODSON TERRACE, MISSOURI

Traffic Study



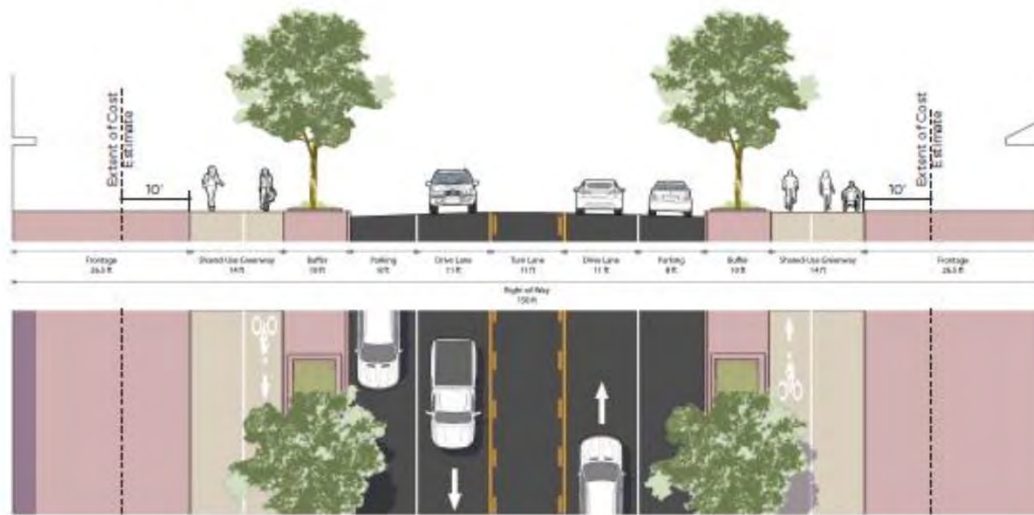
WOODSON TERRACE, MISSOURI

Traffic Study – Diversions to Connector from East



WOODSON TERRACE, MISSOURI

Woodson Road



WOODSON TERRACE, MISSOURI

Conceptual Design – Updated Cost Estimate

2021

I -70 and Tunnel to Natural Bridge	\$23,437,000		
Natural Bridge at Woodson Road Roundabout		\$ 2,640,000	
Utility Adjustment Costs	\$ 1,150,000	\$ 50,000	
Engineering	\$ 2,813,000	\$ 272,000	
ROW costs	\$ 0	\$ 50,000	
Construction Engineering	\$ 1,875,000	\$ 182,000	
Sub Totals:	\$29,275,000	\$ 2,820,000	
TOTAL COST for Airport Connection			\$32,095,000
Woodson Road Corridor (Natural Bridge to St. CRR)	\$13,000,000		
Engineering	\$1,560,000		
Construction Engineering	\$1,040,000		
TOTAL COST for Woodson Road			\$15,600,000
➤ TOTAL COST Projected Cost Estimate			\$48,467,000

WOODSON TERRACE, MISSOURI



City of Kinloch

A Historic Community
www.kinlochmo.org

5825 Martin Luther King Blvd.
Kinloch, MO 63140

314-455-3198 (P)
314-455-3196 (F)

August 25, 2022

Laura Madden
VP for North County Community Betterment
6439 Plymouth Ave.
St. Louis, MO 63133

Dear Ms. Madden,

I am writing to indicate the City of Kinloch's plan to participate as part of a Gateway Community Corridors Planning and Technical Assistant grant project to be submitted for funding under the U.S. Department of Transportation Reconnecting Communities Pilot (RCP) grant program.

Our participation in this grant recognizes the benefit of coming together as a local community, and as part of a larger footprint of shared vision in a Gateway Community Coalition, to review our individual assets and challenges, and to communicate our priorities for roadways and other improvements that we would like to see considered collaboratively as part of major roadway and infrastructure projects slated for Interstate 70 and connecting roadways over the next three to five years.

One of the cornerstone goals noted under the RCP program is an Equity Strategic Goal that indicates an awareness of inequities across our transportation systems and the communities they affect. The RCP program describes a purpose to fund support planning and connectivity projects to mitigate harms caused by transportation infrastructure that "has created barriers to opportunity, displacement, damage to the environment and public health, limited access, and other hardships." This goal deeply resonates in our community, especially along those corridors directly adjacent to the airport and interstate.

We look forward to working as part of the coalition of communities to remove barriers that impede community connectivity, and enhance mobility, access, and economic development. We believe our co-existence with Lambert Airport and I-70 offers great opportunities to collaborate on ways to open access to these economic connectors, and especially to improve multimodal and community corridor connections that will allow our residents and businesses to participate in transformative change locally and regionally.

Sincerely,

Justine W. Blue, MPhil, MPA
City Manager



HOGAN
R5-2022

**RESOLUTION OF THE CITY OF WOODSON TERRACE, MISSOURI, TO PARTICIPATE IN
APPLICATION FOR FUNDING ASSISTANCE TO THE RECONNECTING COMMUNITIES
PILOT PROGRAM – SO AS TO ENVISION AND PLAN FOR TRANSPORTATION
CONNECTIVITY AND ECONOMIC DEVELOPMENT.**

WHEREAS, the St. Louis Lambert International Airport is reviewing and preparing to present recommendations for major terminal and infrastructure modifications as part of its Airport Layout Plan and Master Plan update. The results of this plan “will allow the St. Louis airport to make informed decisions on potential development and be in the best possible position to address the future needs of our passengers.” and

WHEREAS, the State of Missouri Department of Transportation (MO-DOT) has notified the public that they are beginning the process of design and engineering for highway improvements along Interstate 70 from the Missouri River to Hanley Road. As part of this process, MO-DOT will invite community engagement and stakeholder input to determine how millions of dollars of state and federal infrastructure dollars will be allocated to undertake improvements related to safety, pedestrian/bike and transit options, access and connectivity, both highway and arterial roadways, and other options, and

WHEREAS, the U.S. Department of Transportation has announced funding availability under the Reconnecting Communities Pilot (RCP) grant program. This grant program supports planning, capital construction, and technical assistance to restore community connectivity through the removal, retrofit, mitigation or replacement of eligible transportation infrastructure that creates barriers to connectivity and opportunity for citizens and communities, and

WHEREAS, the Reconnecting Communities Pilot program encourages and values meaningful community engagement and multi-jurisdictional planning initiatives, and

WHEREAS, the St. Louis Lambert International Airport is the central hub from which a vibrant, connected corridor network within the surrounding municipalities welcome visitors and facilitates the flow of commerce into the larger St. Louis region. Well-planned road and commercial connectivity, combined with innovative multi-modal air and rail alternatives, will enable transformational economic and community development along these corridors that will benefit Lambert Airport and support regional growth clusters that utilize the airport and its environs for travel, freight, hospitality, and other services, and

WHEREAS, in joining this Coalition, the City also intends to forge new connections within our community and to thereby enhance the community unity, building a better future by bridging the divides that separate us as individuals, thus enhancing our own resilience and community livability.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF WOODSON TERRACE THAT:

SECTION 1. The health, well-being, and future prosperity of our community is inseparable from the welfare of our neighboring communities and the Gateway St. Louis Region, which are the foundation of the City’s history, culture and economy.

SECTION 2. The Board of Aldermen recognize the benefit of coming together as a local community, and as part of a larger footprint of shared vision in a Gateway Community Coalition to engage in dialogue and planning that will allow the City to provide input, plan and advocate for transformative change as part of ongoing initiatives for economic recovery and reinvestment, including:

- St. Louis Lambert International Airport Layout Plan and Master Plan for major terminal and

infrastructure modifications that will allow the airport to "make informed decisions on potential development and be in the best possible position to address the future needs of our passengers."

- The Missouri Department of Transportation Interstate 70 Improvements to review and undertake design and construction of improvements along Interstate 70 between the Missouri River and Hanley Road.
- The U.S. Department of Transportation Reconnecting Communities Pilot (RCP) grant program to restore community connectivity through the removal, retrofit, mitigation or replacement of transportation infrastructure that creates barriers for growth and opportunity in communities.

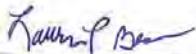
SECTION 3. The City of Woodson Terrace shall effectuate this participation by, among other things, agreeing to join as a stakeholder participant in the Gateway Community Corridor Coalition, and to participate in community engagement and planning activities associated with a grant application under the Reconnecting Communities Pilot program.

SECTION 4. The portions of this Resolution shall be severable. In the event that any portion of this Resolution is found by a court of competent jurisdiction to be invalid, the remaining portions of this Resolution are valid, unless the court finds the valid portions of this Resolution are so essential and inseparably connected with and dependent upon the void portion that it cannot be presumed that the Board would have enacted the valid portions without the invalid ones, or unless the court finds that the valid portions standing alone are incomplete and are incapable of being executed in accordance with the legislative intent.

SECTION 5: This Resolution shall be in full force and effect from and after its adoption and approval as provided by law.

**ADOPTED BY THE BOARD OF ALDERMEN FOR THE CITY OF WOODSON TERRACE
MISSOURI, THIS 18th DAY OF AUGUST, 2022.**

APPROVED THIS 18th DAY OF AUGUST, 2022.

 8/18/22

Lawrence P. Besmer, Mayor Date

Attest:

 8/18/22

Ellie Crane, City Clerk Date

Gateway Community Corridors – Improving Linkages and Connectivity to Lambert Airport, Metrolink and Regional Growth Clusters

Contacts: Laura Madden - laura@phoenixconsults.com



VISION: Lambert Airport is the central hub from which a vibrant, connected corridor network within the Gateway Community Corridors welcomes visitors and facilitates the flow of commerce into the larger St. Louis region. Well-planned road and commercial connectivity, combined with innovative multi-modal air and rail alternatives, will strengthen and support regional growth clusters that utilize Lambert St. Louis International Airport for travel, freight, hospitality, and other services.

In 2019, Lambert International Airport completed its fifth year of passenger growth with 15.9 million passengers and a 6.7% increase in total cargo (mail and freight) due to the addition of Amazon Prime flights. *Reference: flystl.com media release 1/28/2020.* While that growth was paused due to the COVID-19 shutdown of travel, the airport is progressing upward and is expected to recover to, at least, its 2020 enplanements. Even before reaching its highest passenger volumes, the municipalities adjacent to the airport had begun to experience marked disinvestment due to physical disconnection from Interstate 70 and the once active flow of traffic to/from the airport along arterial roadways that had served to connect communities to each other, the highway and airport. Because of modifications made to create a direct airport exit, highway access was eliminated and diverted in several places which greatly impacted the ability of the communities most adjacent to the airport to benefit from the airport activity or its connectivity to regional growth. While mitigation was proposed as part of the last Master Plan, it has not been forthcoming. In fact, significant land was purchased around the airport for the purpose of runway expansion and was not used. It remains dormant while the communities have suffered a great loss of local tax revenues.

To meet this challenge, we must recognize and invite our connectivity as an Airport Gateway Communities partnership to undertake a coordinated planning strategy. We can work together to identify the priorities, impacts and benefits that support and align with the St. Louis Lambert Airport's Airport Layout Plan and Master Plan Update, and as part of the MO-DOT's Interstate 70 improvement responsibility. This approach also aligns with the U.S. Department of Transportation's Reconnecting Communities Program which recognizes the need to work with state and local governments to remove, retrofit or mitigate highways and other transportation facilities, that create barriers to community connectivity, including mobility, access or economic development.

Improved connections to the airport will enable transformational economic and community development along these Corridors that will benefit Lambert Airport and enhance regional growth clusters. For example, the City of Woodson Terrace, located immediately south of Lambert Airports' Terminal 2, has completed [a feasibility study](#) for a new **Woodson Road Gateway Airport Connection** at Woodson Road to extend under Interstate 70 to Lambert International Drive, providing vehicular, bicycle and pedestrian connectivity to the airport and Metrolink station. The project identifies and advances infrastructure and mobility improvements to allow better access and opportunities for economic recovery and growth in adjacent communities. This project is intended to open economic and restorative benefits for other airport-impacted communities adjacent to the airport. Communities surrounding the airport, including but not limited to the City(s) of Berkeley, Bridgeton, Edmundson, Hazelwood, Kinloch and Woodson Terrace have experienced significant disinvestment because of the past airport and highway modifications that have created barriers to access for our residents and business centers. The opportunity is before us to regenerate prosperity by recognizing that the non-highway transportation corridors radiating from the Airport can, if supported, contribute to transformative recovery in each community.

Objectives

Build economic diversity and resiliency to mitigate the impacts of future economic disasters. Presently, most of the commercial activity in communities surrounding Lambert Airport is directly connected to airport operations (hotels, rental cars, warehouse and distribution). Proximity to the airport and airport commerce is necessary for these businesses to succeed, as well as to the airport which relies on efficient access for cargo and travelers. They also provide much-needed revenue for local governments seeking to expand economic opportunities benefiting the local quality of life and community services. Local planning to diversify the economy is proven infeasible given the condition of local infrastructure and the lack of efficient flow of traffic to/from the airport and other regional centers of growth. These conditions were further exacerbated during the COVID-19 pandemic when air travel was virtually shut down, and businesses in these communities reported **suffering an 80% loss of tax revenue.**

Understanding community needs and priorities in mapping strategies for recovery and growth. Trusted community-based outreach and engagement that can work in a coordinated approach with municipal leaders, local businesses, community action and service

Page | 1

organizations, and local citizens is needed to refine and communicate a unified vision for quality of life, and accessibility to jobs, goods and services. This approach seeks to recognize and strengthen our local and regional connectivity and collaboration on economic recovery and resilience for these communities that have been deeply impacted by systemic disinvestment and decline.

Advance equity (racial, gender, economic) in the region. Transportation and economic development decisions over the years, including and specifically related to airport expansion and land buyouts in the 1990s, served to shut off and bypass local roadways and properties in adjacent communities. Airport and transportation planners then and now emphasize designs that move people OUT of the airport onto highways or dedicated transit stations disconnected from the adjacent municipalities. Past promises to mitigate these buyouts and decisions that destroyed entire communities, most notably the historic Black cities of Kinloch and Robertson, as well as the City of Bridgeton, have not materialized. The blight created by airport buyouts and roadway disconnection has left too many people and businesses with few options. Yes, each city holds precious memories of once vibrant marketplaces that hosted businesses and services that prioritized community connected by family, faith and greater well-being.

The disinvestment experienced is the result of choices made by transportation and development planners to prioritize moving traffic out of these communities into prosperous wealth centers along the I-170 and I-270 corridors, primarily to the south and west. Those decisions removed highway exits that connected to arterial roadways serving economic opportunity centers in adjacent cities, imposed development restrictions, and bought properties that removed revenue from the tax base of the small cities. Much of this history is deeply rooted in racist policies that segregated opportunity, and denied homeownership and financial backing for wealth-building for Black citizens. Renewed efforts to reinvest in North St. Louis County must be supported to build shared economic prosperity and improve the quality of life in all communities in order to build a stronger St. Louis region.

Create and grow regional growth clusters. Regional planners and decision-makers, including St. Louis City and County, the East-West Gateway Coordinating Council, and Greater St. Louis Inc. are looking at ways to strengthen a strong transportation and freight system that can support the development of regional growth clusters. The success of these growth centers for advanced manufacturing, bioscience and geospatial industries will be enhanced by improved road, air and transit connectivity needed for the efficient flow of workforce, goods, and services to and from our region.

Benefit regional workforces and residents through the creation of high-quality jobs, increased wages, and revitalized communities. Lambert International Airport is the “Gateway City Airport” – both a cargo and transportation hub – that is the linchpin to the success of any emerging industry cluster. Efficient air, roadway and rail links are key to transporting goods and services, but also to any growth opportunity neighboring centers of commerce and community hope to achieve. These goals are intertwined - focused on equity and recovery from the losses caused by barriers to growth and economic opportunity. With the many rental car and hotel locations, as well as airport, highway and transit facilities, there is a prime opportunity to develop a multi-modal transit hub that would include an electric charging hub, as well as bike and pedestrian access to the metro and local bike trails.

Provide transformational economic development strategies. Gateway transportation corridors extending from Lambert Airport in the City-County region offer transformational economic development opportunities through resource center linkages and improved connectivity for business and workforce partnerships. Engagement with community stakeholders will allow the Gateway Airport Community’s priority corridor projects to be identified as part of the design and planning for major infrastructure investment at Lambert Airport and along I-70 that will also provide social and economic benefits to the surrounding community that will enhance the visitor experience, and provide physical linkages to commerce activity, residential neighborhoods, and job opportunities.

Regional Impact

Following the completion of its feasibility study for a Woodson Road airport connection, the City of Woodson Terrace met with planning and development agencies, receiving positive input and feedback. The project study focused a great deal of attention on St. Louis Lambert Airport’s current work on an updated Master Plan for future modifications both airside and landside. The Woodson Terrace plan seeks to provide better access to, and thereby strengthen, Bi-State metro stations at the airport to make them more available directly to residents and businesses in adjoining communities. At the same time, MO-DOT is beginning a \$1.6 million STP planning effort to study I-70 from Route 141 to I-170 to address overall corridor planning. We seek to work with the FAA and MO-DOT to improve roadway and highway connections for municipalities in the airport and I-70 vicinity that will be impacted by these major infrastructure investments.

“These stark inequities do not only hold back individuals and families living in this geography, they hold back the entire region.” – St. Louis Anchor Action Network

RESOLUTION # 3657

2022

Introduced by: Assistant City Manager Chief Jackson
of the City of Berkeley, MO

A RESOLUTION OF THE COUNCIL OF THE CITY OF BERKELEY TO PARTICIPATE IN THE APPLICATION FOR FUNDING ASSISTANCE TO THE RECONNECTING COMMUNITIES PILOT PROGRAM – SO AS TO ENVISION AND PLAN FOR TRANSPORTATION CONNECTIVITY AND ECONOMIC DEVELOPMENT

- WHEREAS,** the St. Louis Lambert International Airport is the central hub from which a vibrant, connected corridor network within the surrounding municipalities welcome visitors and facilitates the flow of commerce into the larger St. Louis region; and
- WHEREAS,** well-planned road and commercial connectivity, combined with innovative multi-modal air and rail alternatives, will enable transformational economic and community development along these corridors that will benefit transportation efficiency that supports local and regional growth for business and people who utilize the airport and its environs for travel, freight, hospitality, and other services; and
- WHEREAS,** the U.S. Department of Transportation has announced funding availability under the Reconnecting Communities Pilot (RCP) grant program. This grant program supports planning, capital construction, and technical assistance to restore community connectivity through the removal, retrofit, mitigation or replacement of eligible transportation infrastructure that creates barriers to connectivity;
- WHEREAS,** a cornerstone of the RCP program is DOT's Equity Strategic Goal to reduce inequities across our transportation systems and the communities they affect. The RCP Program seeks to redress the legacy of harm caused by transportation infrastructure, including barriers to opportunity, displacement, damage to the environment and public health, limited access, and other hardships. In pursuit of these goals, the accessible, and multimodal access to daily destinations like jobs, healthcare, grocery stores, schools, places of worship, recreation, and park space; and
- WHEREAS,** the Reconnecting Communities Pilot program encourages and values meaningful community engagement and multi-jurisdictional planning initiatives. It would be beneficial to strengthen the voices of communities at the most local level to engage North St. Louis County airport-impacted communities in a coalition seeking to improve access, linkages and connectivity to essential infrastructure, jobs, and opportunity; and
- WHEREAS,** in joining this Gateway Community Corridors Coalition, the City of Berkeley also intends to forge new connections within our community and to thereby enhance the community unity, building a better future by bridging the divides that separate us as individuals, thus enhancing our own resilience and improving people's lives.

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF BERKELEY, MISSOURI AS FOLLOWS:

- SECTION 1.** The health, well-being, and future prosperity of our community is inseparable from the welfare of our neighboring communities and the Gateway St. Louis Region, which are the foundation of our history, culture, and economy.
- SECTION 2.** The Berkeley City Council therefore recognize the benefit of coming together as a local community, and as part of a larger footprint of shared vision in a Gateway Community Coalition to engage in dialogue and planning that will allow us to provide input, plan, and advocate for transformative change as part of ongoing initiatives for economic recovery and reinvestment, including:
- St. Louis Lambert International Airport Layout Plan and Master Plan for major terminal and infrastructure modifications that will allow the airport to "make informed decisions on potential development and be in the best possible position to address the future needs of our passengers."
 - The Missouri Department of Transportation Interstate 70 Improvements to review and undertake design and construction of improvements along Interstate 70 between the Missouri River and Hanley Road.

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Resolution #3657 Gateway Community Corridor Coalition



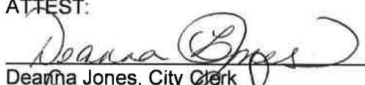
- The U.S. Department of Transportation *Reconnecting Communities Pilot (RCP)* grant program to restore community connectivity through the removal, retrofit, mitigation or replacement of transportation infrastructure that creates barriers to community connectivity, including to mobility, access, or economic development.

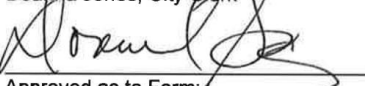
SECTION 3. The City of Berkeley shall effectuate this participation by, among other things, agreeing to join as a stakeholder participant in the Gateway Community Corridor Coalition, and to participate in community engagement and planning activities associated with a grant application under the Reconnecting Communities Pilot program.

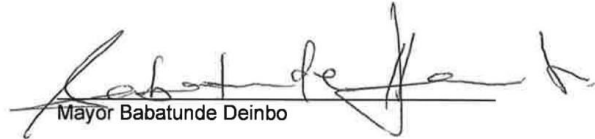
SECTION 4. This Resolution shall be in full force and effect from and after the date of its passage.

PASSED this 15th day of August 2022

ATTEST:


Deanna Jones, City Clerk


Approved as to Form:
Donnell Smith, City Attorney


Mayor Babatunde Deinbo

Final Roll Call:

Councilwoman Verges	Aye	<input checked="" type="checkbox"/> Nay	<input checked="" type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Councilwoman Williams	Aye	<input checked="" type="checkbox"/> Nay	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Councilman Hoskins	Aye	<input checked="" type="checkbox"/> Nay	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Councilwoman Anthony	Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Absent	<input checked="" type="checkbox"/> Abstain
Councilman Hindeleh	Aye	<input checked="" type="checkbox"/> Nay	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Councilwoman-at-Large Crawford-Graham	Aye	<input checked="" type="checkbox"/> Nay	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Mayor Deinbo	Aye	<input checked="" type="checkbox"/> Nay	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain



August 9, 2022

Deanna L. Jones
City Clerk, City of Berkeley
8425 Airport Road
Berkeley, Missouri 63134

Dear Ms. Jones:

I am writing to invite participation of the City of Berkeley as part of a coalition of North St. Louis County airport-impacted communities, i.e. a Gateway Community Corridor Coalition, seeking to improve access, linkages and connectivity to essential infrastructure, jobs and opportunity necessary to recover and regenerate our economies and quality of life for our citizens. A priority objective of this coalition is to increase awareness of the impacts and priorities of the communities where we live and work as it relates to major infrastructure and economic development investments in and around Lambert Airport. It is also to invite your participation in drafting and implementation, if funded, of a grant project that will include community engagement and planning to advance infrastructure and economic reinvestments under federal Build Back Better strategies.

As requested, I share a draft Resolution for consideration by the City Council to affirm the City's participation in the grant and planning process.

VISION: *Lambert Airport is the central hub from which a vibrant, connected corridor network within the Gateway Community Corridors welcomes visitors and facilitates the flow of commerce into the larger St. Louis region. Well-planned road and commercial connectivity, combined with innovative multi-modal air and rail alternatives, will strengthen and support regional growth clusters that utilize Lambert St. Louis International Airport for travel, freight, hospitality, and other services.*

Development of this Coalition is motivated by three significant opportunities to engage in collaborative community planning and advocacy on this vision:

1. Lambert Airport is developing recommendations for major terminal and infrastructure modifications as part of its Airport Layout Plan and Master Plan update. The results of this plan "will allow STL to make informed decisions on potential development and be in the best possible position to address the future needs of our passengers." Lambert Airport will be undertaking some form of community engagement as part of this process.
2. The Missouri Department of Transportation has published a notice that they are beginning the process of design and engineering for I-70 Corridor Improvements for Segment 4 from the Missouri River to Hanley Road. Robust community and stakeholder input is needed as they determine and pursue options for improvements that will improve safety, add bike/ped options, improve intersection flow, wayfinding and other upgrades.
3. The U.S. Department of Transportation has announced funding availability under the [Reconnecting Communities Pilot \(RCP\)](#) grant program. This grant program supports planning, capital construction, and technical assistance to restore community connectivity through the removal, retrofit, mitigation or replacement of eligible transportation infrastructure that creates barriers to connectivity, including to mobility, access, or economic development. The program encourages and values meaningful community engagement and multi-jurisdictional planning initiatives.

The St. Louis County Economic Development Partnership (the Partnership) has conditionally agreed to serve as the lead fiduciary entity to apply for funding under the [Reconnecting Communities Pilot program](#) to support planning and

technical assistance for local governments and communities in the vicinity of the airport. Such application depends on the confirmation of interest to participate by the communities and other stakeholders in the envisioned grant project area. The requested funds will be used to undertake community engagement and corridor planning for transportation connectivity and corridor improvements in those communities surrounding the airport that have experienced significant disinvestment because of past airport and highway development. Principal city participants would include Woodson Terrace, Edmundson, Bridgeton, Berkeley and Kinloch. As these major infrastructure projects advance, it is essential that the voices of communities at the most local level are heard, and that the benefits of these public investments serve as pathways, rather than barriers, for communities to achieve recovery and opportunity for resilient life.

The grant application will be developed in collaboration, and must be submitted by October 13, 2022. As a Gateway Community Corridor Coalition we will also look at other opportunities to strengthen our collective voice to advocate for multi-modal connections within and between communities and employment centers located on either side of the airport and I-70.

Please feel free to contact me with any questions related to this letter, attached draft Resolution and grant proposal outline.

Sincerely,



Laura Madden

Vice President, North County Community Betterment, (an initiative of [A Red Circle](#))

Principal, Phoenix Consults (consultant to the City of Woodson Terrace)

laura@phoenixconsults.com

202-845-4503

Gateway Community Corridors – Improving Linkages and Connectivity to Lambert Airport, Metrolink and Regional Growth Clusters July 2022_updated

Contacts: Laura Madden - laura@phoenixconsults.com
Laurel Harrington - lsharrington@hornershifron.com



Project Description

Funding is needed to undertake a Gateway Community Corridors Engagement and Planning Project to identify, plan and report on the priorities, impacts and regional benefits associated with improving linkages and connectivity of roadways, jobs and essential services associated with anticipated airport and I-70 modifications, and to assure equitable growth and opportunity for adjacent municipalities that are essential providers of airport-related business and traveler services.

VISION: *Lambert Airport is the central hub from which a vibrant, connected corridor network within the Gateway Community Corridors welcomes visitors and facilitates the flow of commerce into the larger St. Louis region. Well-planned road and commercial connectivity, combined with innovative multi-modal air and rail alternatives, will strengthen and support regional growth clusters that utilize Lambert St. Louis International Airport for travel, freight, hospitality, and other services.*

Improved connections to the airport will enable transformational economic and community development along these Corridors that will benefit Lambert Airport and enhance regional growth clusters. For example, the **Woodson Road Gateway Airport Connection** would extend Woodson Road under Interstate 70 to connect directly to Lambert International Drive and provide vehicular, bicycle and pedestrian connectivity. The project identifies and advances infrastructure and mobility improvements to allow better access and opportunities for economic recovery and growth in adjacent communities. The current connection strategy extends from [a feasibility study](#) completed for a **Woodson Road Airport Connection** undertaken by the City of Woodson Terrace to demonstrate the resilience and positive impacts such a Connection will have for the city and the region.

The Gateway Community Corridors connectivity project is focused on the communities adjacent to Lambert International Airport on the north/south "east end" of the airport along the I-70 corridor between Air Flight Drive and Hanley Road. Part of the vision is to engage with a coalition of "**Gateway Airport Communities**," inviting participation in planning from local governments and stakeholders within communities surrounding the airport that have experienced significant disinvestment because of past airport and highway projects, including Woodson Terrace, Edmundson, Hazelwood, Berkeley and Kinloch. The project boundaries are defined by key, non-highway transportation corridors radiating from the Airport that have the potential to contribute to transformative economic development in each community. Once identified, the grant funding will also support a transportation connectivity and corridor planning for the Gateway Community Corridor(s), the airport, highway and transit infrastructure.

Approximate overall project cost: \$500,000

Objectives

Build economic diversity and resiliency to mitigate impacts of future economic disasters. Presently, most of the commercial activity in communities surrounding Lambert Airport is directly connected to airport operations (hotels, rental cars, warehouse and distribution). Proximity to the airport and airport commerce is necessary for these businesses. Other economic opportunities that can benefit quality of life and community needs – and to diversify the economy – are not feasible given the condition of local infrastructure and lack of efficient flow of traffic to/from the airport and other regional centers of growth. **During the COVID-19 pandemic, when air travel was virtually shut down, businesses in these communities reported suffering an 80% loss of revenue.**

In 2019, Lambert International Airport completed its fifth year of passenger growth with 15.9 million passengers and a 6.7% increase in total cargo (mail and freight) due to the addition of Amazon Prime flights. *Reference: flystl.com media release 1/28/2020.* Since even before the highest passenger volumes in 2000, the municipalities adjacent to the airport had experienced marked disinvestment due to their physical disconnection from the airport's operations and the flow of traffic to/from the airport. These communities are handicapped in their capacity to contribute to, or benefit from, the airport activity or its regional growth partners in the St. Louis region. Currently, the Airport is undertaking a comprehensive master plan to study both the air side and land site connections and synergies that will support a recovered and resilient airport footprint. With this work underway, planning work will both influence and collaborate with these master concepts.

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Understanding community needs and priorities in mapping strategies for recovery and growth. This will include community-based outreach and engagement, working with municipal leaders, local business and community action and services organization and local populations to refine and communicate their plans for quality of life, accessibility to jobs, goods and services. The goal is to engage in a dialogue that will maximize connectivity and collaboration on economic recovery and resilience for these communities who have been deeply impacted by disinvestment and decline.

Create and grow regional growth clusters. A strong multimodal transportation and freight system supports the development of regional growth clusters. The St Louis region's advanced manufacturing, bioscience and geospatial industries need enhanced connectivity to Lambert Airport to contribute to the efficient flow of talent, goods, and services to and from our region. The proposed project reviews both the transportation elements to sustain growth and connectivity as well as the economic benefits.

Provide transformational economic development strategies. Gateway transportation corridors extending from Lambert Airport in the City-County region offer transformational economic development opportunities through resource center linkages and improved connectivity for business and workforce partnerships. Engagement with community stakeholders will allow the Gateway Airport Community's priority corridor projects to be determined, and will demonstrate locations for key infrastructure investment, social and economic benefits, and visitor experiences, as well as physical linkages to commerce activity, residential neighborhoods, and job opportunities.

Benefit regional workforces and residents through creation of high-quality job, increased wages, and revitalized communities. Lambert International Airport is the "Gateway City Airport" – both a cargo and transportation hub – that is the linchpin to the success of any emerging industry cluster. Efficient air, roadway and rail links are key to transporting goods and services, but also to any growth opportunity we, as neighboring centers of commerce and community, hope to achieve. These goals are intertwined focus on equity and recovery from the losses we all shared from economic isolation. In Woodson Terrace, there is a natural place for a multi-modal transit hub on Natural Bridge near the point where Woodson Road could extend under Interstate 70 to the airport. This hub would showcase innovation by providing electric car charging for travelers as well as the concentration of rental car operations.

Advance equity (racial, gender, economic) in the region. Transportation and economic development decisions over the years shut off and bypassed local roadways and properties in adjacent communities – favoring strategies that quickly move people OUT of the airport onto highways or to transit disconnected from the adjacent municipalities. The communities surrounding the airport were once vibrant marketplaces that hosted active business, retail services, and a ready workforce for community and regional business. Today, these same communities have closed storefronts, reduced job opportunities and a declining quality of services for their residents.

The zip code 63134, that surrounds the airport on the east end, has a population of over 73% Black or African American residents and over 80% minority residents overall. The disinvestment is not related to capacity, property, safety, or workforce. It is caused by transportation and development investment directed out of these communities into new, previously undeveloped areas. The project vision is distinctly tied to creating opportunities for the airport, its resilience and connectivity both geographically and economically to the Gateway Communities. The Project's influence extends out to support the flow of commerce and access throughout the region. Alignment with Lambert recovery and resilience plans, both airside and landside, are essential for regional and/or community recovery and resilience to work. Projects like the Woodson Road connection to the airport, and others we would anticipate under the planning grant, are designed to improve flow of goods, services and people to and from the airport, open up centers of employment in under-resourced communities that have suffered significant disinvestment, support local businesses and create new commerce, and allow pedestrian and bicycle access to the Airport metro station.

Regional Impact

Following completion of its feasibility study for a Woodson Road airport connection, the City of Woodson Terrace met with planning and development agencies, receiving positive input and feedback. The project study focused a great deal of attention on St. Louis Lambert Airport's current work on an updated Master Plan for future modifications both airside and landside. The Woodson Terrace plan seeks to provide better access to, and thereby strengthen, Bi-State metro stations at the airport to make them more available directly to residents and businesses in adjoining communities. At the same time, MO-DOT is beginning a \$1.6 million STP planning effort to study I-70 from Route 141 to I-170 to address overall corridor planning. We seek to work with MO-DOT to improve roadway and highway connections for municipalities in the airport and I-70 study corridor. The project will identify ways to link workforce and business with opportunities for jobs and commercial relationships in Gateway Communities.

APPENDIX U: EMAILED COMMENT 4 AND SUPPORTING DOCUMENTS

Greetings,

Osage Nation received and reviewed the Section 106 project notification regarding FAA, St. Louis Lambert International Airport: Consolidated Terminal Program (CTP) and West Airfield Program (WAP), St. Louis County, Missouri. Attached, please see the response letter from ONHPO.

Should you have any questions or need any additional information please feel free to contact Luke Morris via email at luke.morris@osagenation-nsn.gov. Thank you for consulting with the Osage Nation on this matter.

Best regards,

Luke Morris

Archaeologist, MA

Osage Nation Historic Preservation Office

627 Grandview Avenue,

Pawhuska, OK 74056

Fax: (918) 287-5376

Supporting document:

- Letter from Andrea A. Hunter, Director of the Osage Nation Historic Preservation Office and Luke A. Morris, Archaeologist



Osage Nation Historic Preservation Office

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Date: January 18, 2023

File: 2223-4404MO-12

FAA, St. Louis Lambert International Airport: Consolidated Terminal Program (CTP) and West Airfield Program (WAP), St. Louis County, Missouri

Federal Aviation Administration, Central Region
Scott Tener
901 Locust
Kansas City, MO 64106

Dear Mr. Tener,

The Osage Nation Historic Preservation Office has received notification and accompanying information for the proposed project listed as FAA, St. Louis Lambert International Airport: Consolidated Terminal Program (CTP) and West Airfield Program (WAP), St. Louis County, Missouri. **The Osage Nation requests copies of archaeological survey reports for ST-158 and PU-206, two former surveys within the APE performed by Rex Walters.**

In accordance with the National Historic Preservation Act, (NHPA) [54 U.S.C. § 300101 et seq.] 1966, undertakings subject to the review process are referred to in 54 U.S.C. § 302706 (a), which clarifies that historic properties may have religious and cultural significance to Indian tribes. Additionally, Section 106 of NHPA requires Federal agencies to consider the effects of their actions on historic properties (36 CFR Part 800) as does the National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969).

The Osage Nation has a vital interest in protecting its historic and ancestral cultural resources. **The Osage Nation anticipates reviewing and commenting on the archaeological survey reports for ST-158 and PU-206.**

Should you have any questions or need any additional information please feel free to contact Luke Morris at luke.morris@osagenation.nsn.gov. Thank you for consulting with the Osage Nation on this matter.

Andrea A. Hunter, Ph.D.
Director, Tribal Historic Preservation Officer

Luke A. Morris, MA
Archaeologist

APPENDIX V: TABLE OF EMAILED COMMENTS CATEGORIZED BY THEME

Comment Number	Theme(s)
Comment 1	Connectivity to MetroLink station
Comment 2	No adverse effect or endangerment of tribal cultural history Tribe and state agency consultation
Comment 3	Adverse economic effects to adjacent communities Adverse environmental effects (noise, pollution, etc.) to adjacent communities City of Woodson Terrace Comprehensive Plan Collaboration and alignment of goals Community and local government engagement Connections to the airport Cultural, historic, tourism, and business preservation and recruitment Duel jurisdictional context Economic revitalization Energy and natural or depletable resources Land use MetroLink connectivity and access from neighboring communities Negative impact of severed communities due to roadway development Noise mitigation studies Partnership with neighboring communities Public engagement Redevelopment of airport-adjacent communities Redevelopment of commercial corridors Review impact on neighboring communities Roadway connectivity and access to neighboring communities Urban quality, historic and cultural resources USDOT Reconnecting Communities Program Woodson Road Gateway Airport Connection feasibility study
Comment 4	Archaeological survey reports Tribe and state agency consultation

Gateway Coalition Briefing Presentation



Gateway Coalition Briefing

Date: November 21, 2023

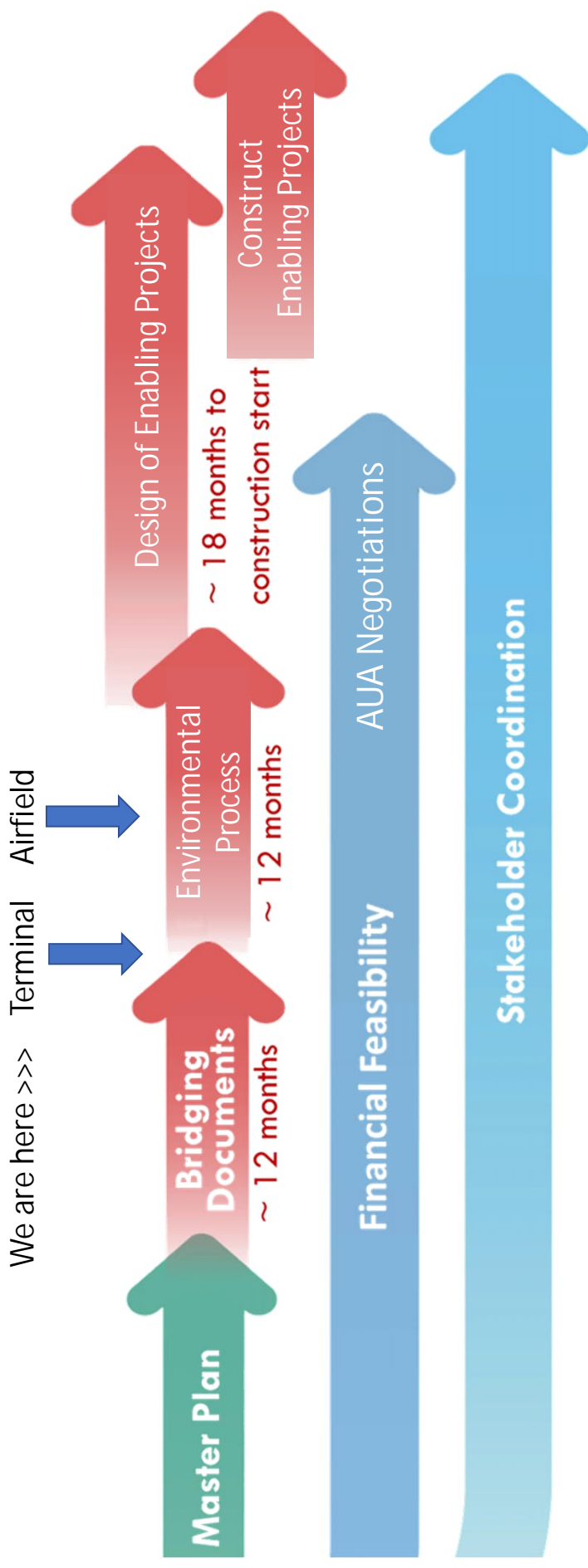


Agenda


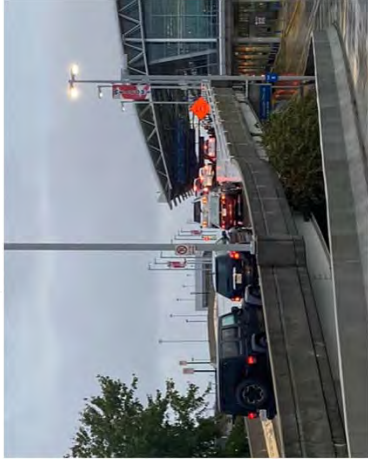

- Purpose:
 - Gateway Coalition Briefing
- Airport Planning Recap
 - Airport Planning Requirements
 - Status of Airport Planning Process
- Airport access plan evolution
 - Woodson Terrace Project
 - Community Concerns
- Travel Time and Distance Comparisons
- What's Next



Status of STL Planning & Development Process



Need for STL Improvements

BACKGROUND	FACILITIES	REQUIREMENTS
<ul style="list-style-type: none"> Forecast <div data-bbox="695 1476 857 1942">  <p>↑~34% passenger demand from 2019 to 2040</p> </div> Meet customer expectations STL's contribution to regional economy 	<ul style="list-style-type: none"> Terminal Landside Airfield Cargo and Support Facilities 	<ul style="list-style-type: none"> Improved Airport access and circulation: <ul style="list-style-type: none"> lengthen terminal area approach road easy decision-making simple, free-flowing maintain local access More close-in parking
		

Ideal Terminal Access



List of Priorities:

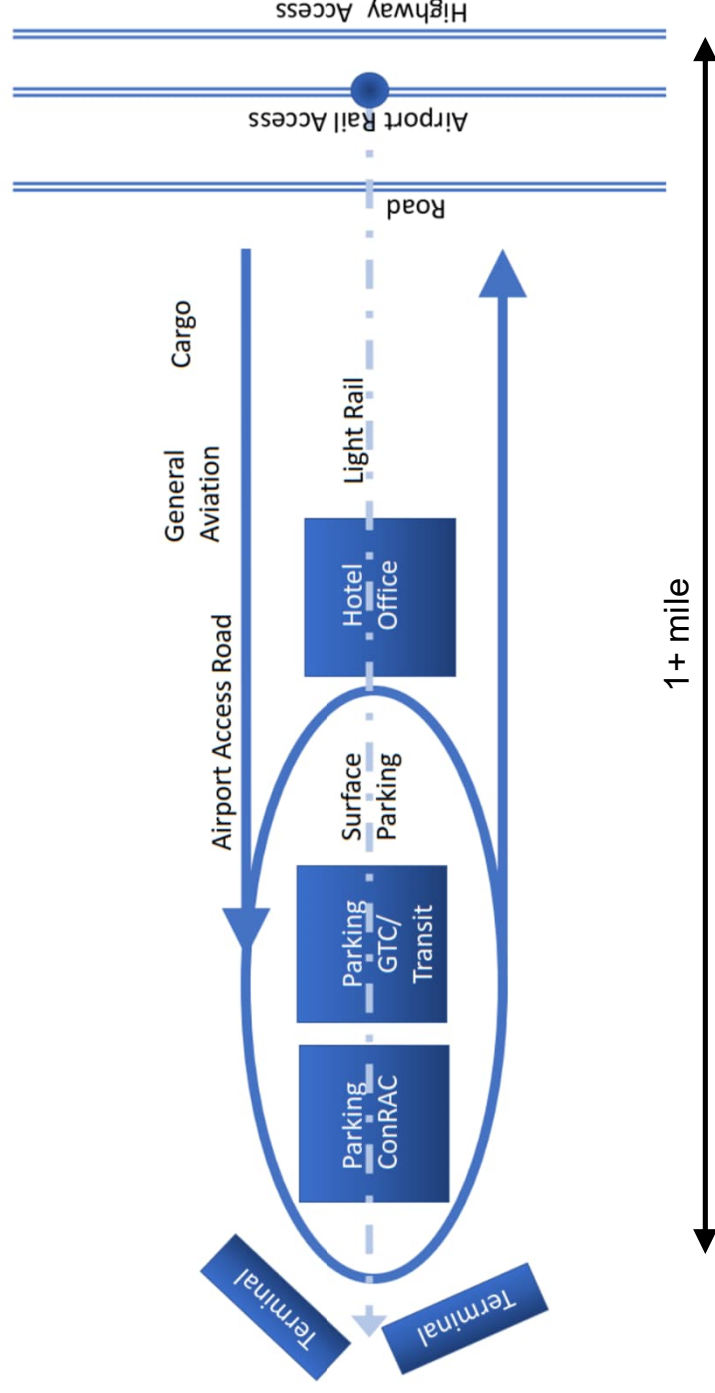
- Passengers
- Employees
- Shuttles

Goals:

- Easy decision-making
- Minimal weaving
- Simple, free-flowing

Musts:

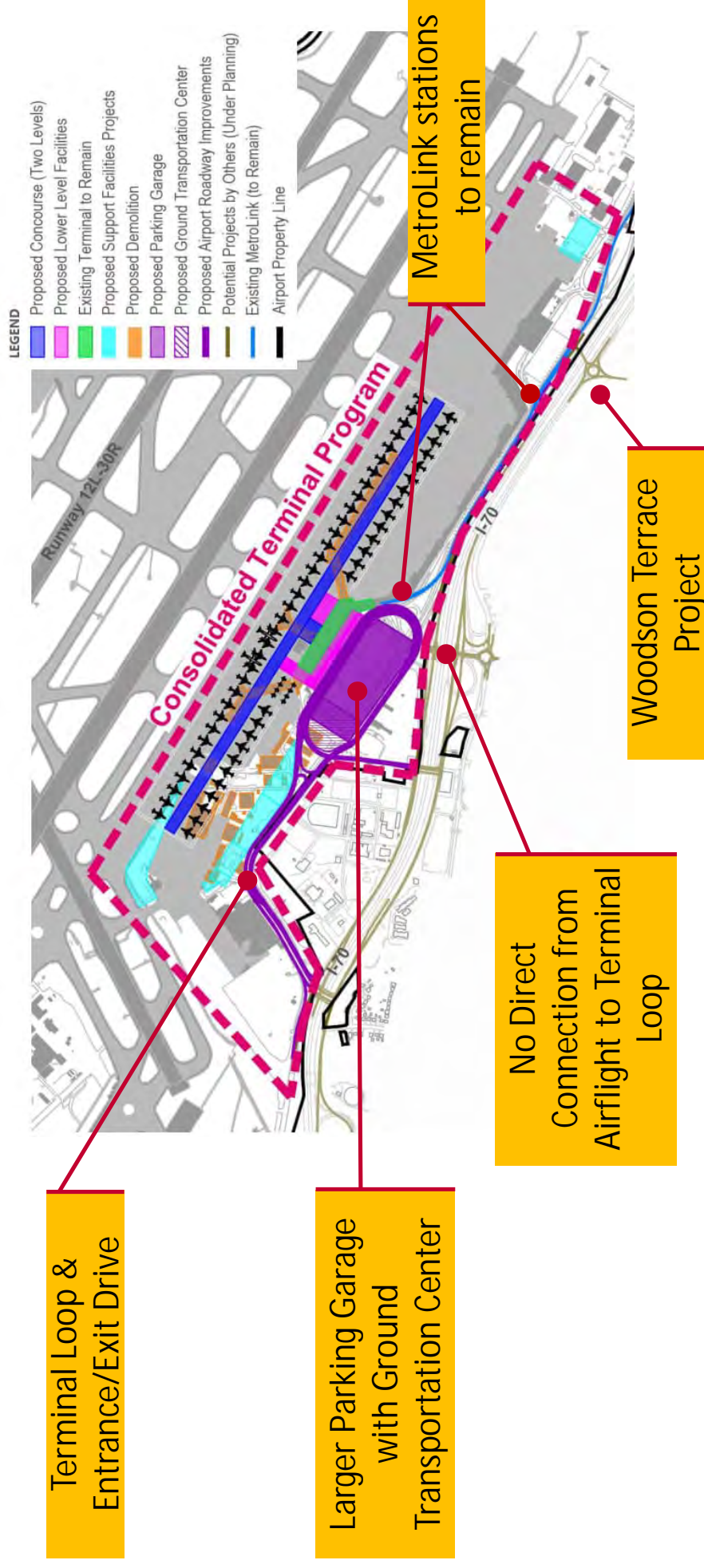
- Maintain or improve access
- Maintain or improve safety



Initial Landside Master Plan Concept



Where We Left Off (NEPA Scoping Exhibit)





Comments Provided

summary of comments



Woodson Terrace

1.	Local access maintained
2.	WT project considered
3.	Preserve Metrolink access at T1 and T2
4.	Future parking demand
5.	Future of Terminal 2
6.	Consider bicycle & pedestrian safety

Others

1.	Highway related planning
2.	Excessive Driving Distance





Landside Preferred Alternative



Where We Are Now





Landside Preferred Alternative

Where We Are Now

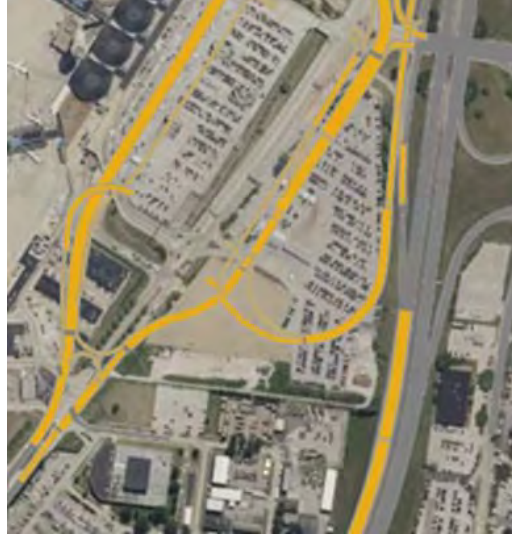


Traffic Models in
Review



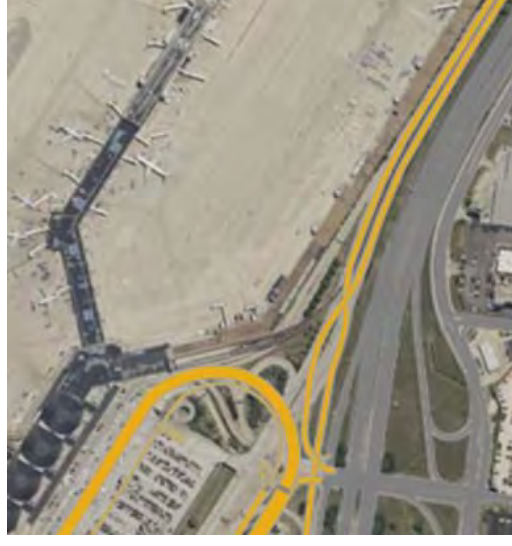
Cypress Interchange

- Restripe or add pavement for additional lanes
- Maintain existing access



Airflight Interchange - West

- Maintain access to/from I-70
- Add I-70 Auxiliary (WB) lane
- No Direct NB Access to Loop



Airflight Interchange - East

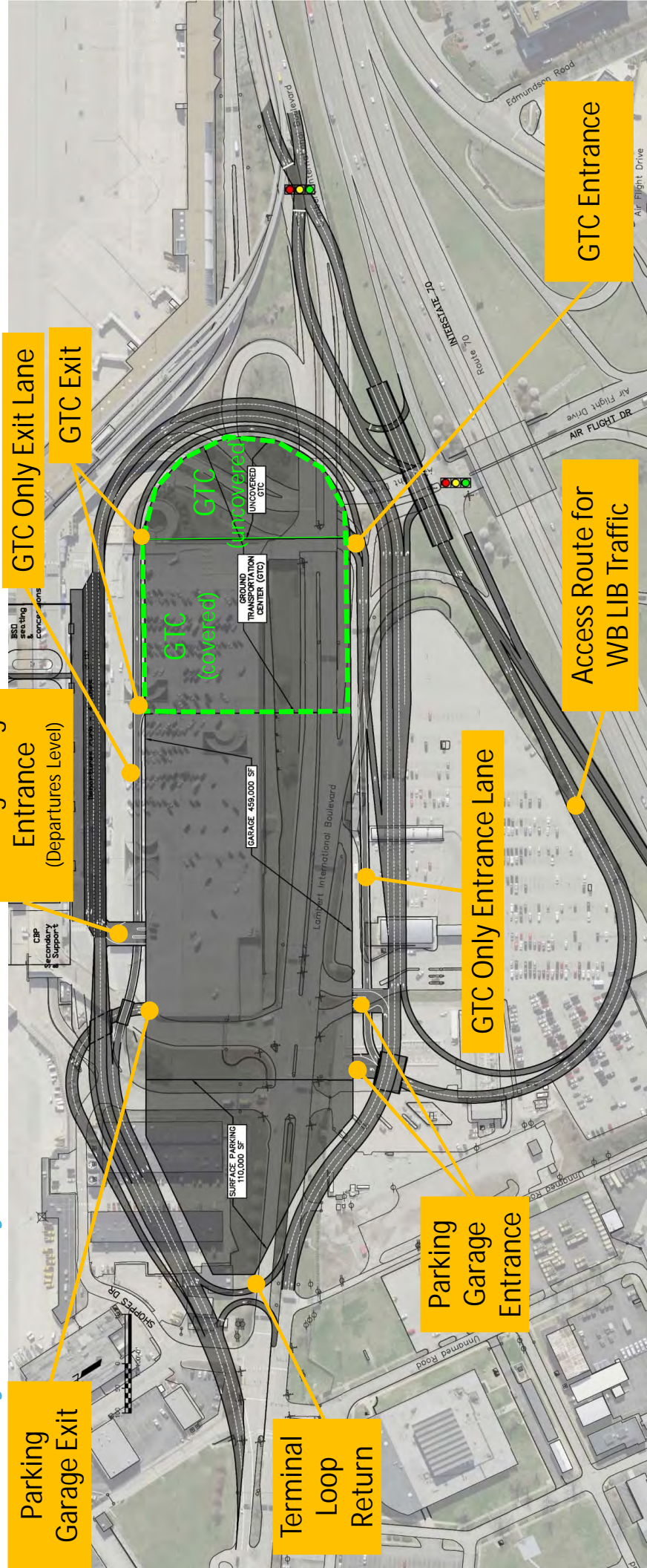
- Maintain access to/from T2
- Maintain T1/T2 access
- Maintain access to/from I-70



ROADWAY / PARKING GARAGE



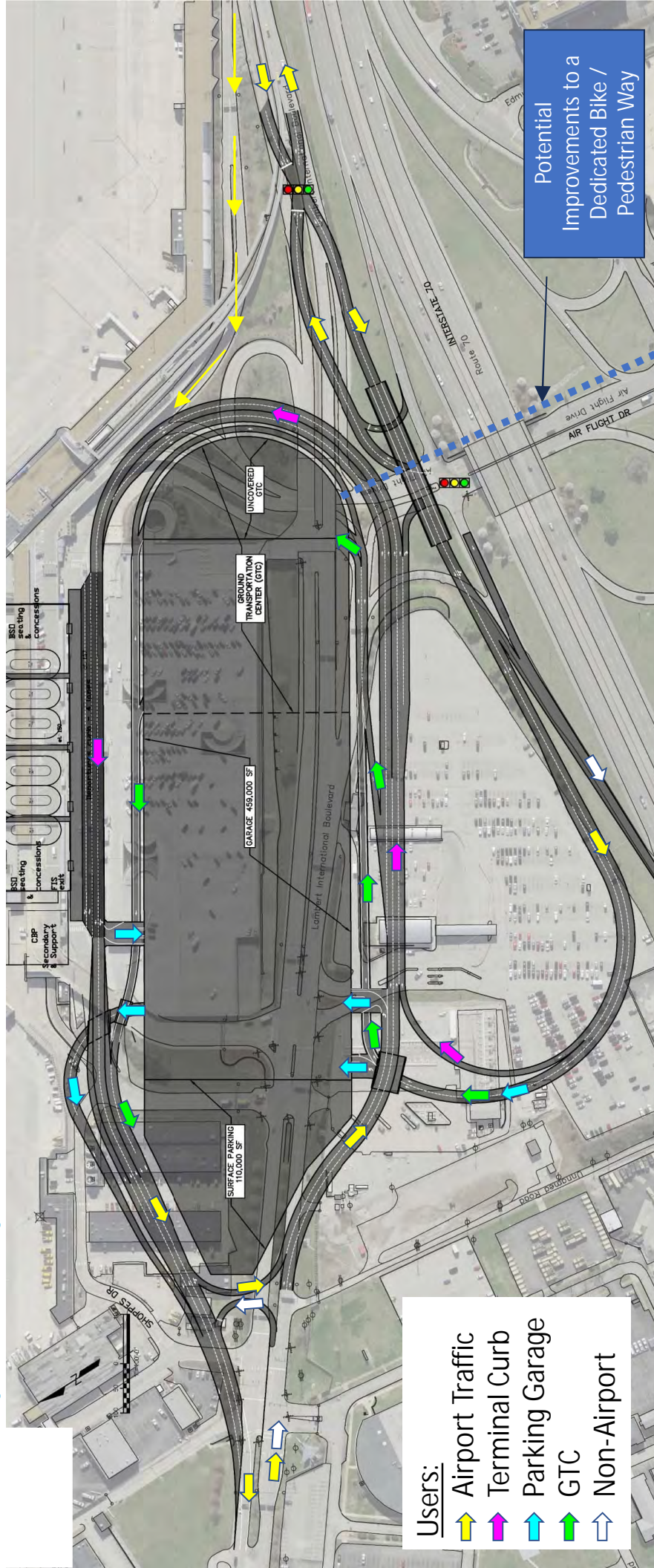
Preliminary Ultimate Layout



AIRPORT ACCESS ROAD



Preliminary Ultimate Layout



Users:

- Airport Traffic
- Terminal Curb
- Parking Garage
- GTC
- Non-Airport

Potential
Improvements to a
Dedicated Bike /
Pedestrian Way



November 21, 2023



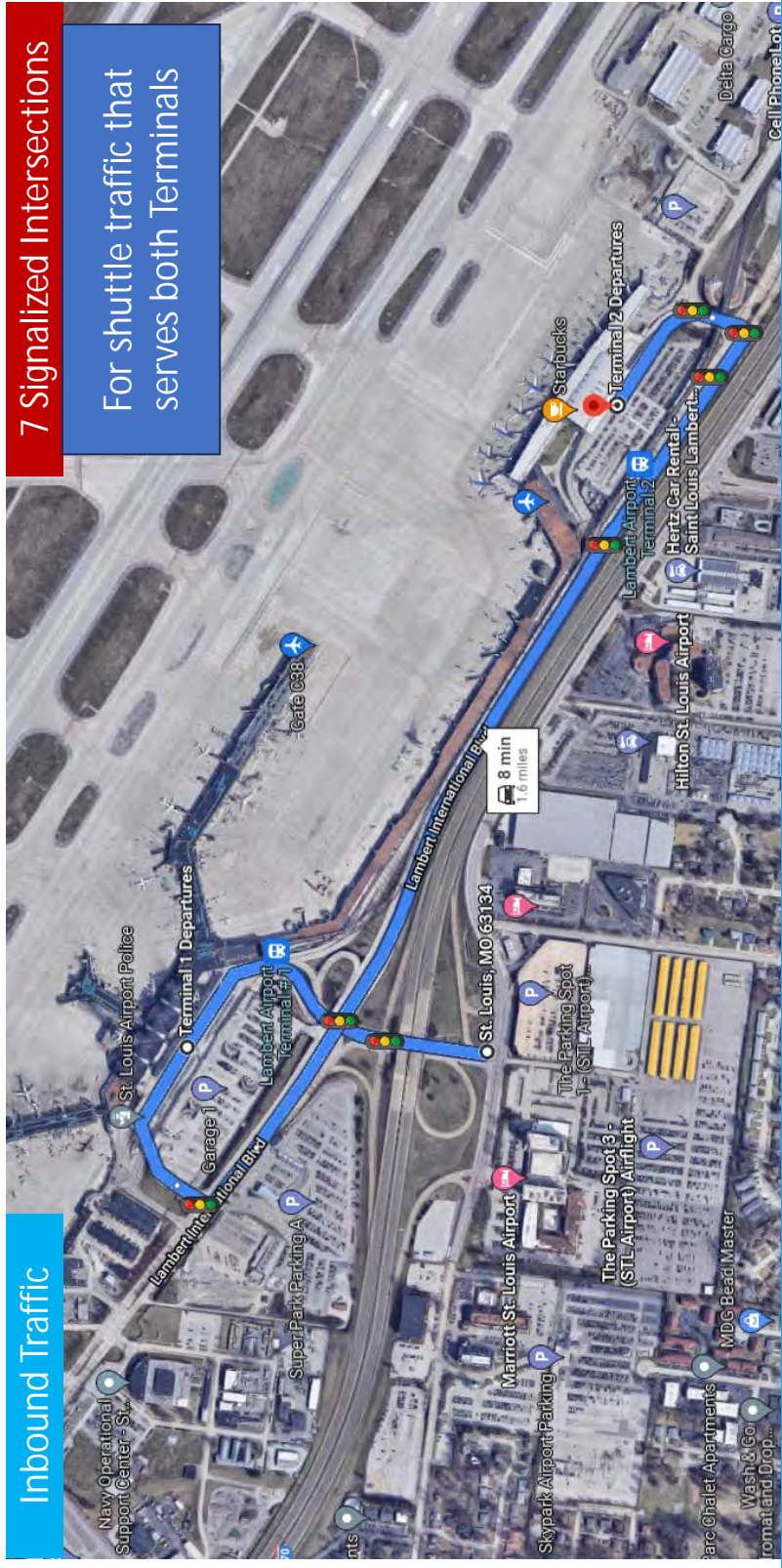
Communities South of I-70 Time/Distance



November 21, 2023

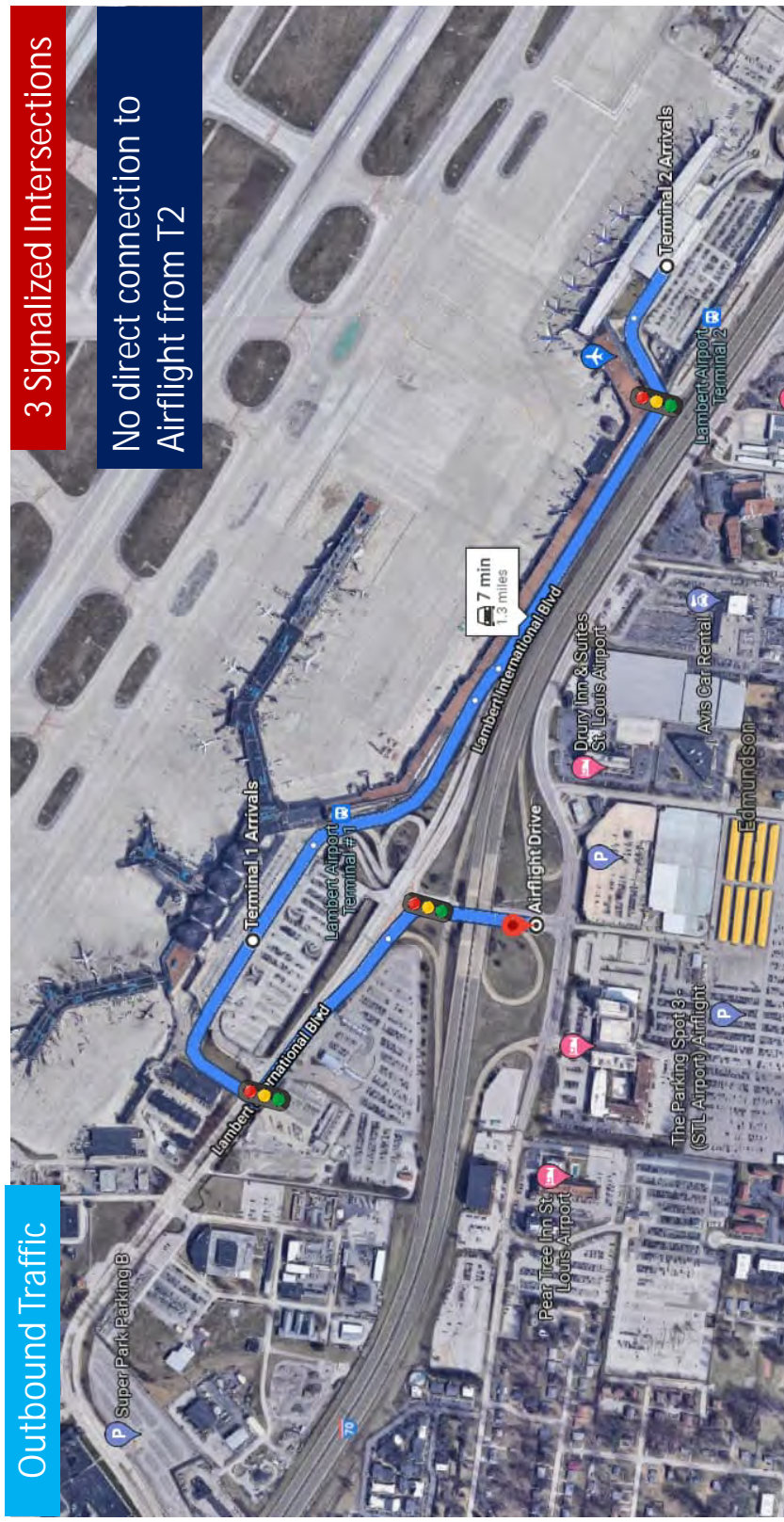


Southside Terminal Core Access – Shuttle Drop Off



Total Travel Distance from Airflight to T1 then T2 is 1.6 miles (include passing through 7 Signalized Intersections)

Southside Terminal Core Access – Shuttle Pick Up



Total Travel Distance from T2 to T1 back to Airflight is 1.3 miles (include passing through 3 Signalized Intersections)



November 21, 2023



Landside Preferred Alternative: Shuttle Drop Off



Southern Community Access

Inbound Traffic

7 Signalized Intersections

Total Distance = 2.3 miles





Landside Preferred Alternative: Shuttle Pick Up



Southern Community Access

Outbound Traffic

1 Signalized Intersections

Total Distance = 0.6 miles



Southside Terminal Core Access Preferred Concept

The proposed access roadways between Airflight Dr and the Consolidated Terminal results in less disrupted travel, safer free flow movement and a similar length in travel distance and duration

Inbound Traffic		
	From Airflight Dr to T1 then T2 - Existing	Airflight to Consolidated Terminal - Proposed
Total Travel Distance	1.6 miles	2.3 miles
Number of Signalized Intersections	7	7
Outbound Traffic		
	From T2 to T1 back to Airflight Dr- Existing	Consolidated Terminal back to Airflight Dr - Proposed
Total Travel Distance	1.3 miles	0.6 miles
Number of Signalized Intersections	3	1
		<div>14.5 min 2.9 miles</div> <div>14.5 min 2.9 miles</div>



Comments Provided



Woodson Terrace

1.	Local access maintained	Yes, and in fact, travel times have improved
2.	WT project considered	Yes, Airport project does not preclude
3.	Preserve Metrolink access at T1 and T2	Access preserved/improved; includes Ground Transportation Center at Consolidated Terminal
4.	Future parking demand	Demand exceeds supply = opportunities
5.	Future of Terminal 2	Gateway Coalition to be at the table
6.	Consider bicycle & pedestrian safety	Greatly improved access and safety

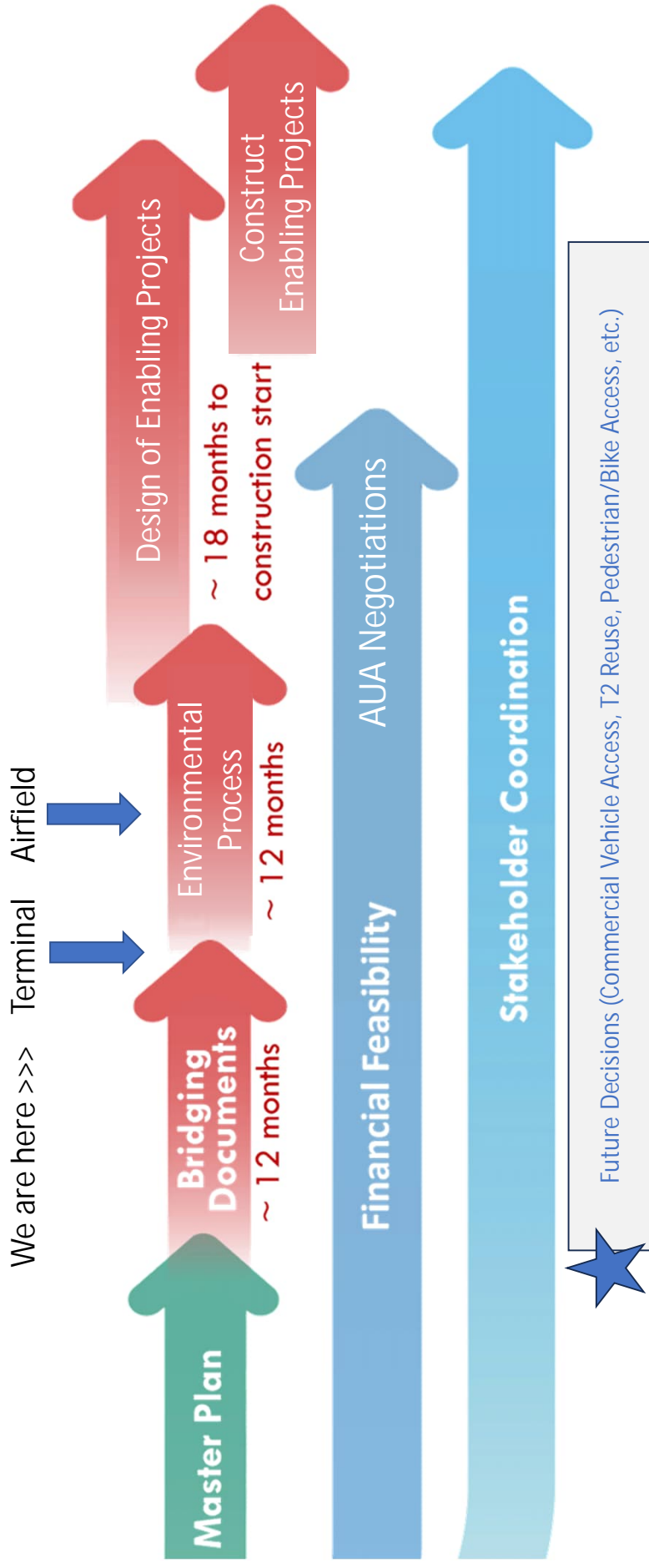
Others

1.	Highway related planning	Safety & Capacity maintained. Design to further modeling
2.	Excessive Driving Distance	Yes, and in fact, reduced

Additional concerns? Questions? Comments?



Next Steps of the Development Process





Contact:
Jim Neidel
Airport Planning Manager
jrneidel@flystl.com



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Gateway Coalition Briefing Memo



MEMO

TO: Jerry Beckmann, Jay Christians, Jim Neidel (STLAA)

FROM: John van Woensel, Dan DeArmond, Mike Dolde, Jennifer Kuchinski, Doug Gregory (CMT), Nicole Young (Lion)

SUBJECT: **ST. LOUIS LAMBERT INTERNATIONAL AIRPORT**
Consolidated Terminal Program: 2023 11 21 – Gateway Airport Communities Coalition Briefing at Woodson Terrace Community Center (10:30am – 12:15pm)

DATE: **December 28, 2023**

This memo summarizes the Gateway Airport Communities Coalition briefing at the Woodson Terrace Community Center on November 21, 2023.

ATTENDANCE:

Lawrence Besmer, Mayor, City of Woodson Terrace	Justin Murray, Hilton Hotel
Doug Zaiz, City Administrator, City of Woodson Terrace	Benjamin Fair, Wallis Co (On the Run)
Laura Madden, Consultant to Woodson Terrace	Travis Pfeiffer, HNTB
Jacque Wellington CED Solutions, City of Woodson Terrace	Tabitha Locke, MoDOT
John Gwaltney, Mayor, City of Edmundson	Lisa Kuntz, MoDOT
Marlene Hoehn, Alderman City of Edmundson	Ryan, Hertz
Matt Conley, City Administrator, City of St. Ann	Jack, Hertz
Matt Zimmerman, City of Hazelwood	Andy Patel, Best Western Plus
Representative Raychel Proudie, Missouri House District 73	Gerald Beckmann, Airport
Deborah Rice-Carter, West Ferguson Community Association	Jay Christians, Airport
Elliot Liebson, Director of Planning, City of Berkeley	Jim Neidel, Airport
Tony Schneller, T&T Logistics	John van Woensel, WSP
Ivy Crigler, Columbia College	Mike Dolde, WSP
Randall Phillips, Enterprise Holding	Dan DeArmond, WSP
Karen Lombardo, Lombardo's Restaurant	Jennifer Kuchinski, WSP
Allison Pacifico, McKee Realty	Nicole Young, Lion CSG



SUMMARY OF OPENING COMMENTS

MAYOR LAWRENCE BESMER, CITY OF WOODSON TERRACE. Mayor Lawrence Besmer provided opening remarks. Woodson Terrace is a municipality located to the immediate south of St. Louis Lambert International Airport. Since its incorporation in 1946, Woodson Terrace has valued their relationship with the Airport. Woodson Terrace supports a strong and vibrant Lambert Airport and commends the forward thinking approach the Airport is taking to modernize its facilities. Woodson Terrace welcomes a true Federal, State, and local collaboration that recognizes the Airport's importance to the surrounding communities and understands that new public investment in the Airport itself, as well as concomitant investment in the regional highway, local roadway, and public transit systems, will have a profound impact not only the Airport - but on all adjacent municipalities as well. Woodson Terrace also recognizes that more efficient roadway connectivity in the future, for personal and business travelers, as well as for freight, is important to the modernization of the Airport. Woodson Terrace also understands (because of existing impacts) that past public investment in such connectivity has physically separated communities close to the Airport and has, instead of linking the communities to the Airport, severed as a connection to this important economic and job-creating engine. Unfortunately, our highways and roadways are not designed to provide access to the community centers. This greatly impacts the opportunity for prosperity and well-being for the residents and businesses. The Mayor expressed his thanks for the Airport for the meeting, and stated that he looks forward to discussing how proposed highway and roadway improvements will support the modernization of the Airport while also focusing on how these investments will also align with the Airport-adjacent communities plans and visions for growth and connectivity. The Gateway Airport Communities Coalition (7 municipalities consisting of the City(s) of Berkeley, Edmundson, Hazelwood, Kinloch, Overland, St. Ann and Woodson Terrace) have joined to discuss how they can work together to benefit all the communities through well-planned road and commercial connectivity for the area in proximity to the Airport and Interstate 70. Positive input has been received.

MAYOR JOHN GWALTNEY FROM CITY OF EDMUNDSON. Mayor Gwaltney extended his thanks to the Airport for being at the meeting. Mayor Gwaltney has been the mayor of Edmundson since 2007 and was on the Board of Aldermen prior to that. The Airport is the major economic generator of Edmundson. The Airport supplies customers for the businesses in the community. "So goes our businesses, so goes our communities." Due to these businesses, Edmundson is able to make investments in the community. Edmundson is the front door to the Airport, and many residents work at the Airport. Edmundson is gladly joining the other communities to discuss the impact of the Airport project. Any diversion of traffic from the community will have a great impact.

JERRY BECKMANN OF ST. LOUIS LAMBERT INTERNATIONAL AIRPORT. Thanks to the communities on behalf of the Airport and the City of St. Louis for coordinating the meeting. It is important to the Airport to hear from the people who live and work near the Airport. The Airport met with Woodson Terrace on several occasions and is glad to see increased stakeholder engagement at this meeting. The City of St. Louis no longer requires its employees to live in the City, so you will probably see more Airport employees living in your communities near the Airport. This will be a multi-billion Dollar investment funded by reimbursable bonds paid for by the Airport user rates and charges to our airlines. The Airport will also continue to compete for grant funding. The improvements being discussed here are not yet designed, but we are here to confirm the validity of the program. The redevelopment is necessary to modernize the facility



and solve the Airport's issues. The current roadway is outdated and needs to be improved for a competitive configuration for the region. We've previously heard from Woodson Terrace about concerns regarding business access at Airflight Drive, and we'll cover that in the presentation.

BRIEFING PRESENTATION AND DISCUSSION

Mr. van Woensel of WSP provided a briefing to the Gateway Airport Communities Coalition. WSP shared a recap of the Airport planning requirements that led to the consolidated terminal proposal and the status of the planning process. WSP provided a history of the access plan evolution with discussion of the Woodson Terrace tunnel project and the community concerns received to date. Travel time and distance comparisons were presented for local access to the Airport. The focus of the briefing was on the terminal project and the planning of the roadways. Some of the comments that have been provided by the communities to date have already been incorporated into the project, but the Airport will continue listening for comments and concerns that can be incorporated into the project, either at this time or during future engineering design.

The following discussion topics were covered as part of the briefing:

- **Review of the Status of STL Planning & Development Process.** The advanced planning is in progress. The West Airfield Program is separate from the terminal program and is currently moving through the environmental planning process. The terminal and roadway access environmental planning process as part of the terminal program has not yet started. Once underway, the terminal and roadway access environmental process will last about 1 year, during which draft documents will be provided for public review. Only then, once the environmental planning process is complete and finalized by the FAA is design allowed to begin. The first steps will be designing demolition for some of the buildings to make way for the new projects associated with the terminal and roadway access improvements. The construction will take many years to complete. Stake holder engagement will continue throughout design as well as construction of these improvements.
- **Need for Improvements.** The airlines have much larger aircraft now than when the Airport terminals were first designed in the late 1950s and again in the late 1990s. There are significantly more people coming in and out of the Airport and the terminals than there were previously. The Airport terminals, garage and roadways are functionally obsolete at this point. The improvements needed for the Airport access road and circulation are to lengthen the terminal area approach road to create more distance for users (in reading signage for wayfinding) to make decisions and allow for a safer flow of traffic.
- **Ideal Terminal Access.** The ideal distance for Airport access roads is one mile, to allow for free-flowing traffic on a simple layout. The goals for the project are to maintain or improve access and maintain or improve safety.
- **Landside Master Plan Concept.** The initial landside master plan concept was presented by WSP. The initial plan has changed since originally developed and presented in 2022. Comments on the initial plan received to date from Woodson Terrace include: desire for local access to be maintained or improved, consideration for the proposed Woodson Terrace tunnel project, retaining or improving access to the Metrolink stations at Terminal 1 and Terminal 2, consideration for future parking demand, a plan for the future use of Terminal 2, and consideration for bicycle and pedestrian



access and safety. Comments from others to date have included highway related planning and concern about excessive driving distances from I-70 westbound.

- **Landside Preferred Alternative.** The current Landside Preferred Alternative was presented by WSP. This plan has a main Airport entrance on the west side of the Airport. It also includes closing the Westbound on-ramp to I-70 near the Coldwater Creek bridges (near the American Airlines hangar and Interstate I-70 Mile Marker 235). This plan includes a terminal loop with a large parking garage. No direct connection from Airflight Drive is provided into the Terminal Loop. A Ground Transportation Center is provided. MetroLink access remains open at Terminal 1 and Terminal 2. The Cypress Interchange is restriped or added pavement for additional lanes maintaining existing access. The Airflight Drive interchange maintains access to/from I-70. An auxiliary lane on the highway (westbound) is added to provide more acceleration and weave distance for vehicles entering the highway. Also, at the Airflight Drive interchange eastbound access to/from Terminal 2 is maintained. A modification to the early landside concept, based upon input from Woodson Terrace and others, is that now westbound traffic on I-70 can now exit earlier at the Airflight Drive interchange in order to enter into the terminal loop and does not have to drive past the terminal to enter into the terminal loop road at Cypress Road.

ADDITIONAL DISCUSSIONS (COMMENTS/RESPONSES)

Comment 1: Suggestion to use the Department of Defense (DoD) federal facility that is run down with most of the buildings old and outdated and in need of a lot of maintenance. Why isn't the Master Plan considering taking the DoD property? What could that property be used for?

Response 1: The Airport has looked into the process and timeline to obtain this property, but there isn't an option for the 2040 horizon. The Master Plan has to move forward. The Airport has been careful to not make this a requirement for the project, but the City has made it clear in early discussions with DoD, that the Airport would like to acquire this property in the long term. If the Airport had this area, it would be ideal to straighten out Lambert International Boulevard (LIB) and I-70. This would need coordination because the interstate is MoDOT and the inner roads are City (City is City of St. Louis or Airport unless otherwise noted). MoDOT hasn't looked at the future of the interstate as yet, and they are just starting to begin their process.

Comment 2: What is happening to local access at Natural Bridge? What is the plan for Airport traffic to gain access to the businesses along Natural Road?

Response 2: Dan DeArmond from WSP presented a slide showing local access and stated that the access from Airflight would not change for access to/from the businesses to the South. The intersection at Airflight and Natural Bridge/Pear Tree Dr will remain the same and have access to/from I-70. However, that traffic pattern will not have direct access into the new Terminal Loop. There is consideration ongoing for how to allow limited commercial-only access directly into the Loop which would decrease the drive time for commercial vehicles. For instance, there are potential considerations for allowing shuttle busses to have a shorter turnaround on LIB to get into the Terminal Loop.



Comment 3: What is happening to Terminal 2? It seems that a plan for Terminal 2 is necessary for the communities to understand how a repurpose or demolition may affect the communities. It doesn't help to push the decision making for Terminal 2 too far down the road. There is a lot of distrust in the community on Terminal usage.

Response 3: Terminal 2 is expected to be repurposed because it is in good shape and has a good parking garage, however it isn't yet determined what the repurpose would be. It is not expected that Terminal 2 would be torn down. It could be used for Airport administrative offices. It has been considered to put an Airport hotel within Terminal 2. Commercial uses have also been considered, but the space doesn't lend itself well to those uses. FAA would like to see aviation-related functions there, such as administrative offices for the Airport. The Airport has committed to have the communities and stakeholders at the table during the discussion and planning for the repurposing of Terminal 2. Presently, the Airport's focus is on completing the planning for the consolidated terminal. Planning for the Terminal 2 repurposing will begin after planning for the consolidated terminal is complete. Communications with the communities and stakeholders will continue on roads associated with Terminal 2 as they are an important egress from the East, and for Metrolink access. Also, Terminal 2 needs to function as a terminal the next 8 years or until a point when the terminal program is complete and the airlines have moved to the consolidated terminal.

Comment 4: It is important to note that the community wants not just transit but the ability to access Metrolink. The community is asking for access that they do not have currently. Having walking and community access for the Metrolink is important for both sides of the communities for Woodson Terrace and the other communities of the Coalition. How will the communities have access to public transit?

Response 4: Community desire for access to transit was noted by the consultant.

Comment 5: What is the meaning of "future parking demand?"

Response 5: The Airport received a lot of feedback from the public survey that more parking is wanted. It is clear that parking will remain in high demand at the Airport, especially close in parking.

Comment 6: What is the access to the Airport from Westbound I-70 getting off at Cypress?

Response 6: This would remain how it is today.

Comment 7: Concern was expressed that if Airport traffic doesn't go through the commercial area it will have a negative effect on the businesses and communities that are south of the Airport. There are a lot of people that use Airflight to get to the commercial district. Was it considered to look at Natural Bridge for direct Airport access?

Response 7: From Airflight, there will be a turn around on LIB eastbound to access the lane that enters the consolidated terminal loop road. In the short term the turnaround would be at Terminal 2. In the future, the turnaround feature could be located closer to Terminal 1 and the proposed terminal loop. The implementation of a dedicated terminal access road and not being able to shortcut into the terminal loop is to give the needed access driving distance to spread the volume out and give drivers time to make the decisions. This greatly increases the safety and efficiency of the landside access system. Civilian cars will still access the businesses to the south for parking and other services from Airflight, and these



cars can still get to the Airport from the Airflight access. Full access is still provided with the turnaround.

Comment 8: Will commercial vehicles still have direct access to the terminal? The desire is to make the journey for shuttle busses shorter.

Response 8: We have several slides that compare the access for shuttles today with the future. What is being contemplated is an access control lane dedicated for shuttles only to access into the terminal loop. With a dedicated, controlled-access shuttle lane into the terminal loop, congestion can be controlled on the curbside and into the loop drive while still allowing shuttle busses into the Airport terminal loop quicker than private vehicles. This type of concept will be explored further in the design phase of the terminal project.

Comment 9: Are there traffic counts for the flow of traffic into the commercial district that show how this will affect the communities? Did your traffic model consider traffic south of I-70? The communities would feel more comfortable if there was a plan for Terminal 2. What are the bottom line economic impacts for this project on District 73?

Response 9: Yes, our model did include traffic on the roads south of I-70. There is still a significant amount of traffic going to Natural Bridge from Airflight Drive that is being served for the commercial needs (air traffic passenger parking, rent-a-car customers, related shuttles, hotel guests, restaurant clientele, cars needing gas, etc.). An economic development entity for the region, Greater St. Louis Inc. (GSL), will be soon publishing an economic impact study that the Airport has on the region and the state. This will be publicly available.

Comment 10: Can the City look at the economic impacts of the local communities, especially my District?

Response 10: It is not known how granular the Airport economic impact study, being completed by GSL, will go or whether it will document impacts to specific communities around the Airport.

Comment 11: Are you looking at the grander strategic direction of the community? The City's population is declining, and how is that impacting this project? How is that being considered?

Response 11: The Airport Master Plan included an extensive air traffic forecast. For Airports, traffic is largely driven by business activity, not population. The Airport is tracking close to the recovery that was expected after the COVID downturn. FAA has approved the forecast for this planning and it is available on the FLYSTL website. This is the data that is put into the traffic models (specific to Origin/Destination traffic, not connecting traffic) and blended with MoDOT traffic sources. Chapter 3 of the master plan is the Forecast and it includes a lot of economic and other specific information.

Comment 12: What is "GTC?"

Response 12: GTC is the Ground Transportation Center which includes a higher level of service for all modes of traffic including busses, commercial vehicles, parking shuttles, Uber/Lyft and other transit.

Comment 13: Will the signage at the Airport be updated? What will signage look like for the community? Will signs indicate where the businesses are or just the Airport?



Response 13: Yes – signage will look like other Airports to guide drivers. There will be signs for businesses, for instance for Enterprise Rental Cars or Hilton Hotel. The Airport is currently working with MoDOT to improve rental car return signage with Airport-approved signs.

Comment 14: If the community (Woodson Terrace) puts in the tunnel, would it provide access to Terminal 1? The intention of building a tunnel was to have the option for traffic to enter north under the highway from the communities to the south.

Response 14: Yes, the Woodson Terrace project (the tunnel under the highway), if built, would provide that access from the south side of the highway to the north side (airport side) of the highway.

Comment 15: To emphasize the need for community engagement, there is one shot with limited resources for MoDOT to put in roadway modifications. At some point there are irreversible expenditures. There is an opportunity to improve traffic flow and access for all the communities. Cypress road is also an essential feeder not only for the Airport but for all the communities. The Woodson Terrace tunnel could improve access for many of the communities.

Response 15: The traffic model performed for the Airport plan includes modeling at Cypress and it is understood that it, as a feeder not only to the Airport but all communities it connects to, must be maintained if not improved as a result of the Airport project. In addition, MoDOT is just starting an undertaking to look at the segment of highway immediately in front of the Airport and the Coalition communities. MoDOT's study will look at the traffic flow as well. MoDOT will conduct a separate NEPA environmental process. While MoDOT and the FAA (as the Federal authority with jurisdiction to the Airport) won't combine NEPA efforts, there is coordination between MoDOT and FAA. The Airport is including MoDOT as a stakeholder.

Comment 16: Are there options for the communities to collaborate on solutions?

Response 16: When the tunnel project was started by Woodson Terrace, there was outreach to the other communities. This is a continuation of that process and for this project the stakeholder engagement will continue.

Comment 17: The smaller communities don't have specialized staff or consultants that are able to look at these options or develop their own proposals, and doing regional planning is very costly. How can all of the surrounding communities get on the same page?

Response 17: Communities are encouraged to continue working together and work with the metropolitan planning organization (MPO) to make sure their ideas and plans are included in the regional plans. There may be additional opportunities under the MoDOT process. In addition, the Airport will continue with stakeholder engagement activities such as this throughout the environmental review process and during the design and construction processes.

Comment 18: The Woodson Terrace project is trying to help with the Airport traffic flow, so why isn't this not a part of the plan? Woodson Terrace invested \$1M into a feasibility study.

Response 18: The proposed Woodson Terrace project was considered in the planning process and can be incorporated into the plan. It is not being precluded from the Airport plan and is shown



on several of the slides. If funding is available for the Woodson Terrace project, it can be incorporated into MoDOT's project and the Airport project. Design is still not started for the Airport project, so there is time for the communities to advance the tunnel project.

Comment 19: The Airport is advocating for changes on the highway – so the Airport is advocating for projects not on their property that do benefit the Airport.

Response 19: Community desire for the Woodson Terrace project to be considered during the Airport project was noted. The consolidated terminal program will be funded by user rates and charges paid for by our airlines. All costs to the program must be agreeable to the airlines. The proposed landside concept for the consolidated terminal focuses on access which benefits the greatest number of airport users.

Comment 20: To be clear and upfront about the Airport project: the communities to the south will stop the project if it is negatively impacting businesses in the area. There are a lot of vacant parcels that are currently not being taken care of. There is a lot of distrust of the Airport. The constituents need more communication on how this is community improvement to the district.

Response 20: An element of NEPA is looking at land use planning specific to adjacent communities and future realization of those communities' goals. This concern was raised, by way of comments to the FAA NEPA Scoping process back in January of 2023. Because NEPA for the consolidated terminal has not begun, those comments have not been formally addressed or responded to yet.

Comment 21: Where in all of this are community plans being considered?

Response 21: The Airport planning documents were shared with FAA. But, NEPA has not yet started. If the communities have plans, they will be considered during NEPA. Part of the answer is that there is a need for regional planning to be done, in collaboration with the MPO. There is time now for the communities to do regional planning.

Comment 22: The Airport is undertaking a major project in the community, and the community is stating that the Airport has a responsibility to consider the communities ability to thrive. Historically, the Airport has made changes that have had negative impacts on the communities. For instance, there used to be a connection Westbound from the from City of St. Louis to Woodson Terrace. There used to be an exit at Brown Road, which was eliminated to accommodate Airport direct access. The only other way to get in is to go to Airflight drive. This was done at the time of the last expansion. It was then that the Airport project wiped out the City of Bridgeton and Kinloch. The communities were told that the Airport was supposed to be doing a lot of community building. In the 1990s, the communities were wiped out. It is desired for the Airport to uplift the communities that they have depressed in the past. There is a lot of remembrance of what used to be there, and now there is nothing except overgrown properties and it's depressing. There is a lot of dumping because there isn't value seen in the communities. The dumping continues and the community tries to clean it up, but it continues.

Response 22: The consulting team is documenting all the comments as FAA prepares for NEPA. All the comments will be included for the NEPA documentation.



Comment 23: Local access is not just the local access to the Airport. It is the need for the Airport passengers to have access to the communities and the businesses. The desire is to have access restored.

Response 23: This is by design a long and thoughtful process and this will not be the last time that we sit down together. At the top of the Airport website, there is a banner for the planning documents. The current project is accessible on FlySTL.com in the Planning Documents.

CONCLUSION

- Mayors of the Cities of Woodson Terrace and Edmundson and attendees expressed their desire for this project to integrate the communities surrounding the Airport via revised traffic patterns and uplift the communities via increased connectivity and business activity.
- Attendees expressed distrust for the project due to the perceived impact of a previous projects.
- It was suggested that the community distrust may be ameliorated by providing concrete plans for the usage of Terminal 2.
- Attendees requested walking access to the MetroLink.
- Attendees provided substantial input on their ideas regarding traffic patterns and specific roads and exits, as well as inquiring about Airport signage that may lead travelers to the local businesses.
- Some attendees want to see incorporation of the Woodson Terrace Tunnel Project into the planning process.
- NEPA process will require further engagement.

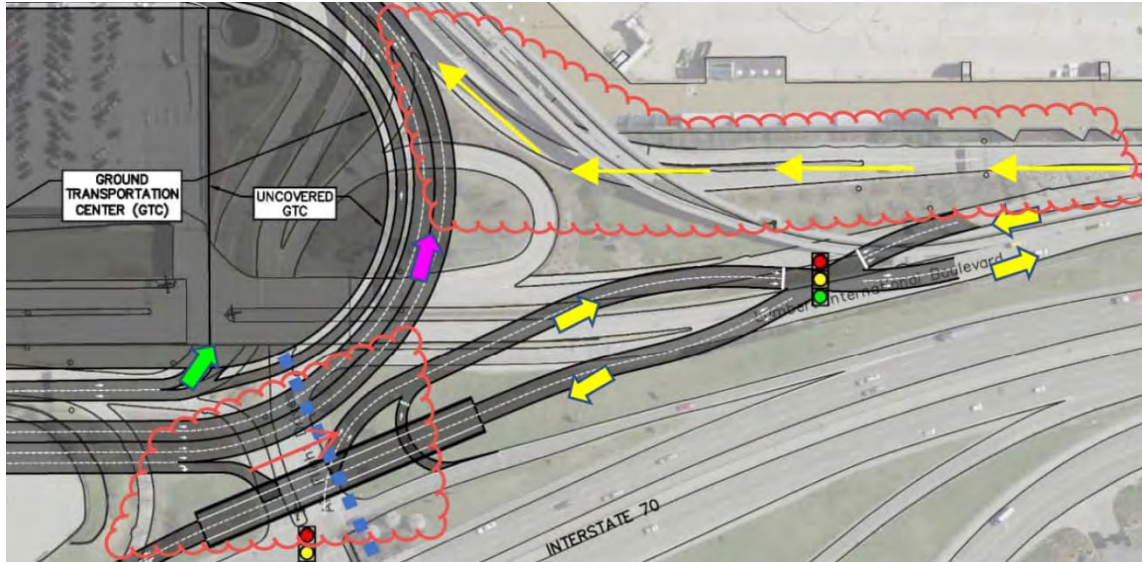
POST-MEETING CLARIFICATION

Three concepts were discussed during the briefing but did not have illustrations in the shared visual materials (slide deck). To clarify and document the discussion, the following exhibit illustrates the concept of an access-controlled shuttle bus lane into the terminal loop and maintaining Eastbound flow through the Airflight intersection north of the highway.

These two concepts have not been modeled or analyzed in the Airport planning efforts to date; but these concepts, as a function of the engagement activity, are being documented now so that they can be later shared with a future designer for consideration then and potential adoption into the overall landside design.

The third concept discussed is providing a turnaround nearer to the consolidated terminal loop (instead of having drivers go all the way to Terminal 2 to turnaround and take Westbound LIB to enter back into the loop road). The turnaround is not shown but would be located in the vicinity of cross-over intersection shown just East of the terminal loop. This turnaround will be studied further by a future designer. See following exhibit.

Exhibit 1



Description of Exhibit 1

- Yellow arrows from LIB east to west represent a potential lane to enter into terminal loop nearer the curbside and will be explored during design for controlled commercial vehicle traffic-only as a means to shorten the distance of travel to the terminal curbside and/or GTC for shuttle buses.
- Single red arrow going east across Airflight Drive will be explored to allow vehicles traversing easterly from west of terminal area to T2 area along LIB.

Notice of Availability

Notice of Public Meeting and Notice of Availability for Public Comment for Proposed Consolidated Terminal Program

The St. Louis Airport Authority (STLAA) intends to undertake the following proposed actions, referred to as the Consolidated Terminal Program, at the St. Louis Lambert International Airport (STL):

- **Enabling Projects:** Demolish various structures to accommodate the new consolidated terminal, including the former Missouri Air National Guard (MoANG) Campus, South Fire House Medical Storage, Credit Union Building, the Terminal 1 Parking Garage, Fuel Consortium Facilities, phased demolition of existing Concourses A, B, C and D, and other support facilities.
- **Consolidated Terminal/Airside Components:** Construct a consolidated terminal (up to 62 gates) to replace Terminals 1 and 2, including reconfigured terminal passenger ticketing and baggage claim areas; new security screening and Federal Inspection Services (customs); relocation and upgrading utilities; construct replacement airline and airport support facilities, stormwater collection system improvements, terminal apron infill including proposed Coldwater Creek enclosure, reconstruction of apron and taxilanes in the vicinity of the new consolidated terminal, converting Taxilane C to Taxiway C, and close Terminal 2 and mothballing until a potential reuse is identified.
- **On-Airport Roadway and Landside Components:** Reconfigure terminal access road system to improve driver wayfinding and decision making, construct replacement two-level passenger drop-off and pick up curb, construct new parking garage and ground transportation center directly across from the terminal.
- **Connected Actions – Other Roadway Access Improvements:** Construct other roadway and intersection improvements along Interstate 70 and other potential access improvements as identified and refined during the detailed design phase of the project.

We are providing notice of a Public Meeting where we will address the proposed action's potential economic, social, and environmental impacts. In addition, we will address the project's consistency with the goals and objectives of the affected area's land use or planning strategy.

The Public Meeting will be held at the following time and place:

Tuesday, August 6, 2024, 4:00 to 7:00 p.m., with presentations at 4:45 p.m. and 5:45 p.m.

St. Louis Lambert International Airport

Terminal 1, Concourse B

Note: Parking will be validated; MetroLink light rail service is also available.

The Draft Environmental Assessment (EA) evaluates the potential for impact on environmental resources including: air quality; biological resources; greenhouse gas and climate change; historic, architectural, archaeological, and cultural resources; Department of Transportation Act, Section 4(f); hazardous materials, solid waste, and pollution prevention; natural resources and energy supply; noise and noise-compatible land use; socioeconomic, environmental justice, and children's environmental health and safety risks; visual effects; and water resources, including wetlands and waters of the U.S. Adverse effects on historic properties are proposed to be mitigated through a Memorandum of Agreement (MOA) per Section 106 of the National Historic Preservation Act. The proposed action is anticipated to encroach on a FEMA proposed floodplain located on the St. Louis Lambert International Airport. Impacts are anticipated to be minor. The

proposed action conforms to applicable state and/or local floodplain protection standards and all measures to minimize harm will be included in the project.

The Draft EA, Draft MOA, and Draft Section 4(f) Evaluation evaluating the proposed action's impacts will be available for public review beginning July 3, 2024 through August 16, 2024. The Draft EA will be available for online viewing at <https://www.flystl.com/civil-rights/public-notice-and-reports> with hard copies available at the following libraries: Bridgeton Trails, Oak Bend Branch (temporary St. Louis County Library headquarters) and Rock Road. A hard copy or CD of the Draft EA may be mailed upon request. Those wishing to provide comments must do so by email or letter to the address below no later than Friday, August 16, 2024.

Jim Neidel
St. Louis Lambert International Airport
10701 Lambert International Blvd
St. Louis, MO 63145
jrneidel@flystl.com

or

Scott Tener
Federal Aviation Administration, ACE-611F
901 Locust St.
Kansas City, MO 64106-2325
scott.tener@faa.gov

Written and presentation materials at the public meeting will be provided in English and all facilities are compliant with the Americans with Disabilities Act. If other special assistance is necessary, please contact Jim Neidel at (314) 551-5027 or via email at jrneidel@flystl.com. All special assistance requests must be made no later than 4:00 p.m. on July 30, 2024.

Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment, including your personal identifying information, may be made publicly available at any time. While you can ask in your comment to withhold from the public your personal identifying information, we cannot guarantee that we will be able to do so.

Draft EA Distribution List

Email Cover Memo to Agency Recipients:

Subject: St. Louis Lambert International Airport
Proposed Consolidated Terminal Program (CTP)
Draft Environmental Assessment

The Federal Aviation Administration (FAA) is considering a proposal by the St. Louis Airport Authority (STLAA), referred to as the Consolidated Terminal Program (CTP). The CTP project includes terminal, roadway and parking improvements to enhance the passenger experience and ensure continued safe, secure and efficient operations at the St. Louis Lambert International Airport.

A Draft Environmental Assessment has been prepared to evaluate the proposed action's impacts. An electronic copy of this Draft Environmental Assessment Report and the Notice of Availability is available for downloading at the following website: <https://www.flystl.com/civil-rights/public-notice-and-reports>.

At the request of STLAA and FAA, please forward any comments you may have by email or letter to the address below no later than August 16, 2024.

Jim Neidel
St. Louis Lambert International Airport
10701 Lambert International Blvd
St. Louis, MO 63145
jneidel@flystl.com

or

Scott Tener
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Thank you for your consideration in this matter.

CC:

Scott Tener, Federal Aviation Administration
Jerry Beckmann, St. Louis Airport Authority
Jim Neidel, St. Louis Airport Authority
Jennifer Kuchinski, WSP
Heather Lacey, CMT

St. Louis Lambert International Airport
CTP Draft EA Distribution List – To be sent via email

Agency	Contact Name(s)/Position	Email Address
Federal Highway and Transportation Administration	Missouri Division Felix Gonzalez Tayor Peters Natalie Roark Dawn Perkins	Missouri.FHWA@dot.gov felix.r.gonzalez@dot.gov taylor.peters@dot.gov natalie.roark@dot.gov dawn.perkins@dot.gov
Federal Transit Administration	Mokhtee Ahmad (Region 7 Administrator) Mark Bechtel (Deputy Regional Administrator)	mokhtee.ahmad@dot.gov Mark.bechtels@dot.gov
U.S. Army Corps of Engineers	Regulatory Branch Chief St. Louis District Public Affairs Office	mvs-regulatory@usace.army.mil TeamSTL-PAO@usace.army.mil
U.S. Department of Interior, National Park Service	Courtney Hoover (Regional Environmental Officer) Glenn Schroeder (Regional Environmental Protection Specialist)	courtney_hoover@ios.doi.gov glenn_schroeder@ios.doi.gov
U.S. Environmental Protection Agency, Region 7	Joshua Tapp, NEPA Program Director	tapp.joshua@epa.gov
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Metropolitan St. Louis Sewer District	Jay Hoskins, Head of Environmental Compliance Richard Unverferth, Director of Engineering	jshosk@stlmsd.com RLUNVE@stlmsd.com
Bi-State Development Agency	Taulby Roach (President & CEO)	troach@bistatedev.org

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City of Edmundson	John Gwaltney, Mayor Ronda Phelps, City Clerk	mayorgwaltney@cityofedmundson.com rphelps@cityofedmunson.com
Gateway Coalition	Laura Madden	laura@phoenixconsults.com

Draft EA
Public Meeting Summary Report



**ST. LOUIS LAMBERT
INTERNATIONAL AIRPORT®**

DRAFT ENVIRONMENTAL ASSESSMENT PUBLIC MEETING SUMMARY REPORT

AUGUST 2024



Prepared by



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Overview

The St. Louis Airport Authority (STLAA) recently completed an update to the Airport Layout Plan and Master Plan (ALP Update/MP) for the St. Louis Lambert International Airport (STL). This update included a proposed Consolidated Terminal Program (CTP), which combines the two existing passenger terminals into a single terminal, streamlining security screening and passenger experience. The program must undergo review standards outlined by the National Environmental Policy Act (NEPA) to seek federal funding.

The environmental review process kicked off with a public scoping meeting in December of 2022, which introduced the environmental review process. An environmental review was conducted that resulted in a Draft Environmental Assessment (EA), which evaluates the potential environmental impacts of the proposed CTP. As part of federal requirements, the Draft EA was made available for public review and a public meeting was held to present the results of the environmental review process and seek feedback on the Draft EA.

August 6, 2024, Draft Environmental Assessment Public Meeting



A Draft Environmental Assessment Public Meeting was held on Tuesday, August 6, 2024, from 4-7 p.m. in STL's Concourse B. The purpose of this meeting was to present the Draft EA findings and recommendations to the public for comments before it is finalized. Representatives from the FAA, STL, MoDOT and the consulting team were present to answer questions and hear comments. 41 people attended the meeting.

During the meeting, two presentations with Q&A sessions were conducted at 4:45 and 5:45 p.m. American Sign Language translators

provided interpretation during both presentations. These presentations were taped live and made available on the FlySTL.com website with captions. Lurna Godwin of Vector Communications began the presentation with welcome remarks and introduced Rhonda Hamm-Niebruegge, STL Director and CEO, who spoke on the future of air travel in St. Louis. Next, Doug Gregory of CMT, John Van Woensel of WSP, and Jerry Beckmann, STL Deputy Director Planning & Development, presented plan specifics, environmental assessment results, mitigation measures, and the importance of this plan for the future of regional air travel.

Around the room, visual boards displayed plan details. Attendees were given a station guide handout to describe the stations' contents. The Draft EA document was available on-site and on the FlySTL.com website.

Attendees were encouraged to visit the comment table station and leave comments via a paper comment form or online comment form, accessible via QR code and link. A microphone and recording device were available for verbal comments; no attendee utilized the verbal comment station. A demographic form was also available; three attendees filled out the paper demographic form, and 35 people completed at least some questions on the online demographic form.



The comment form link was sent via postcard to all addresses within one mile of STL, so residents could provide online feedback. The comment form was open until midnight on Friday, August 16, 2024.

For the visual display boards, station guide, presentation slides, comment and demographic forms, please see Appendices A, B, C, D and E, respectively.

Public Meeting Notifications

Notification of the August 6, 2024 public meeting was provided using the following outreach methods:

Newspaper Legal Notice

A Legal Notice of Availability (NOA) announcing the availability of the Draft EA and associated documentation, and a Notice for a Public Meeting was published in the St. Louis Post Dispatch, a newspaper of general circulation, on July 3, 2024, as required by FAA.

A copy of the Public Notice Affidavit of Publication is included in Appendix F.

Postcard

A postcard was sent to all addresses (13,926) within a one-mile radius of STL. The postcard promoted the public meeting and had a QR code that directed recipients to the online comment form.

For an image of the postcard, see Appendix G.

Community Notifications

Direct email correspondence with a copy of the postcard notice was also sent to municipalities and community groups within and adjacent to the project study limits.

Demographic Form Results

There were 35 respondents that filled out at least some questions on the demographic form. Most respondents identified as White (85%) and primarily English-speaking (96%), with 1-2 people in their homes (67%) ages 19-44 (40%). Most respondents have an annual household income of \$150,000 + (58%), completed college or university (88%) with a graduate or professional degree (50%), and do not have a disability (85%). Additionally, most respondents are ages 46-75 (75%), male (63%), and married or in a domestic partnership (73%).



Respondents also suggested ways to improve the inclusiveness of public outreach efforts. Some suggestions included outreach that had occurred to promote the meeting, like sending out a mailer to residences and posting the public meeting on the STL website and local news. Other suggestions included posting the meeting on community billboards at city halls, outreach to colleges and universities, returning information in a timely fashion, conducting the meeting in a different space with closer ADA parking spots, and avoiding scheduling on voting days.

For the demographic form result table, see Appendices H.

Public Comments and Responses

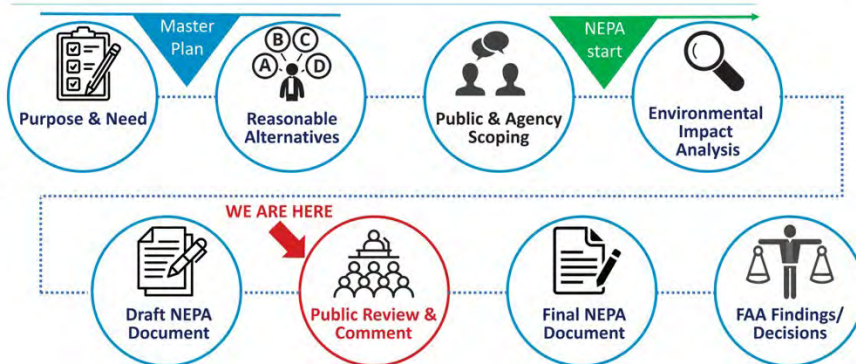
Public comments were received on a paper form, email, and an online comment form. A total of 34 comments were received via the online comment form and one via the paper comment form. Following the public meeting, additional comments were sent to STL and/or FAA via email.

A summary of the comments received and responses to substantive comments is included in Appendix I.

Appendices

Appendix A: Visual Display Boards

NEPA Process



Purpose of National Environmental Policy Act (NEPA)

- ☐ Ensure effects to the natural and human environment are considered by federal decision makers (FAA)
- ☐ Share information with and hear from the public (you) before making decisions
- ☐ Identify opportunities to avoid or minimize impacts



NEPA Roles and Responsibilities



Local Officials, Political Leaders, and the Public (You)

- In the Draft NEPA Document, comment on:
 - Accuracy of information and assumptions
 - Adequacy of methodology
 - New information relevant to the analysis

Federal, State, and Local Agencies with Relevant Expertise and Jurisdiction

- Identify potentially-affected resources under their jurisdiction that may be affected
- Work with FAA and STL to resolve impacts and concerns
- Identify permit requirements

Substantive comments on the Draft Environmental Assessment will be addressed in the Final NEPA Document.



NEPA Roles and Responsibilities



Federal Aviation Administration (FAA)

- Responsible for NEPA compliance and decisions:
 - Is there an aviation need for the project?
 - Have reasonable alternatives been considered?
 - What type of analysis is required?
 - Is mitigation required for significant impacts?
- Oversees and approves analysis and documentation
- Seeks input from public and agencies with relevant expertise

St. Louis Lambert International Airport (STL)

- Proposes projects for FAA consideration
- Provides planning, design and other information needed for evaluation
- Manages consulting team that provides technical and logistical assistance to FAA in conducting outreach, analyzing impacts, and documentation

Federal Highway Administration/Missouri Department of Transportation (FHWA/MoDOT)

- Cooperating agency on the NEPA process
- Provides input and review on the evaluation of roadway components and potential impacts that could occur within MoDOT right-of-way

Terminal Needs vs. Solutions



Need

Growth in
Passengers



Solution

Accommodate up to 62 aircraft gates
Right-size terminal & concourse space
Accommodate modern aircraft



Old/Aging
Facilities



Upgrade customer experience
Reduce O&M costs
Improve resiliency/reliability



Inadequate
Concessions



Increase customer choices
Upgrade customer experience



Insufficient Revenue
Opportunities



Provide more garage parking
Enhance revenues

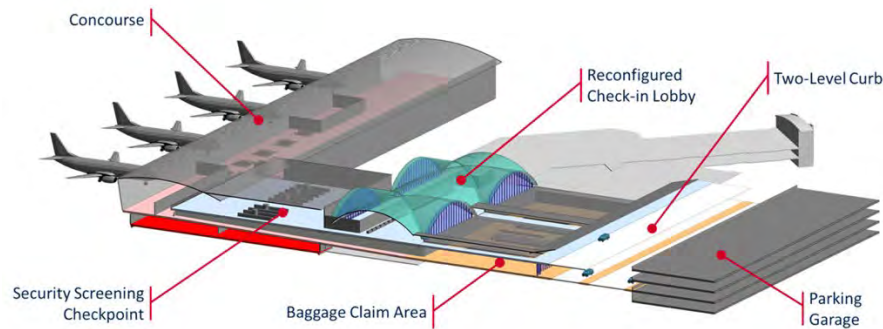
Consolidated Terminal Program



Proposed Concept



Consolidated Terminal Program Concept Overview



Up to 62 gates to accommodate larger modern aircraft	~1.5M SF building space Larger concourses and circulation areas with right-sized holdrooms (larger)	1 Consolidated Security Screening Checkpoint	60% increase in secure-side concessions
--	--	--	---

Terminal Access / Parking & Ground Transportation Center Concept



Consolidated Terminal Program Timeline

- Planning and requirements documents (complete)
- Airline negotiations (continuing)
- Environmental Assessment – Finding anticipated 3Q 2024 (in progress)
- Professional Services contracting – 2024/2025 (designers, program management, surveyors, etc.)
- Anticipated construction starts
 - Enabling: 2025 / Terminal, Garage: 2026



Purpose and Need: Consolidated Terminal Program



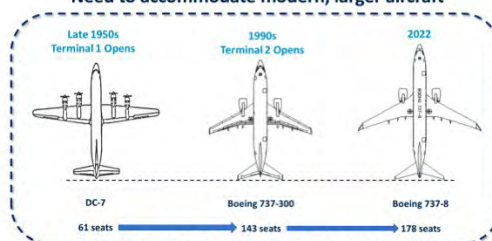
Congested concourse and hold rooms



Congested passenger pick up area

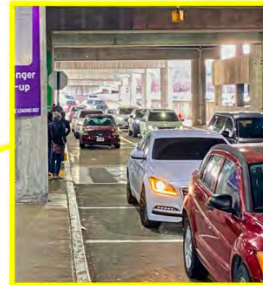
By 2040 STL expects to see growth to 21 million passengers

Need to accommodate modern, larger aircraft



Purpose and Need: Consolidated Terminal Program

Existing Terminal Roadway and Parking Deficiencies



Congested passenger pick up areas



Short decision-making distances on terminal roadways

- Insufficient distance for decision making
- Inadequate number of arrival curb lanes
- Shortage of garage parking (revenues)
- Terminal 1 Garage inefficient & reaching end of useful life

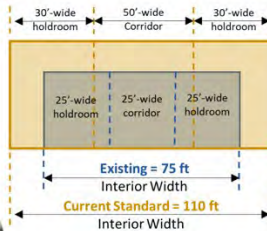
Purpose and Need: Consolidated Terminal Program



Undersized boarding area holdrooms



Congested and narrow terminal concourse



Narrow security screening checkpoint



Congested ticketing and bag check in area

Terminal Needs: Enhance Customer Experience



Aging and
Obsolete
Facilities

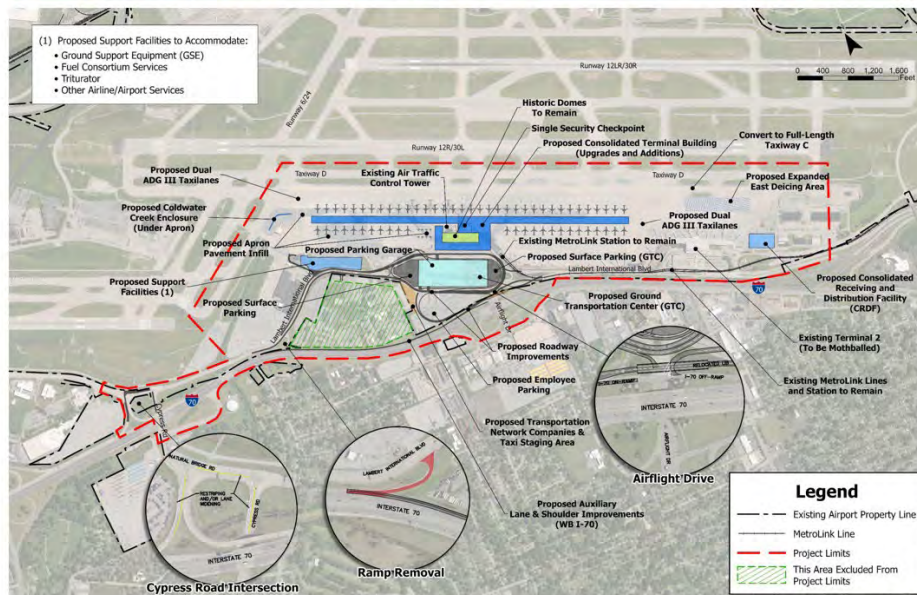
- Undersized passenger areas (hold rooms, restrooms, corridors)
- Lack of functionality (security checkpoints)
- Insufficient concessions (revenues & customer choices)
- Reliability, resiliency, maintenance costs



Growth in
Passengers

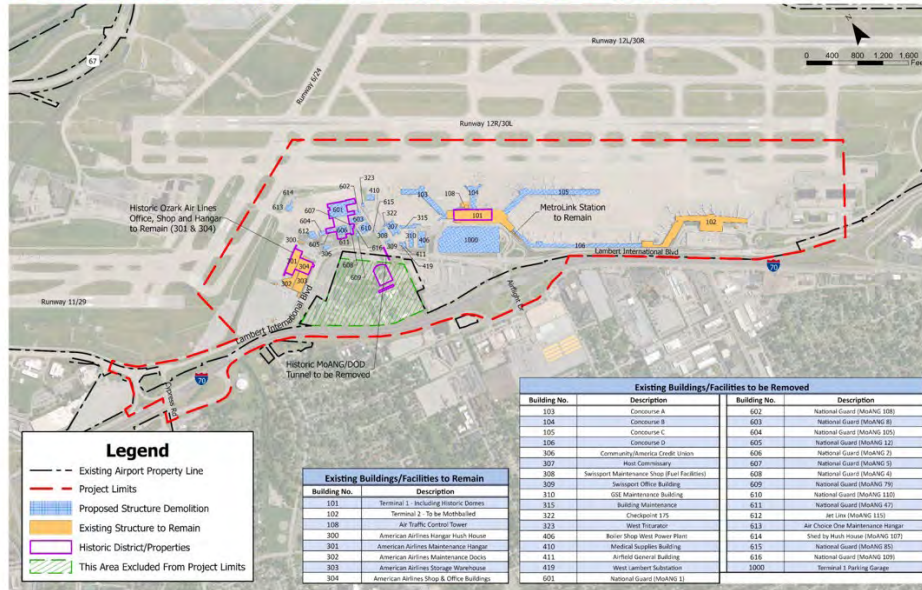
- Need for up to 62 aircraft gates
- Insufficient terminal and concourse space
- Need to accommodate modern, larger aircraft
- Customs cannot be accessed by all carriers

Proposed Action: Consolidated Terminal Program

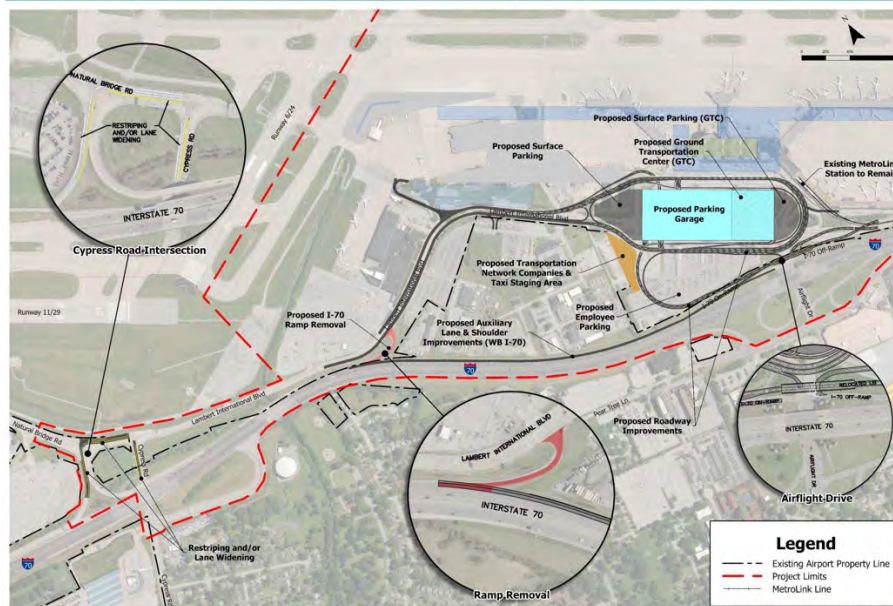


Proposed Action: Consolidated Terminal Program

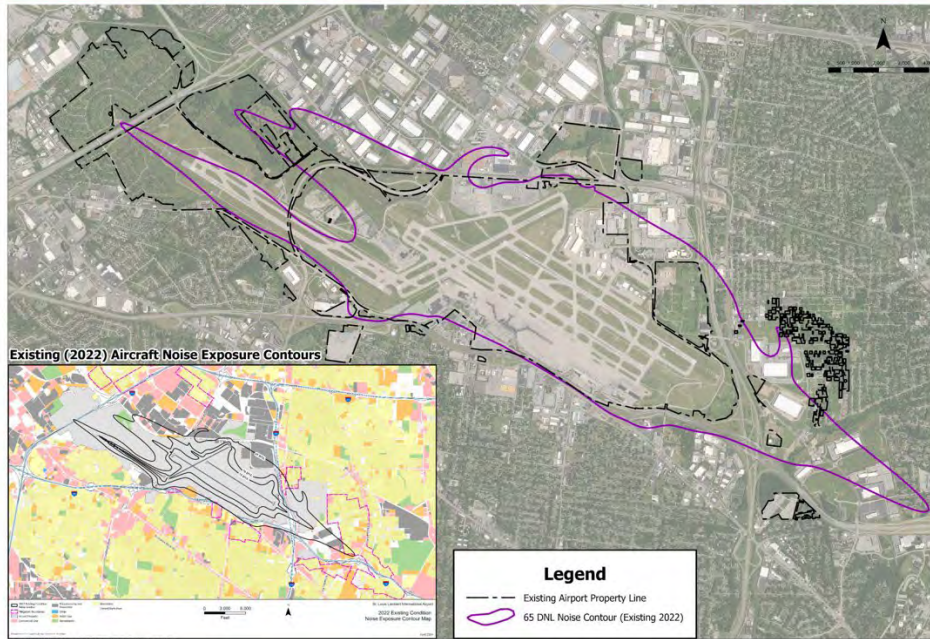
Phased Structure Removals to Accommodate CTP Construction



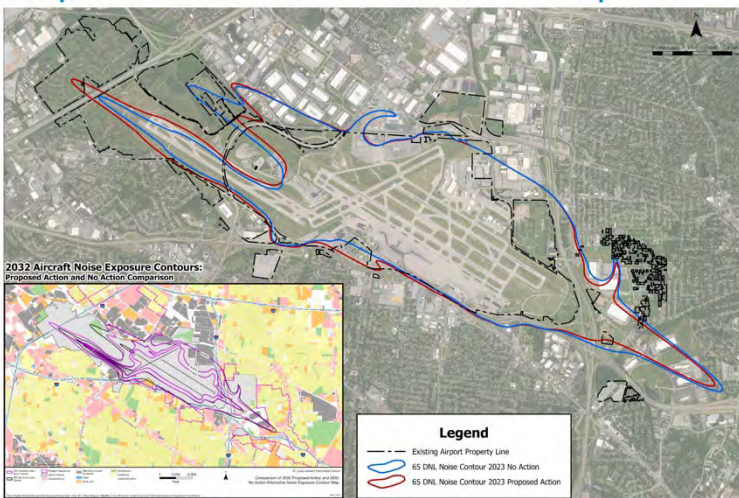
Access, Roadway and Parking Improvements



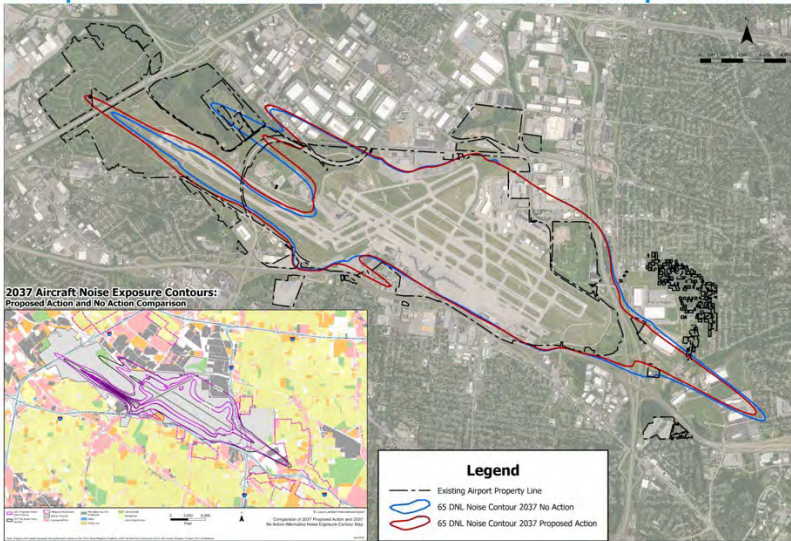
Existing Aircraft Noise Exposure Contours



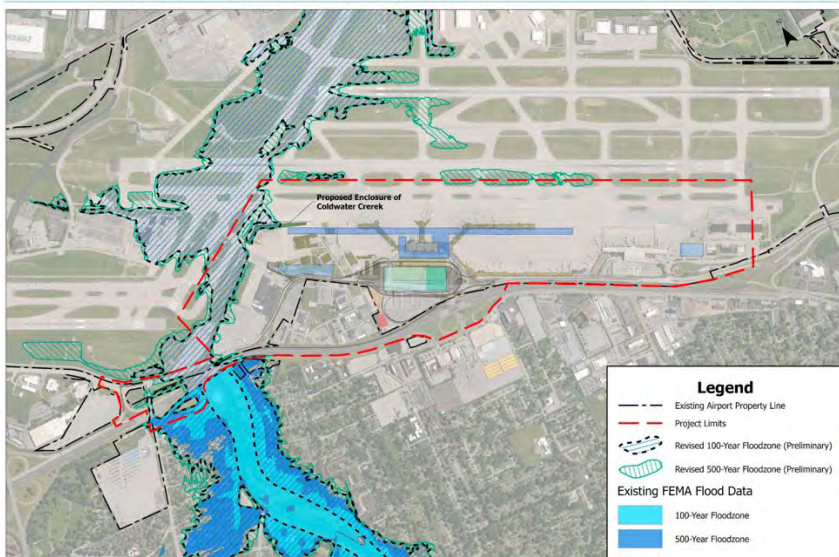
2032 Aircraft Noise Exposure Contours Proposed Action and No Action Comparison



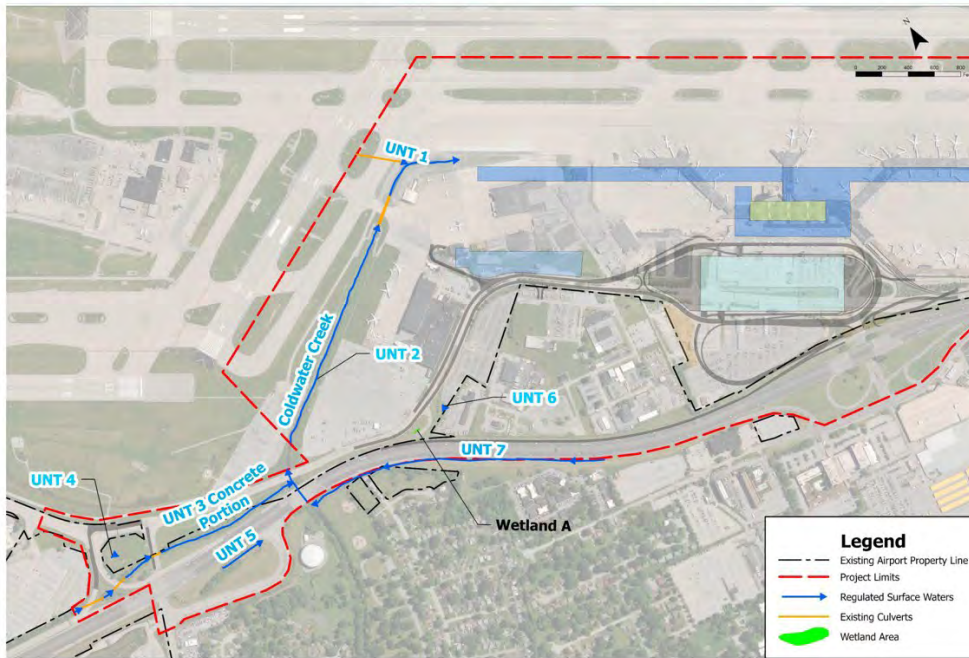
2037 Aircraft Noise Exposure Contours Proposed Action and No Action Comparison



Water Resources: Floodplains



Water Resources: Wetlands and Waters of the US



Historic and Section 4(f) Resources



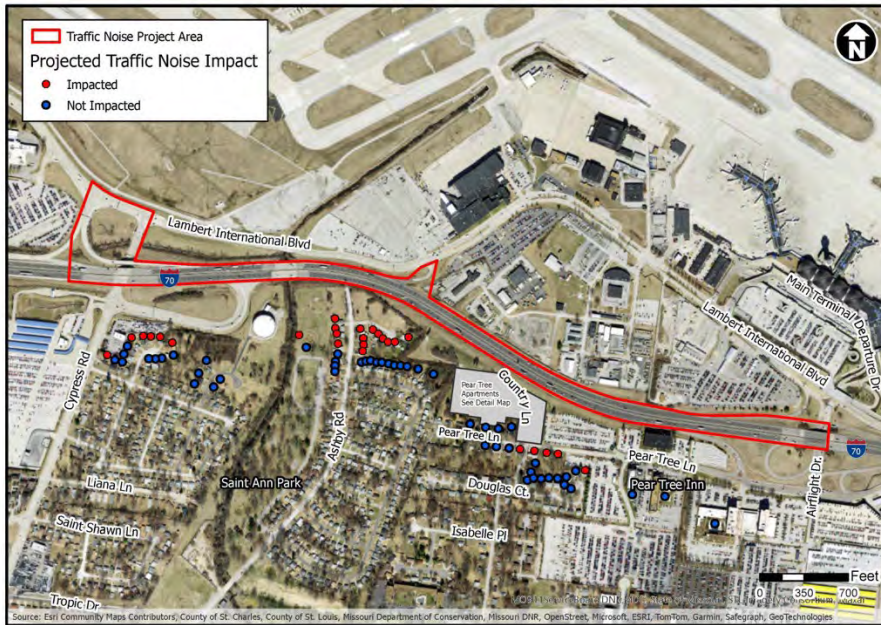
Terminal 1 Historic Domes (to remain)



Lambert Field Historic District – Former MoANG Campus (to be removed and mitigated as outlined in the Section 106 MOA)



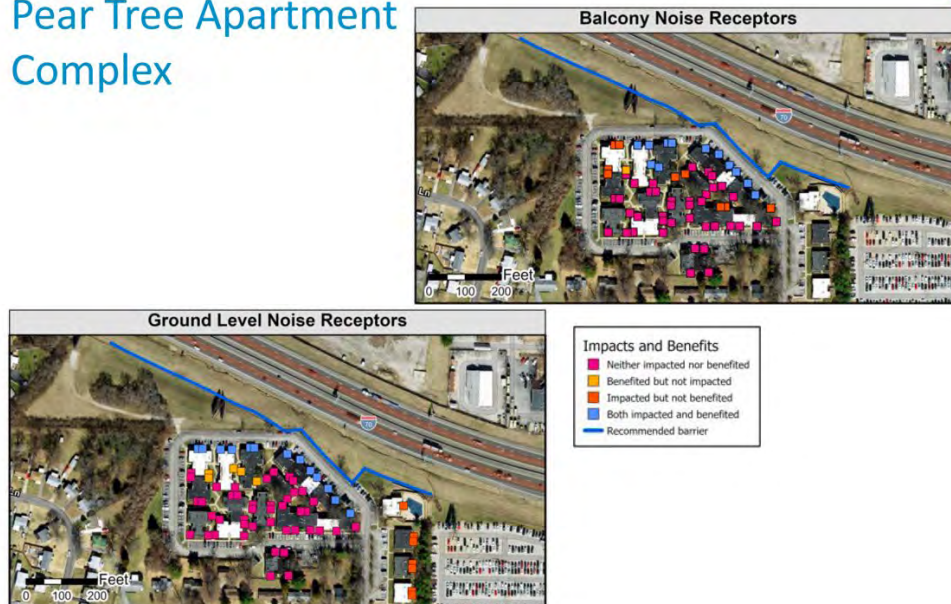
Environmental Results: Roadway Noise



Environmental Results: Roadway Noise



Pear Tree Apartment Complex



Summary of Environmental Impacts and Mitigation Commitments



Environmental Resource	Impacts	Mitigation Commitments
Air Quality	Temporary construction emissions	Implement Best Management Practices (BMPs) during construction activities to reduce fugitive dust emissions.
Biological Resources	May Affect, Not Likely to Adversely Affect federally listed species	Seasonal tree clearing; nesting bird surveys and structure inspections before tree removals and demolition.
Department of Transportation Section 4(f)	Physical use of a Section 4(f) resource due to demolition of buildings and a tunnel within the Lambert Field Historic District	Mitigation measures as stipulated in the Section 106 Memorandum of Agreement.
Hazardous Materials, Solid Waste and Pollution Prevention	Potential to encounter hazardous soils and materials during construction Increase in construction and demolition debris Net increase in impervious surfaces of approximately 6 acres	Soil and groundwater testing to identify if mitigation is required; hazardous materials, if encountered, to be handled in accordance with federal and state regulations; stormwater collection improvements; design and permitting to be coordinated with federal, state and local agencies, as required; implement best management procedures to limit runoff and erosion.
Historical, Architectural, Archeological, and Cultural Resources	Adverse effect on historic properties due to demolition of structures in the Lambert Field Historic District	Mitigation measures as stipulated in Section 106 Memorandum of Agreement. Before any ground disturbing work in MoDOT right-of-way (ROW), work must be first cleared through MoDOT's Historic Preservation office.
Socioeconomic, Environmental Justice, & Children's Health & Safety Risks	Improved safety, reduced congestion and improved transit on airport access roadways Change in access to STL in the area of Pear Tree Drive and the Airlight Drive intersection with minor increase in travel distance	Improvements to the I-70 interstate system to be designed and approved in coordination with MoDOT/FHWA, Complete Traffic Safety & Operations (TS&O) Report, Traffic Management Plan (TMP), and an Access Justification Report (AJR), if required, to be approved in coordination with MoDOT/FHWA. Upgrade existing pedestrian facilities to be ADA compliant and provide additional pedestrian and bicycle connectivity where reasonable and appropriate. STL will continue collaborating with stakeholders during landside access improvement design efforts.
Surface Transportation Noise	Traffic noise impacts on south side of I-70	Conduct noise public involvement during the design phase to determine if a noise barrier is desired. Construct a noise barrier at the Pear Tree Apartments if determined reasonable and feasible.
Water Resources: Wetlands, Floodplains and Surface Waters	Up to 4,018 feet (1.4 acres) of stream impacts and 0.01-acre non-jurisdictional wetland impact Enclosure of a portion of Coldwater Creek with up to 3 acres of encroachment within 100-year floodplain and up to 5 acres within 500-year floodplain	Obtain Section 404/401 permits and mitigate impacts of jurisdictional wetlands and regulated surface waters as determined during design. Obtain floodplain development permit. Adhere to the requirements of 23 CFR 650 for floodplain encroachments within MoDOT ROW. Implement best management practices to limit runoff and erosion. Adhere to MoDOT's State Operating Permit within MoDOT ROW.

Notes:

- No significant impacts or mitigation commitments were identified for the following resources: climate, coastal resources, farmland, land use, natural resources and energy supply, noise and noise compatible land use, visual effects, ground water, wild and scenic rivers and cumulative impacts.
- Please refer to Chapter 3 of the Draft Environmental Assessment for further information on the evaluation of environmental impacts and mitigation commitments.
- Please refer to Chapter 4 of the Draft Environmental Assessment for further information on the evaluation of environmental impacts and commitments applicable within the existing MoDOT right-of-way, as required by Federal Highway Administration NEPA requirements.

We want to hear from you! Public Comment Period is open



Share your feedback about the NEPA process today:

- Scan the QR code below to complete an online comment form on your phone
- Submit a paper comment form in the Public comment area or mail it in
- Record a verbal comment in the Public Comment Area



E-mail or Mail your comments to:

Jim Neidel
St. Louis Lambert International Airport
10701 Lambert International Blvd
St. Louis, MO 63145
jrneidel@flystl.com

OR

Scott Tener
Federal Aviation Administration, ACE-611F
901 Locust St.
Kansas City, MO 64106-2325
scott.tener@faa.gov

Comments must be received by Friday, August 16, 2024.

Appendix B: Station Guide

Consolidated Terminal Program Draft Environmental Assessment Public Meeting



August 6, 2024
Station Guide

Welcome!

Thank you for attending today's Public Meeting. This guide provides an overview of the information presented at each station. Subject matter experts from the airport and consultant team members are at each station to answer your questions.

Presentation - A formal presentation will occur at 4:45 p.m. and be repeated at 5:45 p.m.

Hear an overview of this project and participate in a Q&A with project team members. *A recording of this presentation will be available on the project website.*

Station #1 - NEPA Purpose and Process

Learn more about the National Environmental Policy Act (NEPA) purpose, process, and the roles and responsibilities of agencies and stakeholders.

Station #2 - Consolidated Terminal Program

Learn more about the Consolidated Terminal Program (CTP) concept and Transportation Center concept and timeline.

Station #3 - Purpose and Need

Learn more about the purpose and need for the proposed terminal and roadway improvements.

Station #4 - Proposed Action

Learn more about the key project components included in the Consolidated Terminal Program.

Station #5 - Environmental Results

Learn more about the environmental results evaluated in the Draft Environmental Assessment, including a summary of environmental impacts with mitigation commitments.

Station #6 - Public Comment

Learn how to comment on the NEPA process. Submit a comment form at the station or scan the below QR code.



Comment here!

Pick up a parking validation ticket at the check-in table. Parking validation is available for the Terminal 1 Garage, Lots A, B, C, and D. Shuttles to & from Lots A-D are available every 10 minutes from the SuperPark shuttle pick-up.

www.flystl.com/civil-rights/public-notice-and-reports

Appendix C: Presentation Slides

Consolidated Terminal Program

St. Louis Lambert International Airport

National Environmental Policy Act (NEPA) - Public Meeting

Date: August 6, 2024



Introductions and Agenda

- Director's Welcome
- NEPA Environmental Review Process
- Consolidated Terminal Program Goals and Details
- Purpose & Need - Project Description
- Alternatives
- Environmental Resource Categories Evaluated
- Board Stations
- How to Provide Comments & Next Steps



Director's Welcome



Date: August 6, 2024



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Director Hamm-Niebruegge's Welcome



State of STL

- New Service – Direct Flights
- Passenger Traffic Rebound

2023

2019

- Commercial Developments
 - Boeing expansion
 - Out-parcel developments

**Direct Flights
began May 2**
AIR CANADA



Began June 13!



Date: August 6, 2024



4

The Consolidated Terminal Program: Our Future

The CTP is a Key Element to Achieving our Strategic Plan and Mission



New Terminal
Concept Rendering

Airport Development Initiatives Update

- Independent Projects
 - West Airfield Program (WAP)
 - Finding of No Significant Impact (FONSI) Issued
 - Airfield Maintenance Facility – Under Design
 - West Deice Pad – Scoping with Design Team
 - Central Utilities Plant – Under Design
 - West Electrical Substation – Under Design
- Construction: 2025 – 2027



NEPA Environmental Review Process



Date: August 6, 2024



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What is the National Environmental Policy Act (NEPA)?



Federal law that requires federal agencies to consider environmental, social and economic impacts of projects before making decisions about them:

FAA approval required for changes that affect aviation activity and safety



STL will seek FAA grants for Consolidated Terminal Program (CTP)



Date: August 6, 2024



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The Purposes of NEPA



- Ensure effects to the natural and human environment are considered by federal decision makers (FAA)
- Share information with and hear from the public (you) before making decisions
- Identify opportunities to avoid or minimize impacts



What is in the NEPA Document?



- Documents Purpose and Need (Justification for project)**
- Considers reasonable alternatives to STL proposal**
- Analyzes environmental, social and economic impacts**
- Identifies ways to mitigate significant impacts**



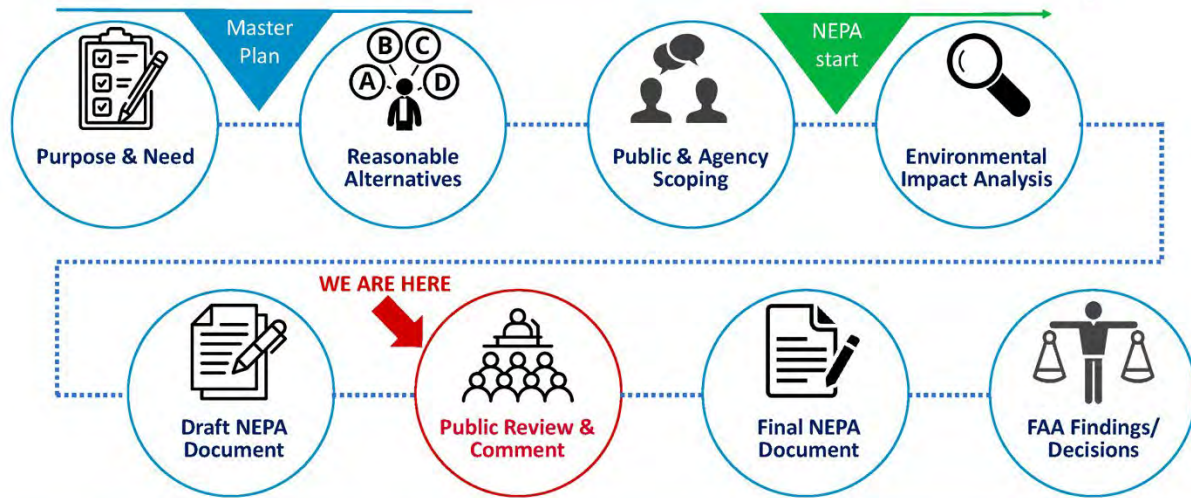
Draft EA Document Available:

- FlySTL Website
- Airport Administration Office (Terminal)
- Airport Operations Building (AOB)
- Local Libraries
 - Bridgeton Trails
 - Oak Bend Branch
 - Rock Road

**Comment Period Open till
August 16, 2024**



NEPA Process



Stakeholder Engagement – Input is Important



Consolidated Terminal Program Goals and Details



Date: August 6, 2024



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The Overall CTP Goal



- Improved customer experience
- Modern facility to accommodate growth
- Integrate facility resiliency
- Vision for the next 40+ Years
- Full implementation by 2031

Functionally Modern	Cost Efficient
Reliable & Resilient	Customer Centric



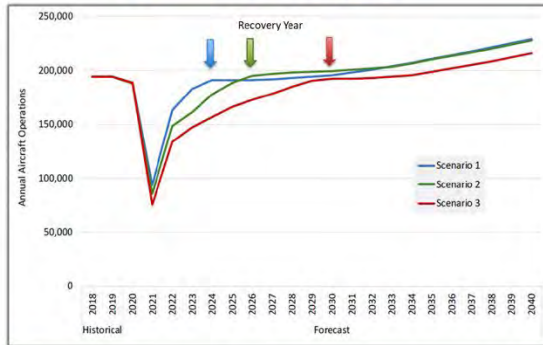
Date: August 6, 2024



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Purpose and Need: Consolidated Terminal Program

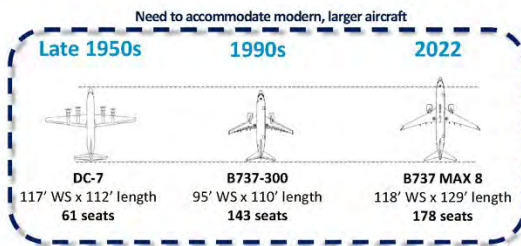
By 2040 STL expects to see growth to
21 million passengers



Congested concourse and hold rooms



Congested passenger pick up area



Terminal Needs vs. Solutions



Need

Growth in
Passengers



Solution

Accommodate up to 62 aircraft gates
Right-size terminal & concourse space
Accommodate modern aircraft



Old/Aging
Facilities



Upgrade customer experience
Reduce O&M costs
Improve resiliency/reliability



Inadequate
Concessions



Increase customer choices
Upgrade customer experience



Insufficient Revenue
Opportunities



Provide more garage parking
Enhance revenues



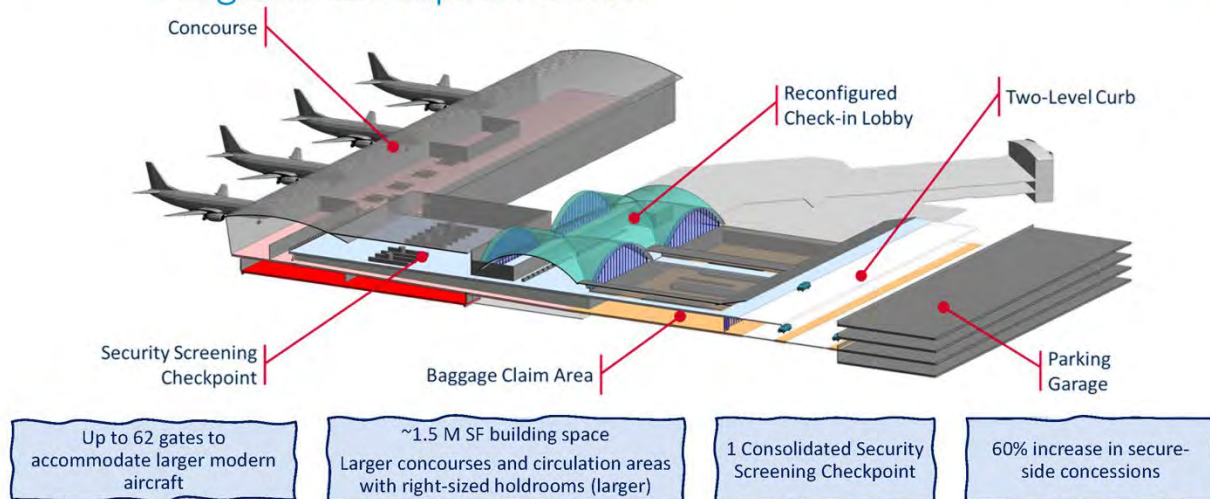
Consolidated Terminal Program

Proposed Concept



Consolidated Terminal Program

Program Concept Overview

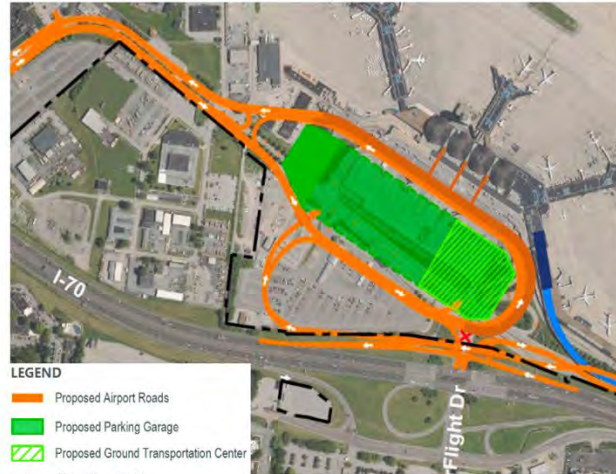
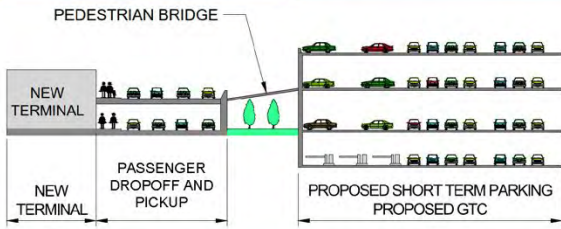




Terminal Access / Parking & Ground Transportation Center Concept



New Garage with Ground Transportation Center (GTC)	Up to 7,200 Spaces
Total On-Airport Parking Supply	13,260 spaces
Increase in On-Airport Parking Supply	~47% increase



Date: August 6, 2024



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The CTP Conceptual Phasing



- Phase I –**
Construction Complete:
Late 2028
- Phase II –**
Construction Complete:
Late 2030
- Phase III –**
Construction Complete:
Late 2031



Date: August 6, 2024



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The CTP Timeline

- Planning & requirements documents (complete)
- Airline negotiations (continuing)
- Environmental Assessment – Finding anticipated 3Q 2024
- Professional Services contracting – 2024/2025 (designers, program management, surveyors, etc.)
- Anticipated construction starts
 - Enabling: 2025 / Terminal, Garage: 2026



Purpose and Need & Project Description

Alternatives



Date: August 6, 2024

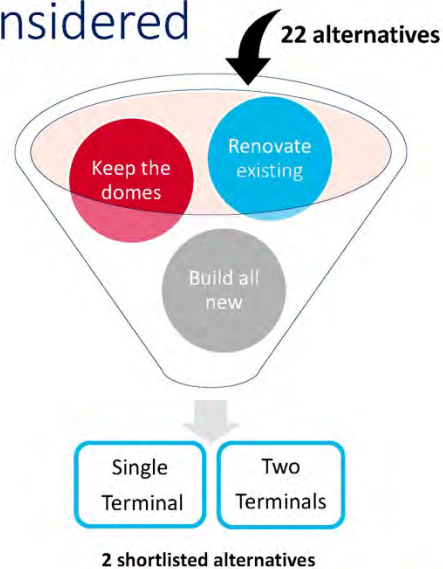


25



Terminal Alternatives Considered

- Terminal sites across entire airport property considered; due to cost and landside access, only the existing site is feasible
- 22 terminal alternatives considered at existing site, including variations of:
 - Renovate existing terminals
 - Retain domes
 - Airline terminal swap
 - Reopen Concourse D
 - Two new terminals
 - Single terminal



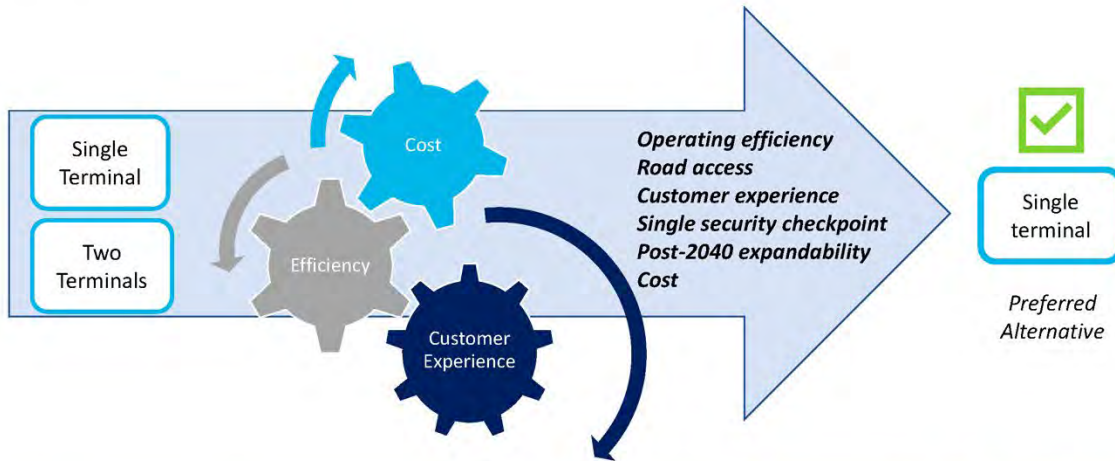
Date: August 6, 2024



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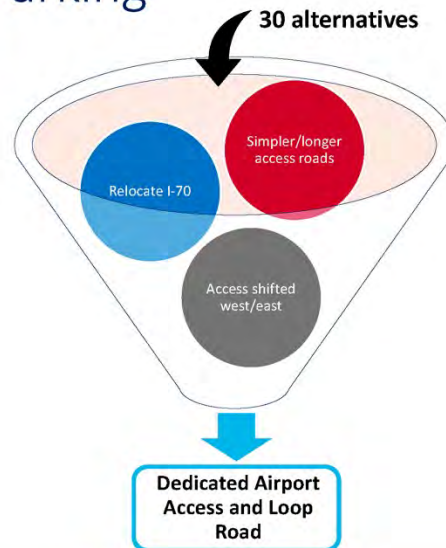


Terminal Alternatives Evaluation



Terminal Roadways and Parking Alternatives Considered

- ~~Relocate I-70~~
- ~~Convert LIB and Natural Bridge Road to one-way~~
- One main airport access road
- Access shifted west/east
- Simpler/longer access to terminal



Environmental Resource Categories Evaluated



Date: August 6, 2024



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Environmental Resource Categories



- ☐ Air quality
- ☐ Biological resources (fish, wildlife and plants)
- ☐ Climate
- ☐ Section 4(f) - Parks, other recreational resources and preserves, historic sites
- ☐ Hazardous materials, solid waste, and pollution prevention
- ☐ Historical, architectural, archaeological and cultural resource
- ☐ Land Use
- ☐ Natural resources and energy supply
- ☐ Noise
- ☐ Socioeconomics, environmental justice and children's environmental health and safety risks
- ☐ Surface Transportation Noise
- ☐ Visual effects (including light)
- ☐ Water resources (wetlands, floodplains, surface waters, and groundwater)
- ☐ Cumulative Impacts



Date: August 6, 2024



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Board Stations



Date: August 6, 2024



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Board Stations



- Various study elements presented:
 - Purpose & Need
 - Alternatives
 - Proposed Action
 - Environmental Results & Mitigation
- Stations will have an airport representative to answer questions

Insert Vector Room Layout



Date: August 6, 2024



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How to Provide Comments & Next Steps



Date: August 6, 2024



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We want to hear from you!



Share your feedback about the NEPA process today :

- Scan the QR code on your Welcome Handout to complete an online comment form on your phone
- Submit a paper comment form in the Public Comment area or mail it in
- Record a verbal comment in the Public Comment area



E-mail or Mail your comments to:

Jim Neidel
St. Louis Lambert International Airport
10701 Lambert International Blvd
St. Louis, MO 63145
jrneidel@flystl.com

or

Scott Tener
Federal Aviation Administration, ACE-611F
901 Locust St.
Kansas City, MO 64106-2325
scott.tener@faa.gov

Comments must be received by Friday, August 16, 2024.



Date: August 6, 2024



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Next Steps



Date: August 6, 2024

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Thank You for your interest and support!



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Appendix D: Comment Form



WRITTEN COMMENT FORM
PUBLIC MEETING
AUGUST 6, 2024

St. Louis Lambert International Airport
Consolidated Terminal Program Draft Environmental Assessment

Thank you for attending this public meeting. Our purpose in hosting this meeting is to give you an opportunity to comment on the Draft Environmental Assessment, which was prepared to consider the social, economic, and environmental effects of the proposed developments and their consistency with the goals and objectives of area planning agencies. If you wish to provide written testimony, you may submit a letter or fill out this sheet and deposit in the appropriate box on the registration table here today. Otherwise, you may e-mail or mail this form to one of the contacts below no later than Friday, August 16, 2024.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins or other markings visible.

PLEASE PRINT:

NAME _____

STREET ADDRESS

CITY

STATE

ZIP

Please email or mail this form to the address below:

Jim Neidel
St. Louis Lambert International Airport
10701 Lambert International Blvd
St. Louis, MO 63145
jrneidel@flystl.com

Scott Tener
Federal Aviation Administration, ACE-611F
901 Locust St.
Kansas City, MO 64106-2325
scott.tener@faa.gov

Appendix E: Demographic Form



St. Louis Lambert International Airport Consolidated Terminal Program

Demographics Form

Thank you for taking a few minutes to complete this survey. **Answering the following questions is optional** but your response will be extremely helpful in ensuring the fairness and equity of public involvement process. Submissions will be kept confidential and separate from any personally identifiable information so that respondents will remain anonymous. These questions are not listed in any particular order.

What is your race?

- ☐ Black or African American ☐ American Indian or Alaskan Native ☐ Asian ☐ Hispanic or Latino
☐ White ☐ Native Hawaiian or Other Pacific Islander
☐ I prefer to self-describe: _____

What is the primary language spoken in your home?

- ☐ English ☐ Spanish ☐ Other (Please specify): _____

How many people live in your household?

- ☐ 1 - 2 ☐ 3 - 5 ☐ 6 +

What are the age ranges of those living in your household? (Check all that apply.)

- ☐ Under 18 ☐ 19 - 44 ☐ 45 - 64 ☐ 65 +

What is your annual household income?

- ☐ Less than \$10,000 ☐ \$10,000 - \$24,999 ☐ \$25,000 - \$49,999 ☐ \$50,000 - \$74,999
☐ \$75,000 - \$99,999 ☐ \$100,000 - \$149,999 ☐ \$150,000 +

What is the highest level of education completed by members of your household?

- ☐ No ☐ Elementary school ☐ Middle school ☐ High school ☐ College/university
☐ Other: _____

Do any individuals living in your home have a physical or mental impairment which substantially limits one or more major life activities?

- ☐ Yes ☐ No

Please suggest additional ways you think can improve the inclusiveness of our public outreach efforts.

Thank you for helping STL
improve its public involvement
practices!

Appendix F: Public Notice Affidavit of Publication



ST. LOUIS POST-DISPATCH

AFFIDAVIT OF PUBLICATION

Crawford, Murphy & Tilly Engineers & Consultants
4513 Orchid Blvd
Cape Coral, FL 33904
Attn: Laura Sakach (Affidavit Enclosed)

Ad Number – 134094 – PO# LAURA SAKACH – Description: St. Louis Airport
Authority...Consolidated Terminal Program...

**Notice of Public Meeting and
Notice of Availability for
Public Comment
for Proposed Consolidated
Terminal Program**

The St. Louis Airport Authority (STLAA) intends to undertake the following proposed actions, referred to as the Consolidated Terminal Program, at the St. Louis Lambert International Airport (STL):

- **Enabling Projects** Demolish various structures to accommodate the new consolidated terminal, including the former Missouri Air National Guard (MoANG) Campus, South Fire House Medical Storage, Credit Union Building, the Terminal 1 Parking Garage, Fuel Consortium Facilities, phased demolition of existing Concourses A, B, C and D, and other support facilities.
- **Consolidated Terminal/Airside Components:** Construct a consolidated terminal (up to 62 gates) to replace Terminals 1 and 2, including reconfigured terminal passenger ticketing and baggage claim areas; new security screening and Federal Inspection Services (foustoms); relocation and upgrading utilities; construct replacement airline and airport support facilities, stormwater collection system improvements, terminal apron infill including proposed Coldwater Creek enclosure, reconstruction of apron and taxiways in the vicinity of the new consolidated terminal, converting Taxiway C to Taxiway C, and close Terminal 2 and mothballing until a potential reuse is identified.
- **On-Airport Roadway and Landside Components.** Reconfigure terminal access road system to improve driver wayfinding and decision making, construct replacement two-level passenger drop-off and pick up curb, construct new parking garage and ground transportation center directly across from the terminal.
- **Connected Actions – Other Roadway Access Improvements.** Construct other roadway and intersection improvements along Interstate 70 and other potential access improvements as identified and refined during the detailed design phase of the project.

We are providing notice of a Public Meeting where we will address the

THE ATTACHED ADVERTISEMENT WAS PUBLISHED

In the St. Louis Post-Dispatch on the following date(s): 7/3/2024

A version of the ad also appeared on STLtoday.com Starting: 7/3/2024

proposed action's potential economic, social, and environmental impacts. In addition, we will address the project's consistency with the goals and objectives of the affected area's land use or planning strategy.

The Public Meeting will be held at the following time and place:

Tuesday, August 6, 2024, 4:00 to 7:00 p.m., with presentations at 4:45 p.m. and 5:45 p.m.
St. Louis Lambert International Airport

Terminal 1, Concourse B
Note: Parking will be validated; MetroLink light rail service is also available.

The Draft Environmental Assessment (EA) evaluates the potential for impact on environmental resources including air quality, biological resources, greenhouse gas and climate change, historic, architectural, archaeological, and cultural resources; Department of Transportation Act, Section 4(f), hazardous materials, solid waste, and pollution prevention; natural resources and energy supply, noise and noise-compatible land use; socioeconomic environmental justice, and children's environmental health and safety risks; visual effects; and water resources, including wetlands and waters of the U.S. Adverse effects on historic properties are proposed to be mitigated through a Memorandum of Agreement (MOA) per Section 106 of the National Historic Preservation Act. The proposed action is anticipated to encroach on a FEMA proposed floodplain located on the St. Louis Lambert International Airport. Impacts are anticipated to be minor. The proposed action conforms to applicable state and/or local floodplain protection standards and all measures to minimize harm will be included in the project.

The Draft EA, Draft MOA, and Draft Section 4(f) Evaluation evaluating the proposed action's impacts will be available for public review beginning July 3, 2024, through August 16, 2024. The Draft EA will be available for online viewing at <https://www.fhyst.com/civil-rights/public-notice-and-reports> with hard copies available at the following libraries: Endicott Trails, Oak

Bond Branch (temporary St. Louis County Library headquarters) and Rock Road. A hard copy or CD of the Draft EA may be mailed upon request. Those wishing to provide comments must do so by email or letter to the address below no later than Friday, August 16, 2024.

Jim Neidel
St. Louis Lambert International Airport
10701 Lambert International
St. Louis, MO 63145
jneidel@fhlstl.com

or
Scott Tener
Federal Aviation Administration
901 Locust St.
Kansas City, MO 64108-2325
scott.tener@faa.gov

[Signature]

COMPANY REPRESENTATIVE

SWORN TO AND SUBSCRIBED BEFORE ME

THIS July 8, 2024

[Signature]

NOTARY PUBLIC, CITY OF ST. LOUIS

901 N. TENTH ST., ST LOUIS MO 63101

PHONE 314-340-8000

Written and presentation materials at the public meeting will be provided in English and all facilities are compliant with the Americans with Disabilities Act. If other special assistance is necessary, please contact Jim Neidel at (314) 551-5027 or via email at jneidel@fhlstl.com. All special assistance requests must be made no later than 4:00 p.m. on July 30, 2024.

Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment, including your personal identifying information, may be made publicly available at any time. While you do ask in your comment to withhold from the public your personal identifying information, we cannot guarantee that we will be able to do so.

WHITNEY M. DONOVAN
Notary Public, Notary Seal
State of Missouri
St. Louis County
Commission #15633211
My Commission Expires 02-25-2027

Appendix G: Postcard



P.O. Box 10212, St. Louis, MO 63145-00212

Please provide your comments on the Draft EA by **August 16** using one of the options below:

- Scan the QR code to access the online comment form
- Attend the Public Meeting on August 6, 2024 at STL's Terminal 1, Concourse B from 4-7 p.m. Stop by anytime. Presentations at 4:45 p.m. and 5:45 p.m.
- Contact: Jim Neidel, STL Airport Planning Manager by email at jrneidel@flystl.com or regular mail at Jim Neidel, St. Louis Lambert International Airport, 10701 Lambert International Blvd., St. Louis, MO 63145-0212
- Contact: Scott Tener, FAA Environmental Protection Specialist by email at scott.tener@faa.gov or regular mail at Scott Tener, Federal Aviation Administration, ACE-611F, 901 Locust Street, Kansas City, MO 64106

Appendix H: Demographic Form Results

What is your race?	Percent	Count
White	89%	31
Black/African American	6%	2
I prefer to self-describe	6%	2

What is the primary language spoken in your home?	Percent	Count
English	96%	23
Other (Please specify)	4%	1

How many people live in your household?	Percent	Count
1-2 people	63%	17
3-5 people	30%	8
6+ people	7%	2

What are the age ranges of those living in your household? Check all that apply.	Percent	Count
19-44	40%	14
45-64	26%	9
65+	23%	8
Under 18	11%	4

What is your annual household income?	Percent	Count
150,000+	58%	14
75,000-99,999	13%	3
100,000-149,999	13%	3
10,000-24,900	8%	2
25,000-49,999	4%	1
50,000-74,999	4%	1

What is the highest level of education completed by members of your household?	Percent	Count
College/University	88%	22
Other	8%	2
High School	4%	1

Middle School	4%	1
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Do any individuals living in your home have a physical or mental impairment which substantially limits one or more major life activities?

	Percent	Count
No	85%	23
Yes	15%	4

What is your age?	Percent	Count
46-55	25%	4
56-65	25%	4
66-75	25%	4
26-35	13%	2
36-45	6%	1
Over 75	6%	1

What is your gender?	Percent	Count
Male	63%	10
Female	38%	6

What is your highest formal education level?	Percent	Count
Graduate or Professional Degree	50%	7
High School/GED	21%	3
Bachelor's Degree	21%	3
Some College	7%	1

What is your marital status?	Percent	Count
Married or Domestic Partnership	73%	11
Never Married	13%	2
Widowed	13%	2

Please suggest additional ways you think STL can improve the inclusiveness of our public outreach efforts. (Verbatim Comments)

Post on community billboards at City Halls that are impacted by airport business or Facebook sites of upcoming public meetings in their area.

More updates/news on your website

POSTAL SERVICE DELIVERY NOTICE OF THESE MEETINGS TO ALL AFFECTED SURROUNDING THE AIRPORT. OR AT MINIMUM A DELIVERY SERVICE HAD DELIVERING THEM WHICH IS CHEAPER TO DO. THESE ARE THE TYPES OF THINGS PEOPLE DONT EXPECT SO THEY DONT GO LOOKING AT AN AIRPORT WEBSITE TO LEARN OF THEM. THE ONLY THING PEOPLE WOULD LOOK AT THE AIRPORT WEBSITE FOR IS TO LEARN ABOUT PARKING. EVEN FLIGHTS ARE SCHEDULED ON CARRIERS NOT THE AIRPORT WEBSITE. WE IN GOVERNMENT MUST THINK TO THE MOST COMMON DENOMENATOR.

Go to community meetings! <https://slaco-mo.org/> can give you information

I think the efforts to reach a broader audience should include colleges and universities, both public and private.

Get back with us in a reasonable time!

News tv.

The meeting should have been at a location where people (ADA) didn't have to walk and park so far. Should of not been on a voting day.

Appendix I: Summary of Comments and Responses

Frequently Asked Questions



Frequently Asked Questions

The draft Environmental Assessment analyzed the proposed Consolidated Terminal Program at St Louis Lambert International Airport (STL). The following provides a summary of the frequently asked questions and comments that were submitted during the public comment period, which ended on August 16, 2024 and following the public meeting held on August 6, 2024. The comments below are separated into 16 categories or themes along with a response to each.

Project Support (22 comments received): A modern, single terminal will allow the airport to continue to grow air service and passenger volume through 2040 and beyond, while also providing a modern, efficient passenger experience. Expanded parking, an enhanced roadway system, more concession options, and additional upgrades will enhance the travel experience considerably. The consolidated terminal project is vital to the continued economic resurgence of the St. Louis metro area.

Thank you for your feedback on the proposed consolidated terminal program at St. Louis Lambert International Airport.

Water Resources-Floodplain (7 comments received): Will this project result in upstream or downstream flooding from Coldwater Creek?

Evaluation of Coldwater Creek during planning was conducted. This evaluation included an engineering hydraulic model that demonstrated the proposed project, which includes constructing flood storage basins, will result in no change to the upstream or downstream floodplain surface elevations. The proposed enclosure of a portion of the creek immediately around the aircraft apron area will require a floodplain development permit, which will be conducted during engineering design efforts and require the St. Louis County floodplain administrator and State Emergency Management Authority approvals. See Section 3.18 of the Final EA for discussion regarding Floodplains.

Noise and Noise Compatible Land Use-Aviation Noise (6 comments received): How will this project affect noise in the area and is noise abatement going to be offered? Noise from aircraft is an issue in our community.

There would be changes in how the airlines utilize the runways when the consolidated terminal is completed. Based on the noise analysis, which compares the No Action to the Proposed Action, there would be no existing or new noise-sensitive land uses that would be subject to significant noise levels (as defined in FAA Order 1050.1F, Exhibit 4-1) as a result of the proposed project; therefore, no mitigation is required. See Section 3.13 of the Final EA for discussion regarding aircraft Noise and Noise Compatible Land Use.

Noise mitigation was completed as part of a previous project under a program established under a Part 150 Study. Mitigation was conducted voluntarily by homeowners in exchange for deed restrictions. Under this program, homeowners are responsible for the continued maintenance and upkeep of their property. A Part 150 study is outside of the scope of the proposed action.

If residents have a noise complaint, they may contact the STL Airport (by phone at 314-551-5070, by email at NoiseHotline@flystl.com or the FAA's noise complaint portal (<https://noise.faa.gov/noise/pages/noise.html>).

Socioeconomic-Community Impacts and Landside Access (5 comments received): The project eliminates or modifies traditional access points for airport traffic to flow to and from Woodson Terrace and St. Ann and will impact businesses on the south side of I-70. The pedestrian access to the MetroLink is currently inefficient and unsafe and the Woodson Terrace Airport Connection Concept should be constructed. Pedestrian access to the airport from Woodson Terrace and St. Ann should be improved.

The traffic patterns will change for local businesses on the south side of I-70 (within the communities of Woodson Terrace and St. Ann) as a result of the proposed project. The majority of the businesses in this area are airport user-based businesses, such as hotels, rental car facilities airport parking lots, gas stations and restaurants, which will continue to serve airport users under the Proposed Action. Therefore, while the Proposed Action would slightly alter the travel time and distance, and would be an adverse economic impact on Pear Tree Drive area businesses and residences, the impact is not significant (as defined in FAA Order 1050.1F, Exhibit 4-1) as compared to the No Action alternative.

STL is aware of the Woodson Terrace Airport Connection concept. While it is outside the scope of the Airport project's purpose and need, the Airport has evaluated the concept and finds the proposed Consolidated Terminal Program does not preclude the Woodson Terrace concept. The Airport commits to collaborating with MoDOT, MetroLink and other stakeholders to look at ways to improve access to and from the Airport and MetroLink stations.

The airport commits to collaborating with MoDOT to look at making improvements along existing pedestrian and bicycle paths along Airflight Drive. Additional pedestrian and bicycle connectivity will be evaluated in coordination with MoDOT. Recognizing the economic impact the Airport has on the surrounding communities and region, STL will continue collaborating with stakeholders for continued input during landside access improvement design efforts. See Section 3.14 of the Final EA for more information on proposed roadway configurations and community impacts.

Socioeconomic-Land Acquisition (2 comments received): Will the consolidated terminal program include any property acquisition?

No property is to be acquired as part of the proposed Consolidated Terminal Project.

Socioeconomic-Landside Access (1 comment received): It appears there is no easy direct access to the terminal loop/garage from I-70 westbound (from STL, going west) without the additional drive time to pass the entire terminal and enter at the Natural Bridge entrance (where the main roadway terminal loop will start).

The proposed roadway configuration retains the I-70 westbound exit (Exit 238A) at Lambert International Boulevard and will allow traffic to join the terminal loop road system. In addition, the Natural Bridge Road exit (Exit 235C) would be retained as another access point for westbound I-70 traffic. The proposed terminal loop road system retains the southbound exit at Airflight Drive and retains the I-70 eastbound on-ramp from Airflight Drive. Vehicles exiting the new parking garage will be able to access I-70 via Airflight Drive. See Section 3.14 of the Final EA discussing proposed roadway configurations.

Socioeconomic-Travel Time Changes (1 comment received): Will the travel times or trip lengths increase under the proposal consolidated terminal program?

The estimated travel time using the new proposed terminal loop to and from the area south of I-70 is projected to be similar to existing routes. The existing and proposed routes are similar in length; however, the proposed route encounters less signalized intersections (see Section 3.14 in the Final EA).

Hazardous Materials (3 comments received): Will this project result in contamination of soils or groundwater, or be improperly disposed? Why was the Formerly Utilized Sites Remedial Action Program (FUSRAP) site contamination not addressed in the EA?

Any hazardous materials encountered in site soils or groundwater would be managed and disposed of, if applicable in accordance with federal and state regulations. Transportation routes, disposal sites, and recycling facilities that will be used during construction of the proposed action, as applicable, will be in accordance with federal and state regulations. See Section 3.9 of the Final EA discussing Hazardous Materials, Solid Waste, and Pollution Prevention.

The FUSRAP site is not within the limits for the consolidated terminal program. More information on the status of the FUSRAP site can be found at:

<https://www.mvs.usace.army.mil/Missions/FUSRAP/SLAPS/>

Surface Transportation Noise-Traffic Noise (2 comments received): How will this project affect noise in the area and is a noise barrier going to be provided?

The evaluation of surface transportation noise for the program looked at noise barriers along the south side of I-70 between Cypress Road and Pear Tree Apartments. Federal Highway Administration (FHWA) and MoDOT rules require barriers to be feasible and reasonable before they can be approved for development. "Feasible" and "reasonable" are defined in the rules and have to do with how effective a proposed barrier is and its cost in comparison to its benefits, as well as whether members of the public who would benefit from it desire it. For most of the length of the evaluated area, the barriers failed the feasible and reasonable tests, either because of the distance between the residences and the available barrier location, or because development was not dense enough to make the barrier cost-reasonable. A barrier at Pear Tree Apartments was determined to meet the requirements that have been evaluated to date. If more detailed design, in cooperation with MoDOT, continues to support this barrier being feasible and reasonable, it will be brought to Pear Tree Apartments owners and residents for their consideration. See Section 4.11 of the Final EA for discussion regarding Surface Transportation Noise.

Pollution Prevention-Glycol Contamination in Coldwater Creek (2 comments received): Is there an alternative location for the proposed Deicing Pad further away from the Coldwater Creek floodplain? Will deicing fluid (glycol) impact Coldwater Creek?

The proposed deicing facilities included as a part of the CTP are located on the terminal apron, outside of the Coldwater Creek floodplain. There is a proposed West Deicing Pad that was evaluated in the West Airfield Program (WAP) Environmental Assessment (available for review at <https://www.flystl.com/uploads/documents/public-notice-and-reports/Final-EA-and-FONSI-ROD-for-West-Airfield-Program.pdf>). The purpose of the WAP is to remove equipment and deicing materials out of the floodplain. Multiple alternatives for the location of the West Deicing Pad were considered as a part of the WAP Environmental Assessment. While a portion of the West Deicing Pad would be located within the floodplain, the pad would be raised above the flood elevation and all equipment and structures would be removed from the floodplain. Additionally, a glycol collection and containment system will be installed as part of the West Deicing Pad project. Therefore, the WAP would reduce the potential for glycol, fuel or other contaminant runoff entering Coldwater Creek. See Section 3.9 of the Final EA for further discussion of the glycol collection and pollution prevention measures implemented at STL.

Air Quality (1 comment received): How will this project affect air quality in the project area?

The USEPA designates St. Louis County as being in attainment for particulate matter. Air quality analysis determined that neither the No Action nor the Proposed Action would result in significant air

quality impacts and no mitigation is required. See Section 3.5 of the Final EA for discussion regarding Air Quality.

Public Involvement-Notification (1 comment received): There was not adequate public notification of the public meeting so that surrounding communities could provide feedback in the decision making process.

Notification of the August 6, 2024 Public Meeting was provided using several outreach methods including 1) legal notification in the St. Louis Dispatch, 2) direct email correspondence to municipalities within and adjacent to the study limits, 3) direct email correspondence to regulatory agencies, and 4) mailing of a post-card providing notification to residential and business addresses within 1-mile of the airport (approximately 13,900 post cards sent). Further information regarding the public meeting outreach can be found in the Public Meeting Summary Report included in Appendix A of the Final EA. The information from the public meeting is available on the STL website at <https://www.flystl.com/about-us/stl-airport-layout-plan/ctp-public-meeting-and-public-comment>.

Historical-Terminal Domes (1 comment received): The terminal domes are ugly and should be demolished as part of this terminal consolidation.

The domes are a historic property protected under the National Historic Preservation Act (NHPA). Section 106 of the NHPA requires federal agencies to consider the impact of their actions on historic properties. The NHPA also encourages the preservation and utilization of all usable elements of the Nation's historic built environment. Coordination with the State Historic Preservation Office (SHPO) resulted in a Memorandum of Agreement to preserve and protect the domes. Further information regarding the domes and the coordination process can be found in Section 3.10 of the Final EA.

Deficient Existing Airport Facilities (1 comment received): The existing airport passenger pickup and parking areas are inadequate.

The proposed consolidated terminal program would improve the length of the entrance roadways and the passenger pickup. It will also provide a new parking garage with an improved configuration.

Biological Resources (1 comment received): The airport's proposed mitigation for gray bat presence on airport property targeted for development is inadequate.

The environmental assessment documented that while potential suitable habitat for bats was found within the project action area, no bats or signs of bats were found to be present within the proposed action area. Many of the potentially suitable habitat trees within the proposed action area were in highly disturbed areas, such as on roadsides which are not preferred by bats. According to the U.S. Fish and Wildlife Service (USFWS) gray bats occupy caves or cave-like structures year-round. No caves are known to be present in the proposed action area, therefore no suitable habitat for the gray bat is expected to be available within the proposed action area. All cave-like structures such as the underside of bridges and concrete box-culverts within the project action area were inspected and no bats or signs of bats were found within the proposed action area. On April 19, 2024, the USFWS agreed to the determination that the proposed action is not likely to adversely affect federally listed species. Further information on biological resources is available in Section 3.6 of the Final EA.

Visual Effects-Light Pollution (1 comment received): We recommend a partnership with Dark Sky Missouri in the review and design of lighting options as part of the terminal facilities and infrastructure elements.

It is anticipated that the proposed consolidated terminal program would be illuminated by the same basic types of lighting currently used on the existing terminals. Outdoor lighting from the Proposed Action when compared to the No Action Alternative would not significantly increase

overall light pollution. Lighting would not be directed toward residential areas and would be designed in compliance with St. Louis County ordinances and FAA lighting requirements. Light emissions from the Proposed Action are not expected to be significant, interfere with normal activities, affect airport operations, or create a potential for annoyance for surrounding areas or nearby uses. See Section 3.16 of the Final EA for further discussion.

APPENDIX A



Consolidated Terminal Program

Method and Assumptions Report

9/11/2023

Prepared for:



Missouri Department of Transportation
105 W. Capitol Avenue
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Prepared by:



WSP USA
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1.0 Stakeholders

The following project stakeholders are consulted and made aware of the plan of work set forth in this *Method and Assumptions Report* for the St Louis Lambert International Airport Consolidated Terminal Program.

Federal Aviation Administration (FAA)

- Lead federal agency

St. Louis Airport Authority

- Sponsoring agency

City of St. Louis

- Owner

Missouri Department of Transportation (MoDOT)

- Reviewing agency & roadway owner
 - o I-70 mainline and ramps
 - o Cypress Road between EB I-70 ramps and Natural Bridge Road
 - o Pear Tree Lane/Natural Bridge Road/I-70 South Outer Road all the way through project area
 - o Airflight from Pear Tree Lane until approximately 95' northbound of I-70 WB ramps
 - o Brown Road from I-70 overpass to James S McDonnell Boulevard
 - o Signals at Natural Bridge Road and westbound I-70 ramps
 - o Signal at Natural Bridge Road/Lambert International Boulevard and Cypress Road
 - o Signal at I-70 EB off-ramp and Pear Tree lane
 - o Signals on Airflight Drive
 - o Signal at I-70 South Outer Road and Natural Bridge Road

Federal Highway Administration (FHWA) – Missouri Division

- Partner federal agency

East-West Gateway Council of Governments (EWGCOG)

- Metropolitan planning organization

City of St. Louis

- Roadway/facility owner
 - o St. Louis Lambert International Airport
 - o Lambert International Boulevard east of Cypress Road
 - o Air Cargo Road
 - o Airflight Drive 95' north of I-70 WB ramps and onward
 - o Signal at Lambert International Boulevard and I-70 WB



City of Bridgeton

- Roadway owner
 - o Natural Bridge Road east of Lindbergh Boulevard ramps until Cypress Road

City of Edmundson

- Roadway owner
 - o Airflight Drive south of Pear Tree Lane

St. Louis County

- Roadway owner
 - o Cypress Road south of I-70 EB ramps
 - o Brown Road south of I-70 overpass to Natural Bridge Road
 - o James S McDonnell Boulevard

Bi-State Development Agency – Metro St. Louis

- Transit Agency serving the study area with bus and light rail service

2.0 Introduction

2.1 Need for Study

The St. Louis Lambert International Airport has completed a Master Plan (MP) . As a result of the plan, a new consolidated terminal program (CTP) has been proposed. A consolidated terminal is proposed in the location of the current Terminal 1 at the airport. In order to construct the consolidated terminal and associated facilities, including construction of a new terminal loop road, access improvements along I-70 are being studied.

2.2 Previous Studies

I-70 Planning and Environmental Linkages (PEL) Study – Completed by MoDOT and Approved by FHWA in 2018

2.3 Tentative Study Schedule

- Submit calibrated existing traffic models and calibration report for review
 - September 11, 2023
- Submit safety and traffic models and Traffic Safety and Operations (TS&O) Report
 - September 22, 2023
- Reviews completed
 - October 13, 2023
- Final Submittal
 - October 27, 2023

2.4 Key Project Staff and Stakeholders

The traffic and safety analysis will be completed by WSP under contract to St. Louis Lambert International Airport. The following staff will be active in the project and can be contacted if reviewers have any questions:

John van Woensel (John.Vanwoensel@wsp.com), Project Manager
Jennifer Kuchinski (Jennifer.Kuchinski@wsp.com), Deputy Project Manager
Dan DeArmond (Dan.Dearmond@wsp.com), Principal in Charge
James Neidel (jrneidel@flystl.com), St. Louis Lambert Airport Planning Manager
Mike Dolde (Michael.Dolde@wsp.com), Lead Traffic Engineer

3.0 Definition of the Study Area

The study area includes I-70 from MO 180 to the west side of the I-170 interchange (as shown in Figures 1 & 2 below). It is important to note that I-70 mainline and ramps only on the east side of MO 180 and west side of I-170 were included in the model for analysis. The conceptual roadway conditions are expected to impact the interchanges at Cypress Road and Airflight Drive. It is common in traffic modeling to include adjacent interchanges as a means of controlling traffic volumes entering the network. This study area was further expanded to the east to include the west of the I-170 interchange per MoDOT's request to study the interaction of traffic to and from Lambert International Boulevard. VISSIM will be utilized to analyze conditions throughout the study area including the added ramps at I-170.



Figure 1 – West Side of Study Area (aerial image source: Google Earth)



Figure 2 – East Side of Study Area (aerial image source: Google Earth)

4.0 Analysis Years/Periods

Operational and Safety analysis will include AM and PM peak hours for the years listed below.

- Existing Base Year: 2022
- Assumed Interim/Opening Year: 2032
- Horizon/Design Year: 2037
 - o Represents future conditions 5 years after proposed opening of consolidated terminal, see section 6.0 for traffic forecasts between 2032 and 2037

5.0 Design Alternatives

Existing – 2022

- Represents existing roadway conditions with 2022 traffic volumes. Existing 2,000 parking space garage remains at Terminal 1
- Existing airport operations with 2 terminals

No Build – 2032 & 2037

- Represents existing roadway network and existing Lambert Airport terminal and parking operations.

- Traffic volumes grown based on aviation growth (airline passenger origin and destination traffic only; airline connecting traffic is not included) and background mainline (highway) traffic growth. Origin and destination trips include only passengers that are from or are destined for St. Louis and do not include passengers that connect to other flights.
- 2032 and 2037 represent the same geometric conditions

Build – 2032 & 2037

- Represents the conceptual roadway conditions to serve a consolidated terminal at the airport. Currently, a new 7,200 parking space garage is also proposed to serve the consolidated terminal.
- Traffic volumes from No Build alternatives but redistributed based on conceptual roadway conditions.
- 2032 and 2037 represent the same geometric conditions

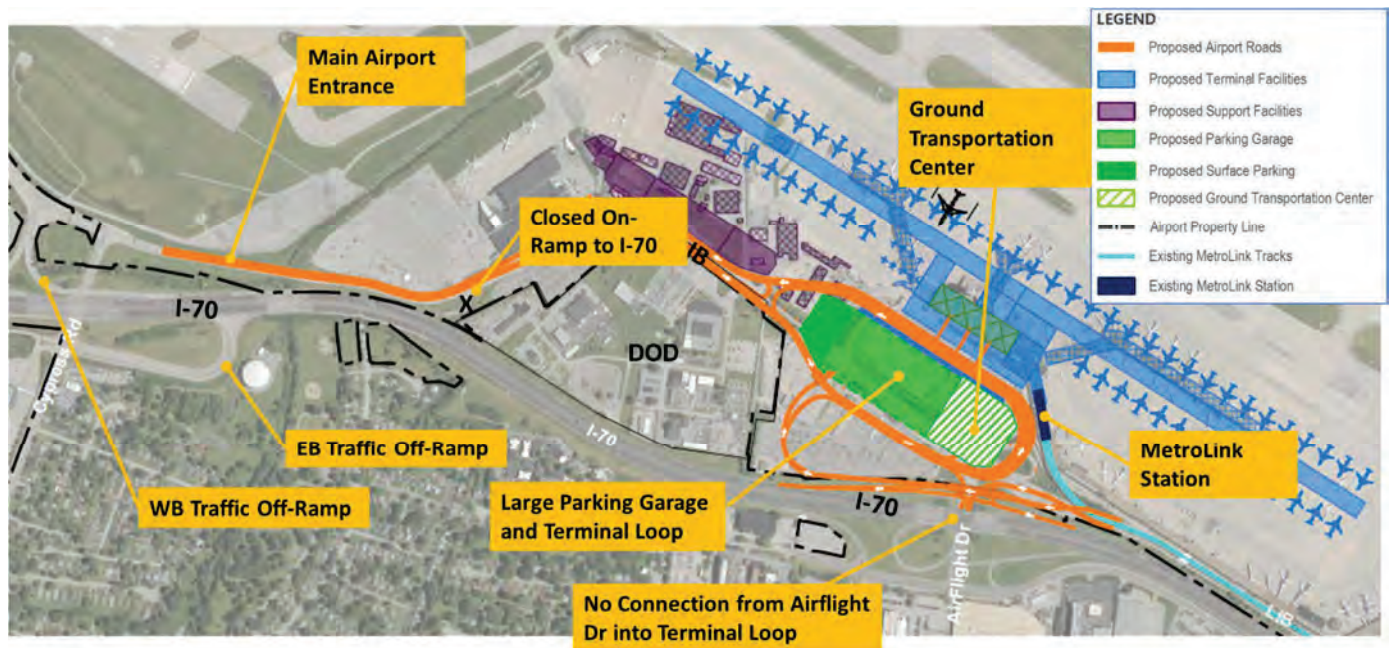


Figure 3 – Conceptual Roadway Conditions

6.0 Traffic Forecast

- Air passenger traffic growth has been projected out to the year 2040 as part of the St. Louis Airport Master Plan and was approved by FAA.
 - Airline passenger origin and destination trips were forecasted to grow an average of 1.2% until 2040. A 1.2%/year growth will be applied to all movements in and out of the airport.
 - Origin and destination trips include only passengers that are from or are destined for St. Louis and do not include passengers that connect to other flights.
 - STL Master Plan Aviation Demand Forecast Review and Proposed Interim Adjustments Technical Memo (dated September 30, 2022) is attached as an appendix to this report
- Historical volumes on I-70 in and near the study area were reviewed and showed no growth over the previous 10 years. It is our understanding that MoDOT is beginning a more detailed forecasting analysis that will be completed later in 2023. For our modeling purposes, an agreed upon (by MoDOT) 0.25% growth rate will be used for mainline I-70 vehicle inputs.
- WSP will contact EWGCOG to request data from the regional travel demand model for the study area. WSP will then present the proposed forecasting assumptions to EWGCOG to gain their consensus.
- It was discussed and agreed that sensitivity analysis will not be required.

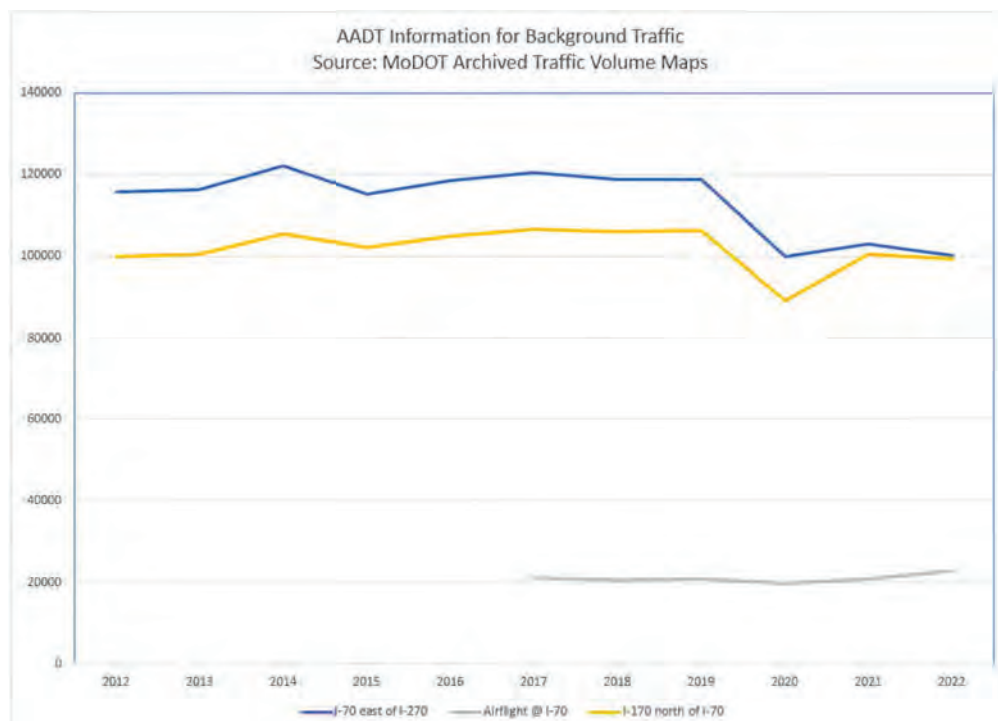


Figure 4 – I-70 Historic Growth

7.0 Traffic Operations and Safety Analysis

7.1 Minimum Levels of Service, Mobility, and Safety Targets

- Maintain intersection LOS D or better
 - Maintain existing LOS if existing intersection LOS is already D or worse
- Maintain existing interstate segments (basic, diverge, merge, weave) LOS D or better
 - Maintain existing LOS if existing segment LOS is already D or worse
 - Specify moved or redistributed congestion in reports
- Queue lengths not exceeding ramp storage
- Maintain reasonable travel times for routes into and out of the airport
- Maintain or decrease fatal and injury crash rates along I-70

7.2 Measures of Effectiveness and Data Collection

Measures of Effectiveness (MOEs) to be reported:

- Operational
 - Vehicle Throughput
 - Mainline Travel Time
 - Mainline Speeds
 - Mainline Density, LOS
 - Intersection Delay, LOS
 - Intersection Queueing
- Safety
 - Predicted crashes for future year

Data to be used in the analysis:

- Existing and historical traffic volumes
 - 2017 Intersection Traffic Movement Count for terminal roadways (Lambert Traffic Management Enhancement Timing Improvement CMAQ Project)
 - 2022 volumes gathered for mainline from MODOT Traffic Volume map
- Existing Signal Timing

- 2022 Roadway Details
 - Speed limits
 - Roadway geometries
 - Intersection control
- Preferred Conceptual Roadway Plan
 - Will be provided to project and review teams when available
- Historical crash data obtained from MoDOT Crash Map

7.3 Calibration Targets

All calibration targets and thresholds shown below are based on MoDOT's Engineering Policy Guide (EPG) 905.3.5.3.2.3.4.

- Link flows and GEH* statistics

Criteria and Measures	Calibration Acceptance Targets
Individual Link Flows	
Within 15%, for 700 veh/h < Flow < 2700 veh/h	> 85% of cases
Within 100 veh/h, for Flow < 700 veh/h	> 85% of cases
Within 400 veh/h, for Flow > 2700 veh/h	> 85% of cases
Sum of All Link Flows	Within 5% of sum of all link counts
GEH Statistic <5 for Individual Link Flows	> 85% of cases
GEH Statistic for Sum of All Link Flows	GEH < 4 for sum of all link counts
Source: FHWA Traffic Analysis Toolbox, Volume III, Section 5.6 (Table 4)	

Table 1 – Calibration Targets for Link Flows and GEH Statistics (Source: MoDOT EPG)

* GEH is a statistic that is commonly used in traffic modeling to compare expected volume and actual volumes during model calibration

- Regional Integrated Transportation Information System (RITIS) Speed Calibration
 - Model speeds will be within 5 mph of RITIS speeds on at least 85% of all freeway links.
- RITIS Travel Time Calibration
 - Freeway travel times will be within 15% of real-world travel times (or 1 minute maximum, if higher) for greater than 85% of the cases.
- Observed Arterial Operations
 - Operations match the existing conditions seen in the field.



7.4 Traffic Analysis Software Programs to be Used

- ☐ Highway Capacity Software (HCS)
- ☒ **VISSIM – 2022 (SP 12)**
- ☐ Synchro
- ☐ SimTraffic
- ☐ SIDRA
- ☐ Other: _____
- ☐ Other: _____

MoDOT currently has VISSIM version 2022 to use for review. VISSIM will be utilized throughout the study area and for the added ramps at I-170.

7.5 Safety Analysis Software Programs to be Used

- ☐ Highway Safety Manual (HSM) Spreadsheets
- ☒ **ISATe**
- ☐ IHSDM
- ☐ Other: _____
- ☐ Other: _____

Tool Version / Build: [ISATe Build 6.10](#)

8.0 Conclusion

FAA has requested a statement from MoDOT, once this Airport Master Plan landside concept evaluation is complete, that they are “unopposed” to the proposed concept at which point FAA will begin the NEPA evaluation of the proposal. It is expressly understood that the Airport will hire a future designer to carry forth the concept into detailed design and conduct an Access Justification Report (AJR). MoDOT/FHWA will be the reviewing and approving bodies of the AJR. Only with an approved AJR can the Airport carry out construction of the final designed concept. It should be noted that approval of an AJR is also dependent on approval of NEPA. The AJR will likely require additional analysis of a future design year (2050).

This analysis and study for the landside concept evaluation are to inform MoDOT of impacts generated by the Consolidated Terminal Program and preferred roadway improvements.

9.0 Record of Revisions

Revision #	Date of Revision	Content which was Revised
0	July 26, 2023	Original Content
1	Aug 10, 2023	For submittal to MoDOT
2	Aug 23, 2023	Received comments from MoDOT, FHWA, and STL Airport