

Appendix F

Public and Agency Coordination and Consultation



Public Coordination



Public and Agency Engagement Letter

May 19, 2023

RE: St. Louis Lambert International Airport
Environmental Evaluation for Site Development for
Aircraft Assembly and Flight Testing

St. Louis Lambert International Airport (STL) is partnering with Boeing and the Federal Aviation Administration (FAA) to prepare an environmental evaluation pursuant to the National Environmental Policy Act (NEPA) for the proposed expansion to the airport facilities to support defense-related aircraft assembly and flight testing. The evaluation will assess the potential environmental consequences of the Proposed Action.

Under the Proposed Action, Boeing would expand its current footprint by leasing two parcels on airport property, the Brownleigh site and the Northern Tract (Figure 1). Construction would include an assembly building, a hangar building, a fuel calibration building, a hush house, open-air aircraft shelters, a radar cross section test facility, a maintenance building, a fire house, and several small support structures. The second phase (to be determined based on future need) would include a paint facility, expansion of the hangar building, and an additional assembly facility, fuel calibration building, hush house, and open-air aircraft shelter. Conceptual designs, which are subject to change, are attached (Figures 2 and 3). To construct the facilities, Boeing would demolish existing obsolete structures, and grade the ground surface as needed to create a pad-ready environment for the campus. Additionally, new taxiway connections would be created to allow access to the airfield from the Brownleigh and Northern Tract sites to taxiways Foxtrot and Victor. A No Action Alternative will be included in the analysis.

STL invites your comments and concerns regarding the Proposed Action. Identification of issues early in the environmental process allows us to focus our analysis on issues identified in the development stage and, if practicable, identify alternatives to minimize environmental impacts. The Draft environmental evaluation is anticipated to be available for review in the fall 2023.

STL requests comments be provided no later than June 20, 2023 to ensure sufficient time to consider your input in the preparation of the environmental evaluation. Please provide information or comments to:

Jason Christians, STL Airport Assistant Director – Engineering
St. Louis Lambert International Airport
PO Box 10212
St. Louis, MO 63145-0212
Email: jachristians@flystl.com

Or



Scott Tener, FAA Environmental Protection Specialist
901 Locust Street, Room 364
Kansas City, MO 64106
Email: scott.tener@faa.gov

Thank you in advance for your assistance in this matter. Please feel free to contact me at 314-551-5008 with any questions you may have.

Sincerely,

Jason A. Christians, PE


Enclosures:

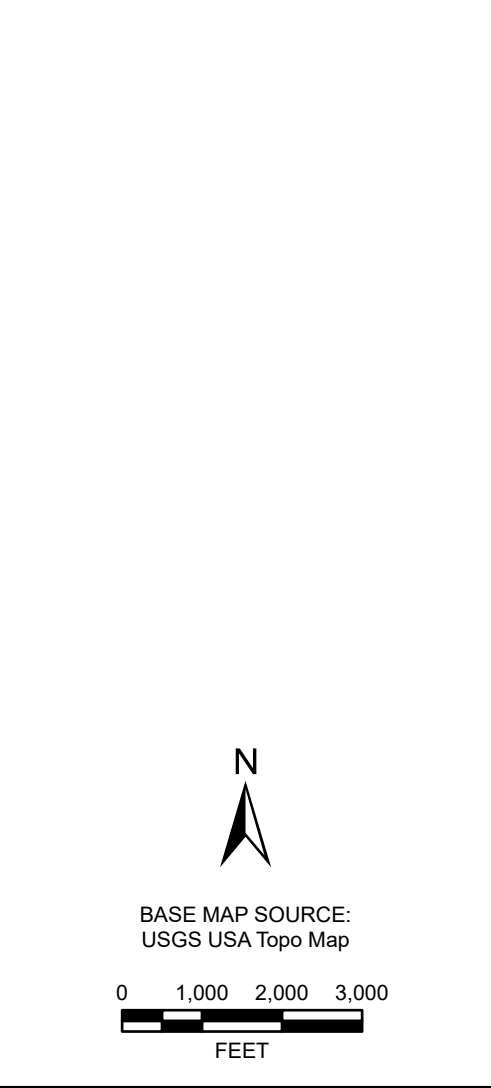
Figures

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LEGEND:

 Project Area Boundary



Site Map
Biological Evaluation
Boeing STL Expansion

Figure 1
Airport Location

Figure 2 - Northern Tract Site

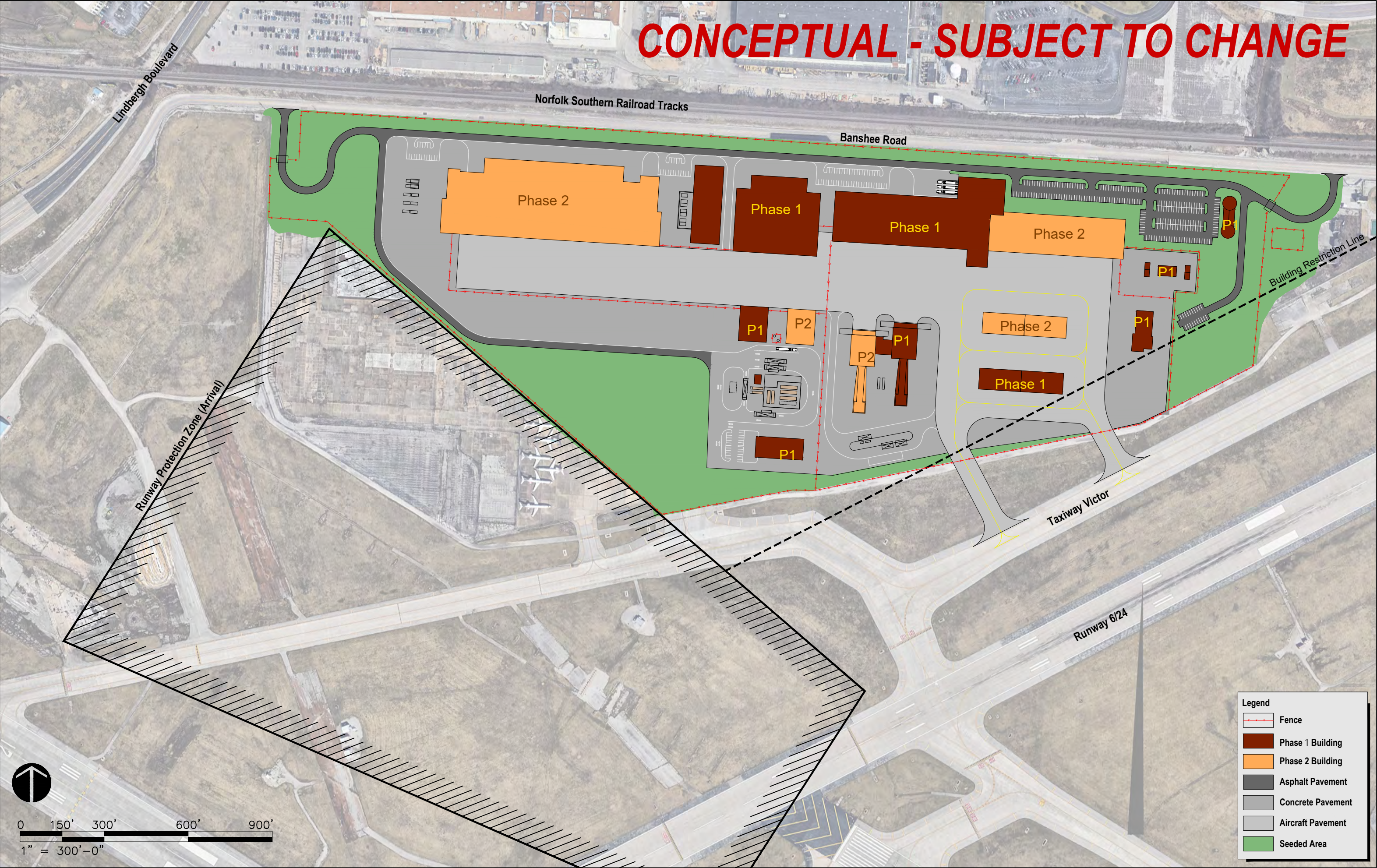
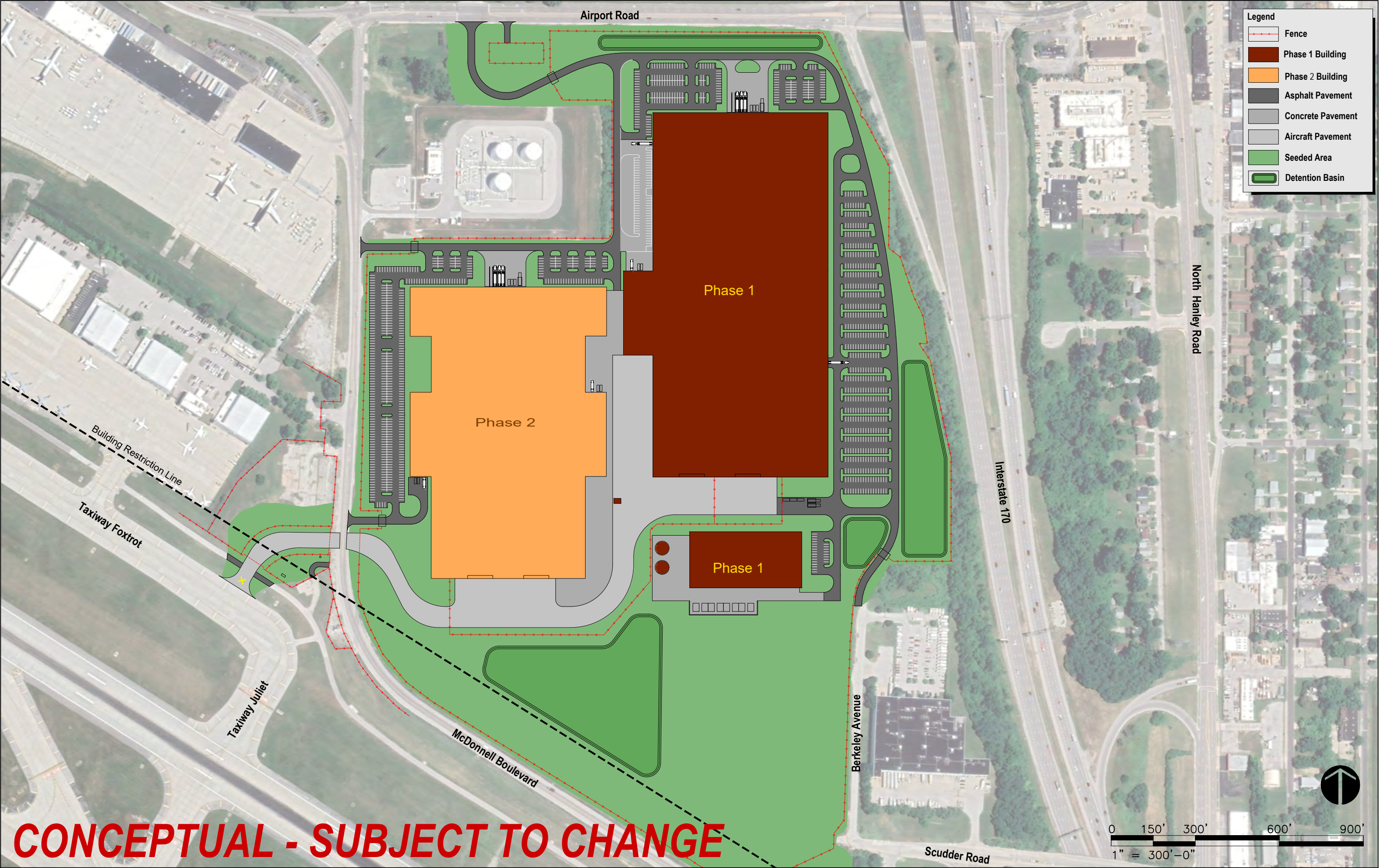


Figure 3: Brownleigh Site



STL welcomes your comments!



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INTERNATIONAL AIRPORT®

STL is partnering with Boeing and the Federal Aviation Administration (FAA) to prepare an environmental evaluation pursuant to the National Environmental Policy Act for the proposed expansion to the airport facilities to support defense-related aircraft assembly and flight testing. The evaluation will assess the potential environmental consequences of the Proposed Action.

STL invites public comments regarding concerns or input on any potential environmental impacts. Your valuable input will be considered during preparation of the environmental evaluation.

The Draft evaluation is anticipated to be available for public review in the fall of 2023.





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Please provide your comments by
June 20, 2023 using one of the options below:

- Scan the QR code to access the online form or go to <https://www.surveymonkey.com/r/5SYGVPJ>
- Contact: Jason Christians, STL Airport Assistant Director - Engineering by email at jachristians@flystl.com or regular mail at Jason Christians, St. Louis Lambert International Airport, PO Box 10212, 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, 901 Locust Street, Room 364, Kansas City, MO 64106



1*****AUTO**SCH 5-DIGIT 63028

Occupant
11140 Saint Charles Rock Rd
Saint Ann MO 63074-1000



Executive Summary

Results of Public Survey on Airport Site
Development for Aircraft Assembly and
Flight Testing

Boeing/FAA/STL

August 2023



ST. LOUIS LAMBERT
INTERNATIONAL AIRPORT.

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Definitions

Air Quality - the measure of the condition of the air expressed in terms of ambient pollutant concentrations and their temporal and spatial distribution.

Airport - St. Louis Lambert International Airport

Biological Resources – fish, wildlife, plants, and their respective habitats

Boeing - The Boeing Company

Children's environmental health and safety - risks to health or to safety that are attributable to products or substances that a child is likely to come in contact with or ingest, such as air, food, drinking water, recreational waters, soil, or products they might use or be exposed to.

Climate - the long-term pattern of weather in a particular area.

Energy supply – the use of natural resources for the generation of energy (such as coal for electricity; natural gas for heating; and fuel for aircraft, commercial space launch vehicles, or other ground vehicles).

Environmental justice - the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Hazardous materials - any substance or material that has been determined to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous materials includes both hazardous wastes and hazardous substances, as well as petroleum and natural gas substances and materials.

Historic or cultural – sites, properties, and physical resources relating past and present expressions of human culture and history in the physical environment which are considered important to a culture or community.

Land use - the human use of land for economic and cultural activities (e.g., agricultural, residential, industrial, mining, and recreational uses) that are practiced at a given place.

Natural resources – renewable and non-renewable resources including water, wood, coal, liquid fuels, etc. used for production of energy.

Noise and noise compatible land use - Noise is considered unwanted sound that can disturb routine activities (e.g., sleep, conversation, student learning) and can cause annoyance. The compatibility of existing and planned land uses is determined in relation to the level of noise a proposed project would generate.

Pollution prevention - a practice that reduces, eliminates, or prevents pollution at its source before it is created.

QR - Quick Response

Socioeconomics - a term used to describe aspects of a project that are either social or economic in nature, or a combination of the two.

Solid waste – garbage, refuse, or other discarded material, resulting from industrial, commercial, mining, and agricultural operations, and from community activities.



Definitions (cont.)

STL - St. Louis Lambert International Airport

Visual effects – changes to light emissions or changes to features that contrast with, or detract from, the existing visual landscape.

Water resources - surface water, groundwater, floodplains, and wetlands.



Introduction

The St. Louis Lambert International Airport (hereafter referred to as STL or the Airport) proposes to sponsor The Boeing Company (Boeing), the Airport's partner, in developing STL property that supports defense aircraft assembly and testing operations (the Proposed Action). An environmental evaluation is being prepared to analyze the potential environmental effects of this Proposed Action, which includes Boeing leasing parcels of land from the Airport and then constructing aircraft assembly buildings, associated supporting buildings, and flight ramps, as well as performing aircraft testing once assembled. As part of this effort, STL solicited input on the Proposed Action in the early planning stages from neighboring communities and stakeholders.

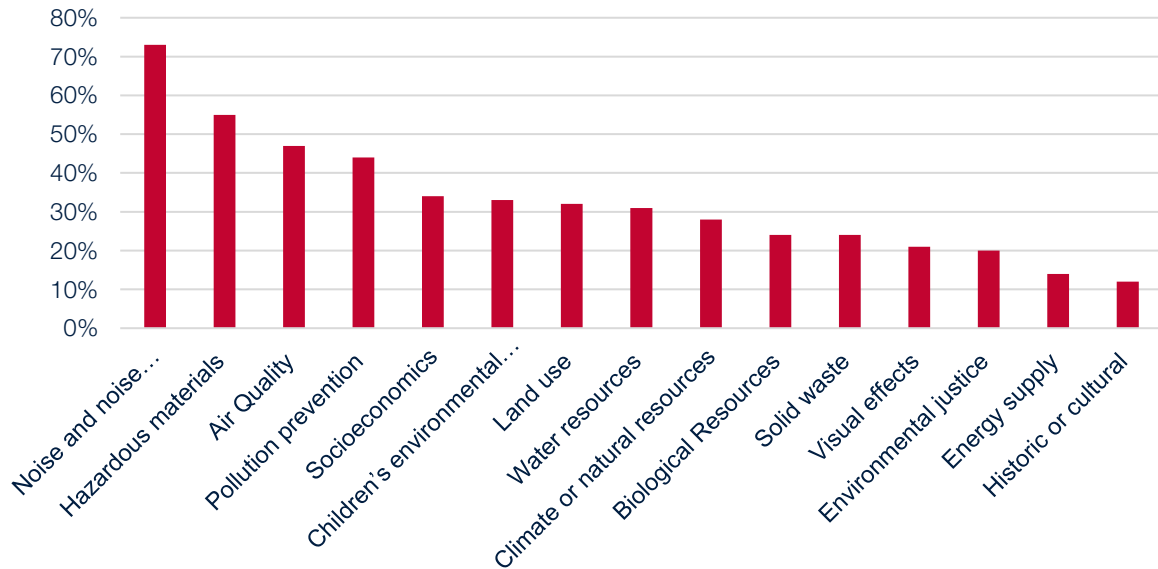
The survey was posted on STL's website and available to all interested parties. This outreach also included mailing 14,109 postcards to addresses within a 1-mile radius of the Airport. The postcards included a summary of the Proposed Action, a quick response (QR) code linked to a survey, a link to the STL website, and points of contact for the Proposed Action.

The purpose of the survey was to seek input from the public regarding the Proposed Action's potential effect on the environment. The survey included opportunities for comment on 15 resource areas, as well as a prompt to include any additional information or comments not covered within the 15 resource areas presented. Name and email addresses were also optional input fields.

The survey was available from May 19, 2023, through June 20, 2023. A total of 320 comments were received from 70 respondents. The responses were composed of 309 comments received via the survey, plus an additional 11 submitted via email to the points of contact designated on the postcard. The email comments are included within the responses provided in the summary according to the appropriate resource area. Within the written comments provided in the survey, some comments contained input regarding resource areas not applicable to the questions asked. For example, some comments in the air quality section referred to potential noise impacts. Comments unrelated to the questions were included in the tally for the resource area to which the respondent commented; however, the content of the comment is summarized within the appropriate resource summary to which the comment applies. Each section makes note of instances where this occurs.

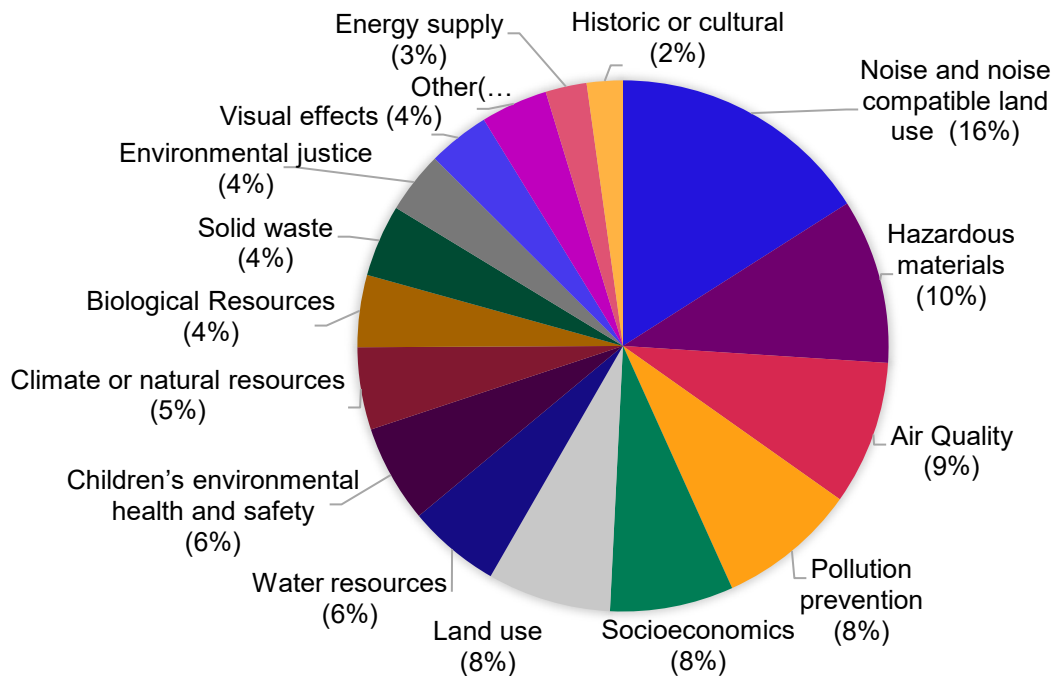
The following graphic represents respondents who answered "yes" to having comments for each of the 15 resources areas included in the survey. Only two resource areas (noise and hazardous materials) elicited comments from more than 50% of the respondents.

Percentage of Respondents with Comments by Resource Area



The following chart provides a breakdown of the 320 comments received by resource area. The five resource areas receiving the most comments included the following: noise and noise compatible use, hazardous materials, air quality, pollution prevention, and socioeconomics.

RESOURCE AREAS



Response Summary

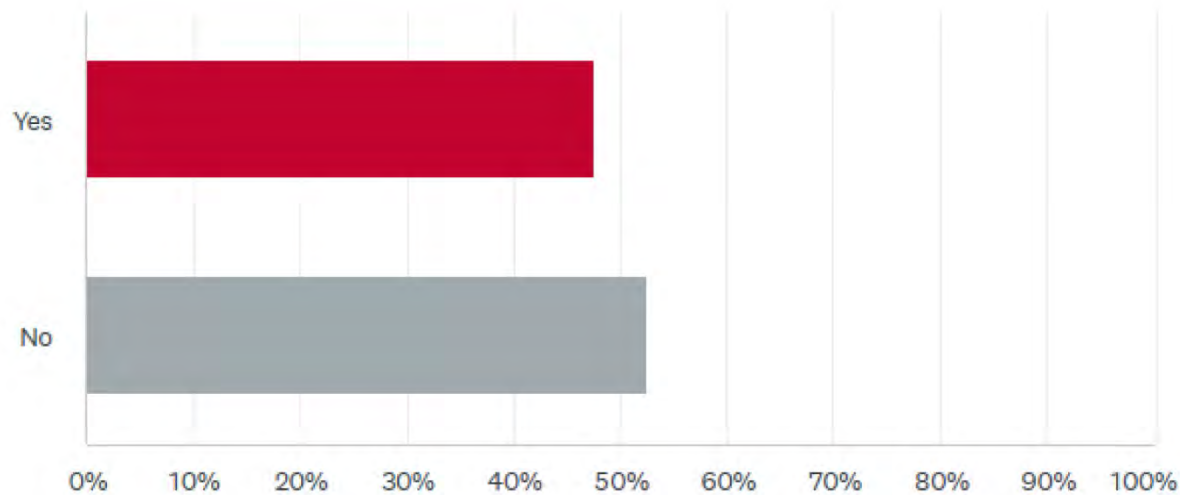
2.1 Question 1: Name

Total: 64 responders (56 through the survey + 8 by email)

2.2 Question 2: Email

Total: 64 responders (56 through the survey + 8 by email)

2.3 Question 3: Do you have any Air Quality comments about this project?



Yes: 47%

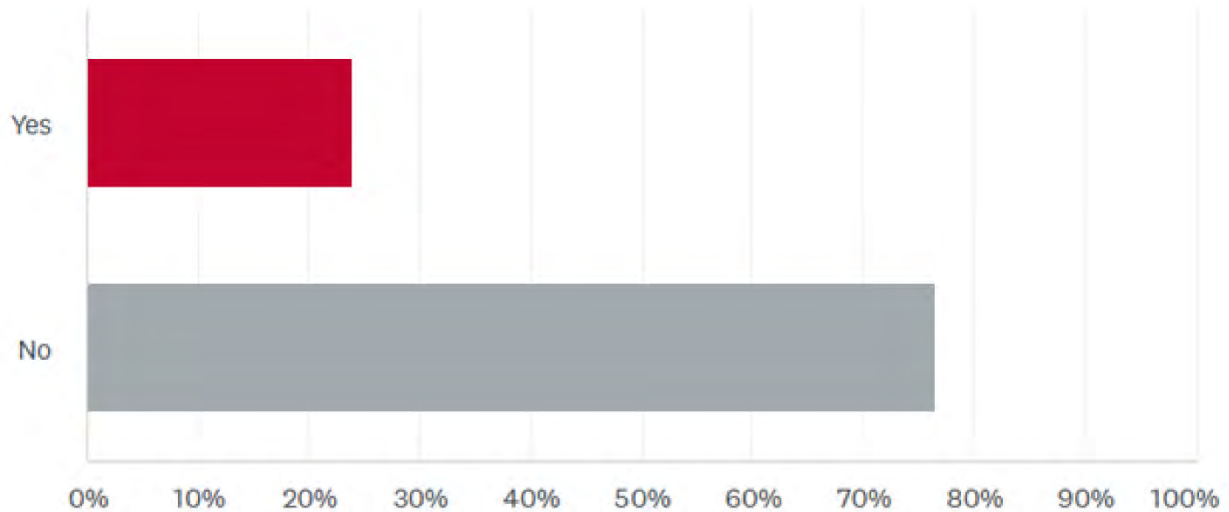
No: 53%

Responders: 59 responded to the question, of which 28 included a written comment

Responses to this question generally referred to the potential for impact on air quality as a result of any additional air traffic, as well as whether there is increased risk of disease and respiratory conditions as a result of the Proposed Action. Commenters inquired about the distance of the jet engine testing to nearby residential areas and whether there were plans for air quality control measures. A note was also made about being able to smell jet fuel in the area.

Although this question was related to air quality, the potential for noise pollution was also cross-referenced by commenters. The content of these comments is captured within the noise summary.

2.4 Question 4: Do you have any Biological Resources comments about this project?



Yes: 24%

No: 76%

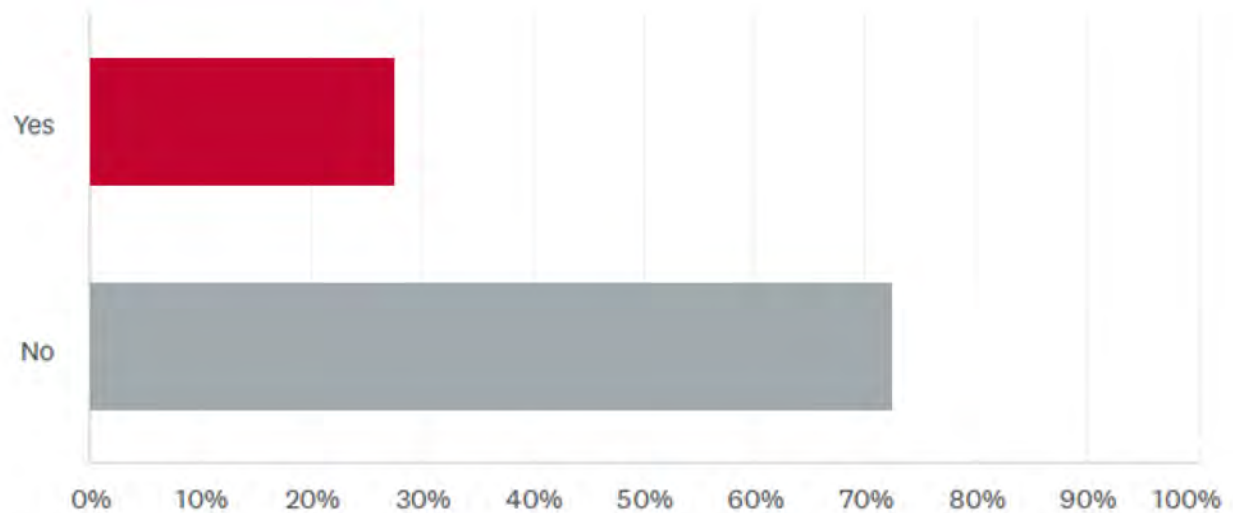
Responders: 59 responded to the question, of which 12 included a written comment

Comments received expressed concern for loss of flora and fauna because of reduction in habitat.

Although this question was related to biological resources, the majority of the comments were focused on other resource areas including noise, air quality, hazardous materials, and health and safety. The content of these comments is included within the corresponding resource summary.



2.5 Question 5: Do you have any Climate or natural resources comments about this project?



Yes: 28%

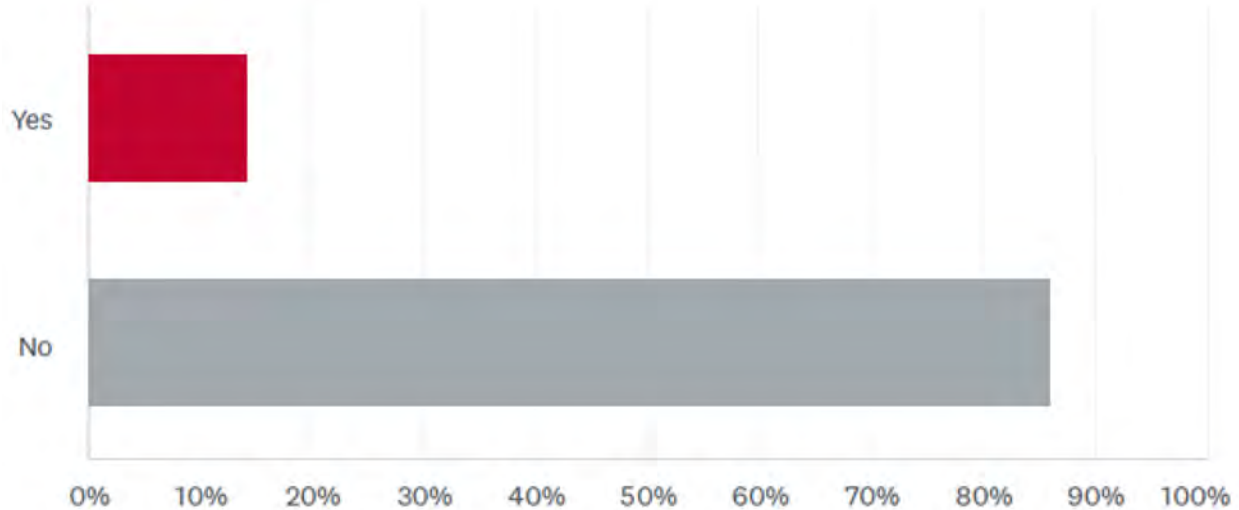
No: 72%

Responders: 58 responded to the question, of which 16 included a written comment

Comments generally inquired if there would be climate impacts as a result of the Proposed Action.

Although this question was related to climate and natural resources, the majority of the comments included in this section pertained to other resource areas such as noise, hazardous materials, water resources, and biological resources. The content of these comments is included within the corresponding resource summary.

2.6 Question 6: Do you have any Energy supply comments about this project?



Yes: 14%

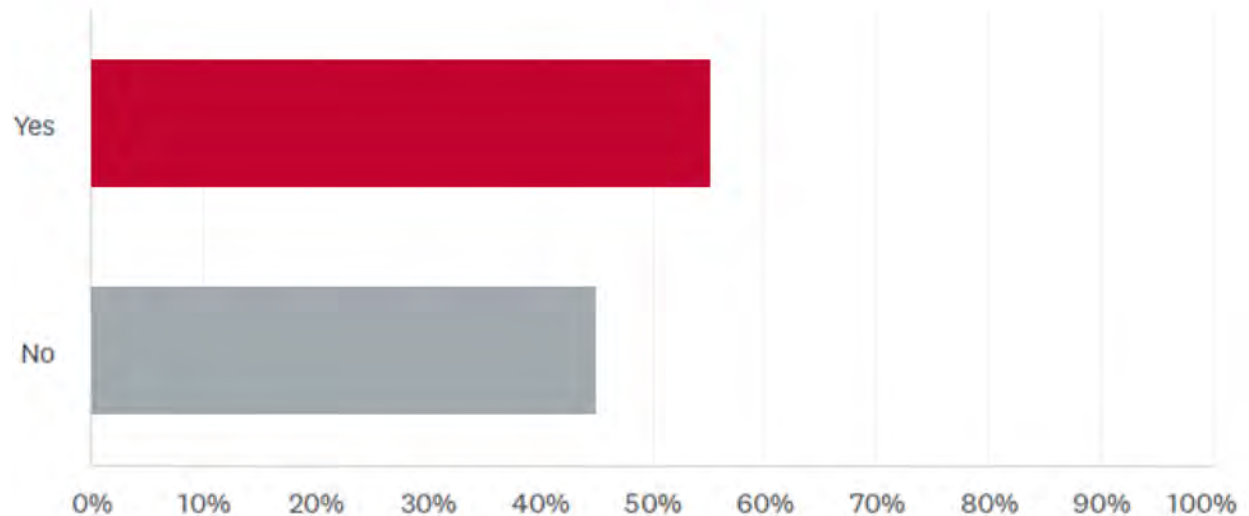
No: 86%

Responders: 57 responded to this question, of which 7 included a comment

Comments inquired if there would be potential for impacts to utility supply and cost.

Although this question was related to energy, there was a comment about the potential expansion of carbon footprint. The content of this comment is included in the climate summary.

2.7 Question 7: Do you have any Hazardous materials comments about this project?



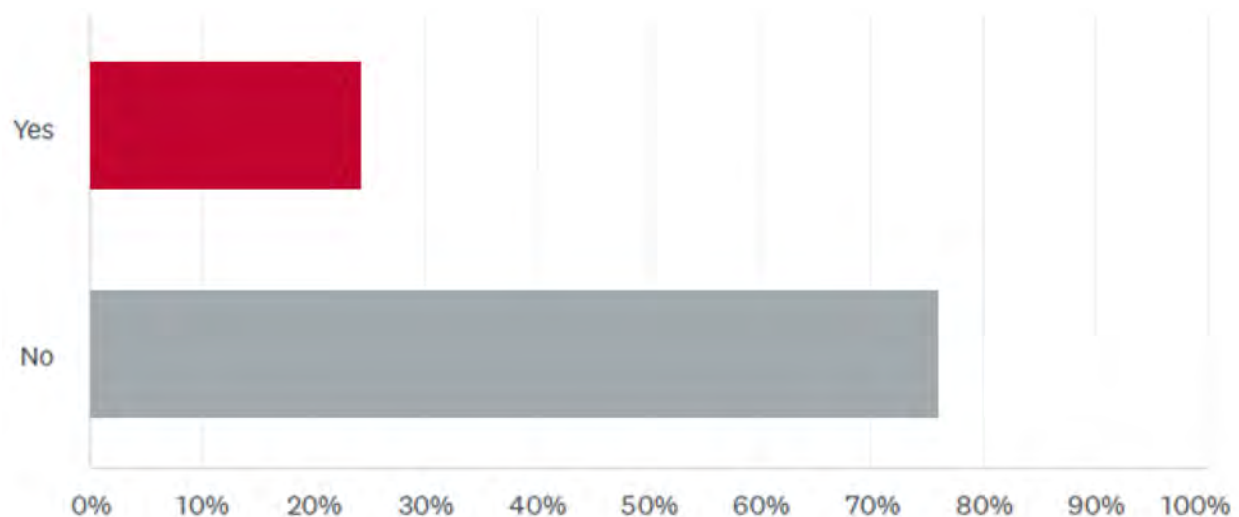
Yes: 55%

No: 45%

Responders: 58 responded to the question, of which 32 provided a written comment

Comments received focused primarily on the potential for hazardous materials and wastes that would impact the environment, particularly the potential for impacts to neighboring communities. There were inquiries about what types of hazardous materials would be used and how they would be managed to prevent releases. Of particular note, many commentors expressed concern over the potential to add to existing contamination within Coldwater Creek.

2.8 Question 8: Do you have any Solid waste comments about this project?



Yes: 24%

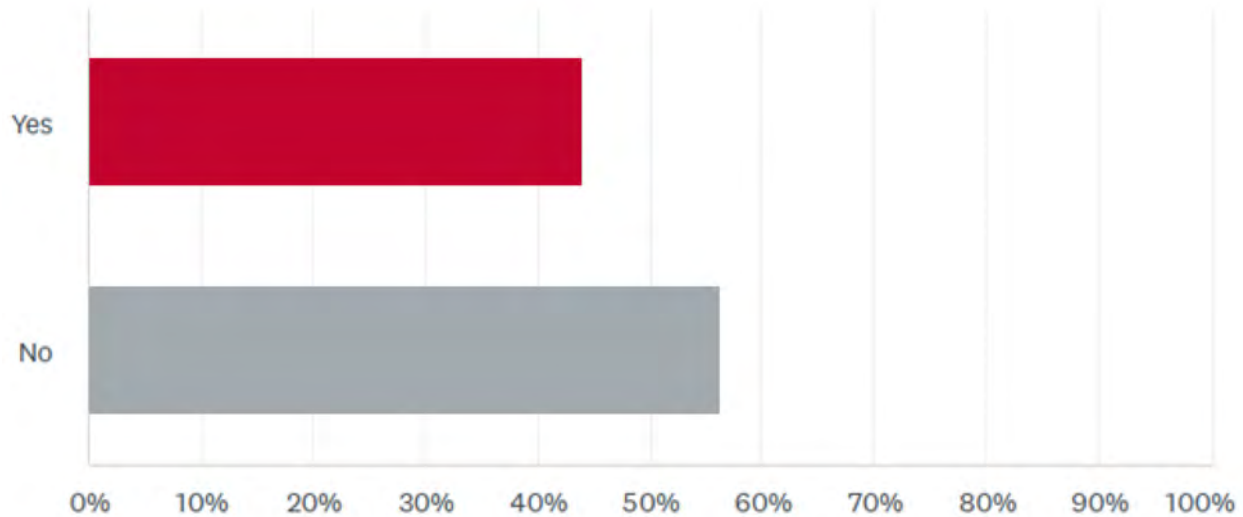
No: 76%

Responders: 58 responded, of which 14 provided written comments

Comments were primarily focused on what types and quantities of solid waste would be generated, where they would be disposed, and if recycling and reuse programs would be implemented to reduce waste.

Although this question was related to solid waste, there were comments that expressed concern over radiation from Coldwater Creek and health concerns related to landfill disposal. The content of these comments is included in the hazardous materials and pollution prevention resource summaries.

2.9 Question 9: Do you have any Pollution prevention comments about this project?



Yes: 44%

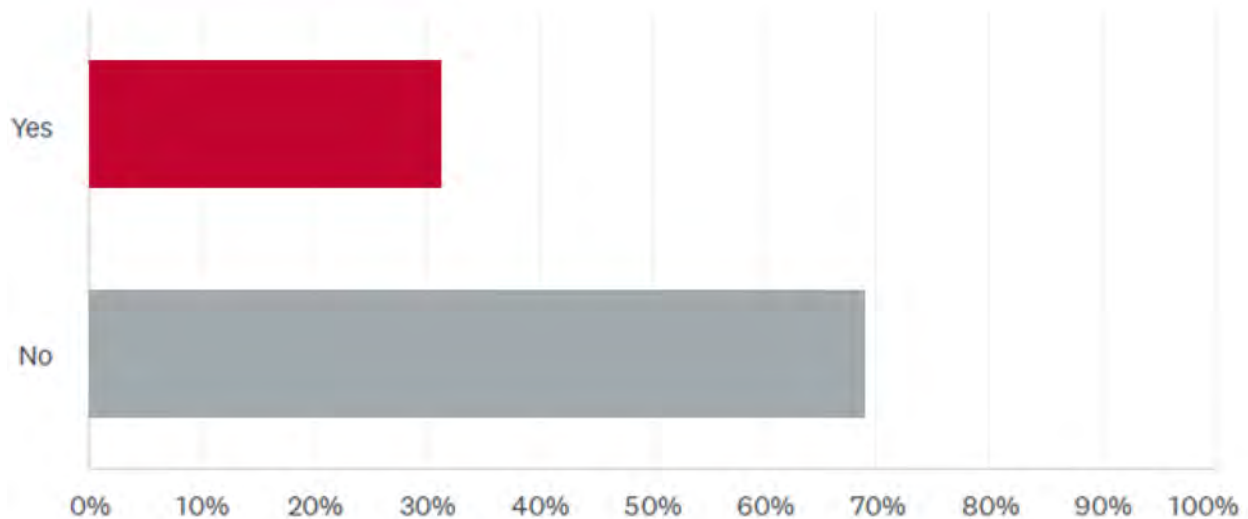
No: 56%

Responders: 58 responded, of which 26 provided a written comment

Many comments requested information about what type of contamination could occur because of the Proposed Action, concerns about existing contamination in the area, and the procedures for managing materials so that pollution does not impact neighboring communities.

Although this question was related to pollution prevention, several comments referenced other topics and resource areas such as noise, air quality, and health. The content of these comments is included in the corresponding resource summary.

2.10 Question 10: Do you have any Water resources comments about this project?



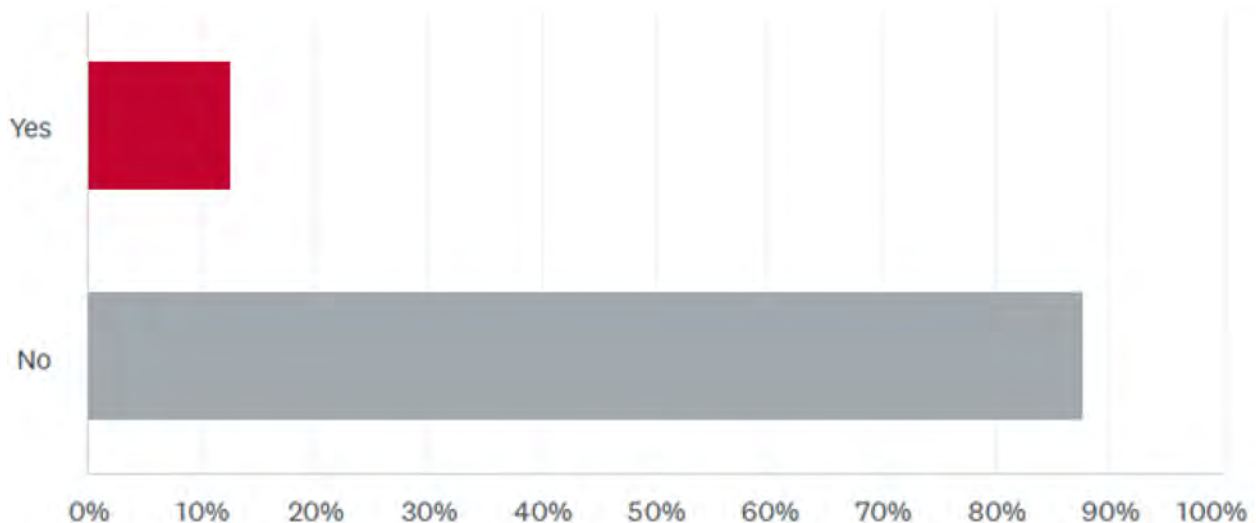
Yes: 31%

No: 69%

Responders: 58 responded, of which 18 provided a written comment

Many comments referenced the existing contamination in Coldwater Creek and concern that the Proposed Action may add to it. Commenters also raised questions on whether the Proposed Action would affect water quality, supply, or pressure in surrounding communities.

2.11 Question 11: Do you have any Historic or cultural comments about this project?



Yes: 12%

No: 88%

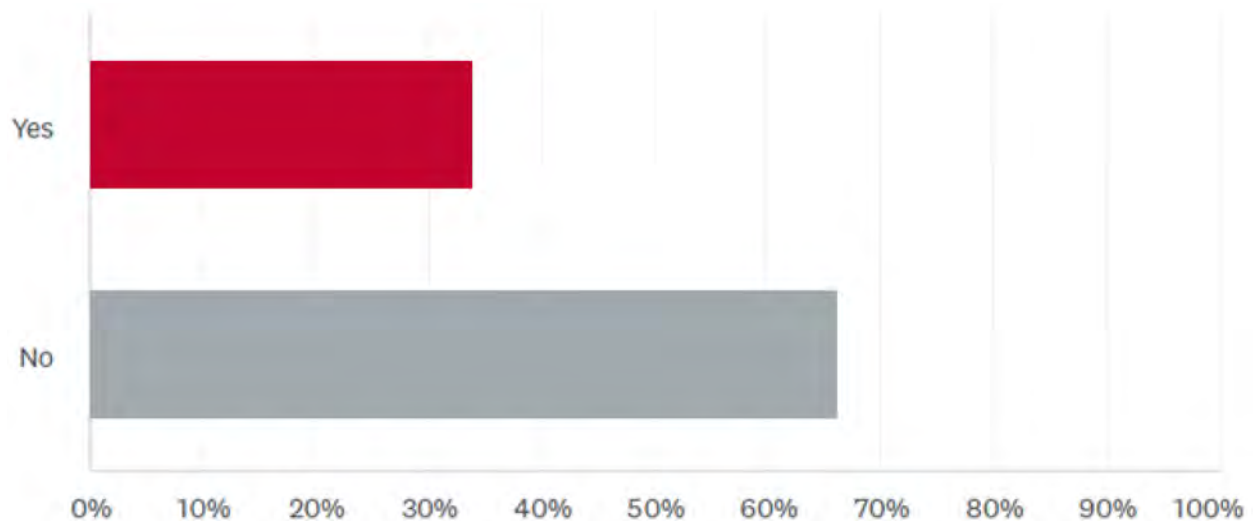
Responders: 57 responded, of which 7 provided a written comment

Two written comments included input on cultural or historic resources. The commenters expressed concern for damage to historic homes near the airport and requested any burial grounds or buildings be preserved.

Although this question was related to historic or cultural resources, comments included other resource areas including socioeconomics and pollution prevention. The content of these comments is included in the corresponding resource summary.



2.12 Question 12: Do you have any Socioeconomics comments about this project?



Yes: 34%

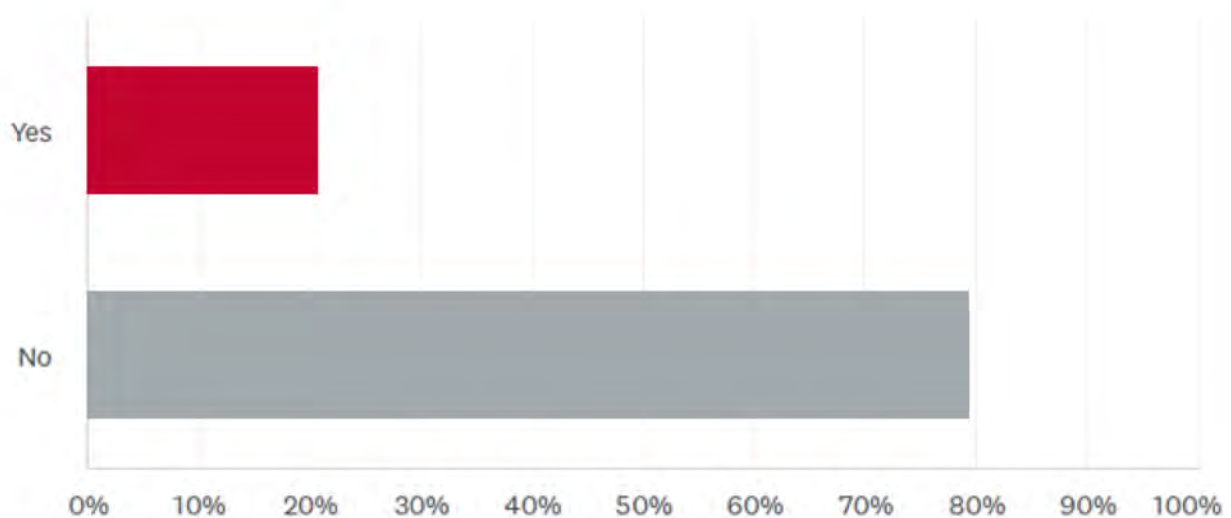
No: 66%

Responders: 60 responded, of which 19 provided a written comment

Concerns about the potential impact to home values were raised, as well as an inquiry regarding the number of jobs created by the Proposed Action.

Although this question was related to socioeconomics, there were a number of comments related to environmental justice. Some commenters requested that the Proposed Action consider environmental justice issues including suggestions for inclusion of underrepresented groups as part of the workforce and concern for encroachment and impacts to marginalized communities. The content of these comments is included in the environmental justice summary.

2.13 Question 13: Do you have any Environmental justice comments about this project?



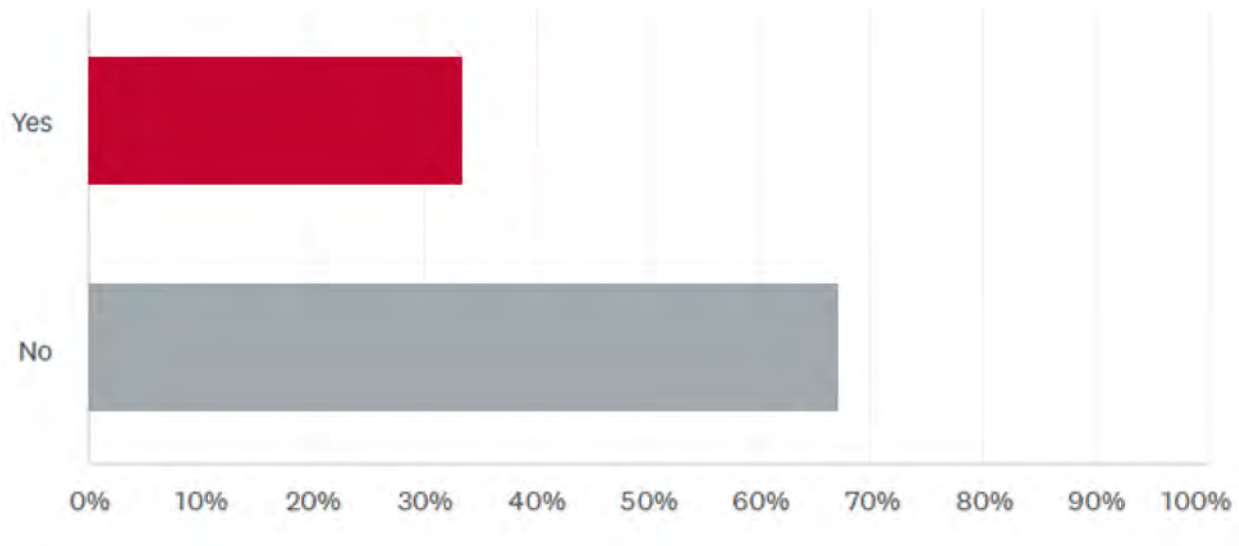
Yes: 21%

No: 79%

Responders: 58 responded, of which 12 provided a written comment

Comments were generally focused around resource areas with overlapping content such as the potential for noise impacts, safety in nearby communities, air pollution, and property values. Concern was expressed that this project may not be proposed in a more affluent neighborhood.

2.14 Question 14: Do you have any Children's environmental health and safety comments about this project?



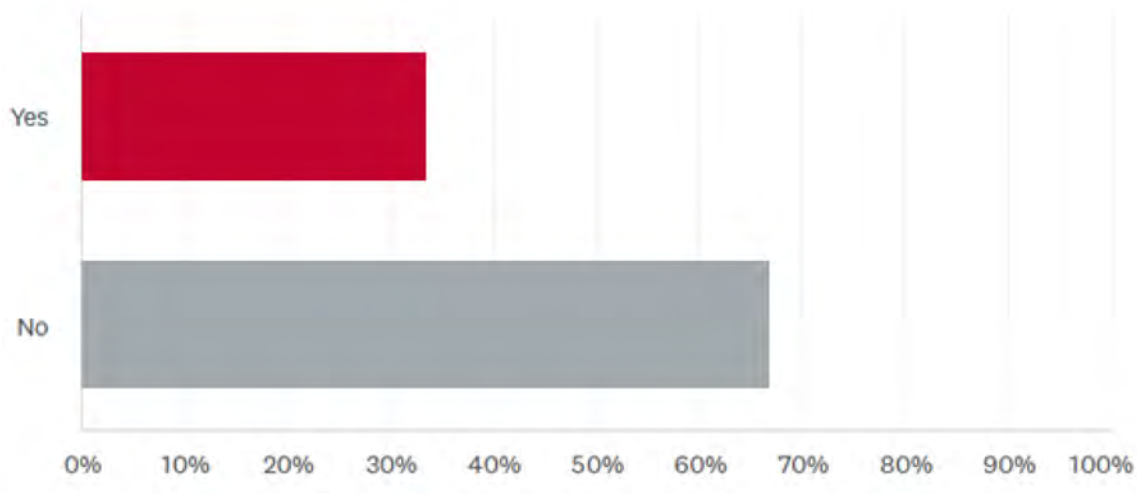
Yes: 33%

No: 67%

Responders: 57 responded, of which 18 provided a written comment

Comments indicated concern for potential impacts to children's health and safety, particularly regarding noise exposure, air quality, and water quality. Concern was also expressed regarding the potential for impacts to fertility. Additionally, one comment indicated concern that the project could make the area a target for terrorist activity.

2.15 Question 15: Do you have any Land use comments about this project?



Yes: 32%

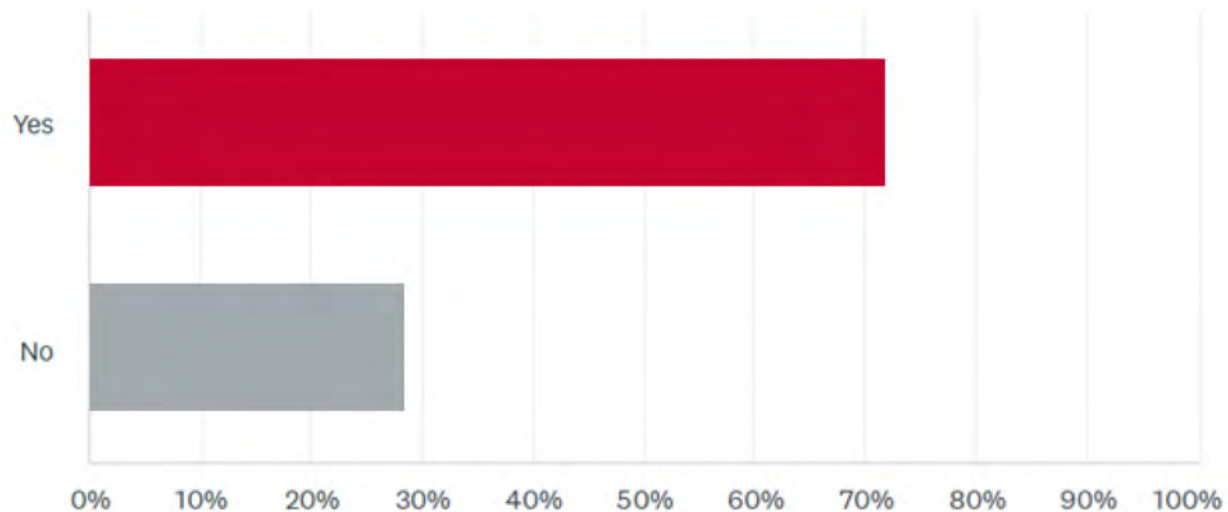
No: 68%

Responders: 60 responded, of which 16 provided a written comment

Comments included questions about whether the airport would be purchasing private property, how the Proposed Action would affect property values, and if traffic conditions would be impacted.



2.16 Question 16: Do you have any Noise and noise compatible land use comments about this project?



Yes: 73%

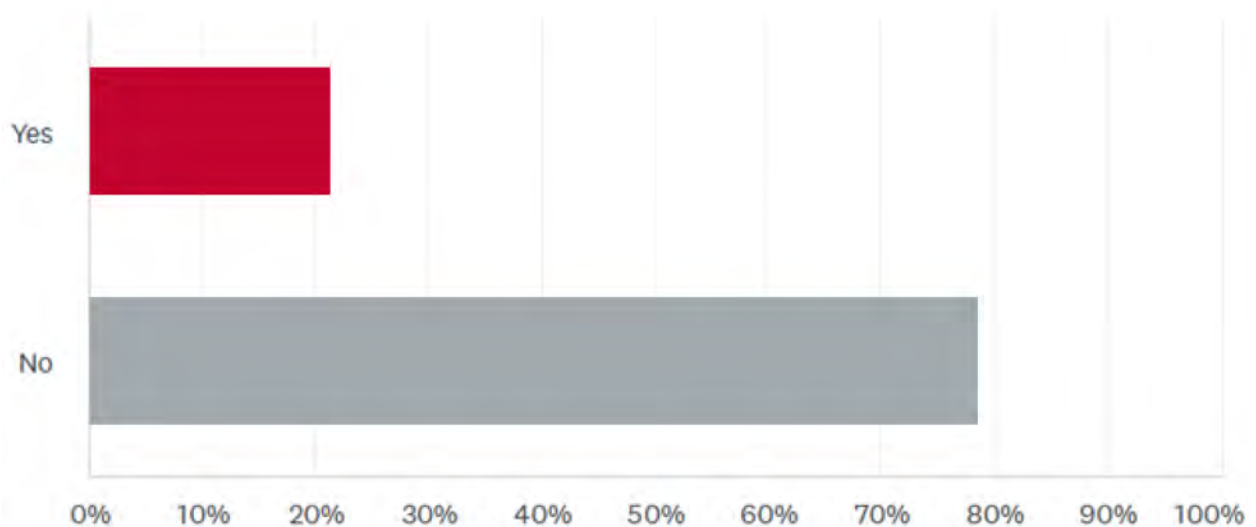
No: 27%

Responders: 64 responded, of which 43 provided a written comment

Comments generally focused on concerns for increased noise resulting from the proposed aircraft testing, including inquiries if the airport planned to provide soundproofing. Comments requested information on the frequency of test flights.



2.17 Question 17: Do you have any Visual effects comments about this project?



Yes: 21%

No: 79%

Responders: 56 responded, of which 12 provided a written comment

Comments included questions about what the buildings and overall site would look like once constructed and where the new buildings would be located. One commenter expressed the desire to see existing buildings on Banshee be demolished because of their deteriorated condition.

Although this question was related to visual resources, comments about noise were also included. The content of those comments is included in the noise summary.



2.18 Question 18: Do you have any Other feedback about this proposed project that are not listed above? If so, highlight the specific area and provide any specific response, if desired.

A total of 19 additional comments were provided. Commenters provided concerns regarding traffic and transportation in the area, requests for additional project information, questions about potential for increases in taxes, and comments about existing land use and previous property acquisitions. Some comments expressed support for the Proposed Action, while others expressed disapproval.

Written Comments Summary

Written comments were varied across resource areas. Comments ranged from questions about impacts, to suggestions of things to consider, to expressions of support or opposition to the overall project. This section includes keywords included in comments received and a sample of comments representing the variety found within the responses.



"Will there be any homes removed from this area?"

"We heavily use Airflight and I-70 interchange. Need to make sure this is not affected."

***"I believe this would be a big help
to the continued prosperity of
Saint Louis!"***

"It is awesome to be able to see some of the most impressive engineering achievements of our time."

"Work schedule should be during normal work day hours and none in the evenings or at night."

“How many jobs can be created from this addition and is it going to be sustainable?”

"So so so excited to see this future expansion!"

“Will testing be completed over residential areas?”

"Think outside the box. Don't select the mist(sic) conservative or cheapest designs. Look at new designers, concepts that will look to the future, be aesthetically pleasing and environmentally friendly."

“Concerned about increased noise and air pollution.”

“How will surrounding residential properties be impacted?”

*"Ensure James S. McDonnell Blvd.
continues to connect Airport Rd. by the
Boeing Building w/ Air Cargo Rd. over
by Terminal 2."*

"To be honest, I love living where I live. It is really cool to see the fighter jets taking off when they do. I would not want that to be going on all day and night though."

*"Will more jets
be flying over
my house?"*

“What changes in flight patterns will the use of these new facilities generate? I live in Bridgeton, 3 miles from the airport, and rarely hear aircraft noise now. Will that change?”

“Will this cause any roadways to be closed and traffic to be rerouted?”

STL welcomes your comments!



ST. LOUIS LAMBERT
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STL, in partnership with Boeing and the Federal Aviation Administration (FAA), prepared a Draft Environmental Assessment (EA) pursuant to the National Environmental Policy Act for the proposed expansion to the airport facilities to support defense-related aircraft assembly and flight testing. The Draft EA evaluated the potential environmental consequences of the Proposed Action.

We welcome your review and comment on the Draft EA, which will be available on September 22, 2023. The Draft EA will be available online at www.flystl.com/civil-rights/public-notice-and-reports and at Berkeley City Hall and St. Louis libraries.

We also invite you to attend our public Open House on October 17, 2023, where we will address the Proposed Action's potential economic, social, and environmental impacts.





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Please provide your comments on the Draft EA by
October 26, 2023 using one of the options below:

- Scan the QR code to access the online comment form
- Attend the public Open House on October 17, 2023 at STL's Terminal 1, Concourse B from 4-7 p.m.
- Contact: Jason Christians, STL Airport Assistant Director - Engineering by email at jachristians@flystl.com or regular mail at Jason Christians, St. Louis Lambert International Airport, PO Box 10212, 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, 901 Locust Street, Room 364, Kansas City, MO 64106

Return Service Requested

<<Sequence>><<Endorsement Line>>

<<Full Name>>

<<Address Line 1>>

<<City State ZIP Code>>

INVITATION TO BID

Forest Park Forever, Inc. is accepting bids for the Forest Park Basketball Courts Construction Project at Forest Park Forever’s Offices, 5595 Grand Drive in Forest Park, St. Louis, Missouri 63112 until **1:00 P.M., September 29, 2023**, at which time they will be opened and read aloud. Bids must be in a sealed envelope marked “Forest Park Basketball Courts Construction Project”

Bid documents are posted on Forest Park Forever’s website at <https://www.forestparkforever.org/bids>. Forest Park Forever, Inc. reserves the right to reject any or all bids.

A non-mandatory pre-bid meeting will be held on Thursday, September 7, 2023, at 10:00 a.m. at the Project Site, located on the north side of the Visitor and Education Center at 5595 Grand Drive in Forest Park.

Questions regarding the bid documents should be directed to Russ Volmert, Capital Projects Manager at Forest Park Forever. All questions to be sent electronically to rvolmert@forestparkforever.org Phone calls will not be allowed nor returned.

www.stlamerican.com

ADVERTISEMENT FOR BID

Sealed bids for the Howell Island Conservation Area Causeway Demolition and Removal, Project No. 78-08-05, St. Charles and St. Louis counties, Missouri, will be received online at Virtubid with QuestCDN, UNTIL 2:00 PM, October 5, 2023, then publicly opened. A Non-Mandatory Pre-Bid meeting will be held for this project on September 21, 2023, at 10:00 AM at the Howell Island Conservation Area parking lot off of N. Eatherton Road, Chesterfield, MO 63005 (from eastbound I-64, exit onto Chesterfield Airport Road and take Olive Street/Eatherton Road three miles west to the area entrance). Project bid documents must be downloaded at <https://mdc.mo.gov/bidding> project number 8645189, for a non-refundable cost of \$42.00, which will add your company to the Planholder List and allow access to VirtuBid for online submittal of your bid. For project questions contact Joaquin Marquez, (573) 619-9847, bidding questions – Laura Buchanan, (573)522-4115, ext. 3727. QuestCDN Customer Support is available at 952-233-1632 or info@questcdn.com.

NOTICE OF PUBLIC OPEN HOUSE AND NOTICE OF AVAILABILITY FOR PUBLIC COMMENT FOR PROPOSED SITE DEVELOPMENT FOR AIRCRAFT ASSEMBLY AND FLIGHT TESTING

St. Louis Lambert International Airport (hereafter referred to as the Airport) proposes to sponsor the Airport’s partner, The Boeing Company (Boeing), to develop airport property in support of defense aircraft assembly and testing operations at the Airport. The proposed action includes the following:

- Lease two parcels, 76-acre Northern Tract and 109-acre Brownleigh location, to Boeing
- Clear both locations of vegetation and existing buildings and infrastructure
- Construct Boeing’s Assembly and Testing Campus, which includes up to approximately 2.6 million square feet of facilities in two separate phases on the leased land
- Construct taxiway connectors to the new facilities
- Assemble aircraft and conduct aircraft test flights

We are providing notice of a public Open House 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 Open House will be held at the following time and place:

Tuesday, October 17, 2023, 4:00 to 7:00 p.m., with a presentation beginning promptly at 4:30 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. An adverse effect to an historic property is 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) Statement evaluating the proposed action’s impacts will be available for public review beginning September 22, 2023 through October 26, 2023. The Draft EA will be available for online viewing at <https://www.flystl.com/civil-rights/public-notices-and-reports> with hard copies available at the airport administration office, Berkeley City Hall, and at the following libraries: St. Louis County Library – Bridgeton Trails, Rock Road, Prairie Commons, Florissant Valley, Parkview, and Natural Bridge Branches and Ferguson Municipal Public Library. 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 October 26, 2023.

Jason Christians
St. Louis Lambert International Airport
PO Box 10212
St. Louis, MO 63145-0212
jachristians@flystl.com

or

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

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 us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

FLORIST VENDOR OF RECORD RFP 2023

The Saint Louis Zoo seeks bids from qualified firms to submit proposals for Florist Vendor of Record RFP 2023. Bid documents are available as of 8/13/23 on the Saint Louis Zoo website: stlzoo.org/vendor.

ST. LOUIS COUNTY DEPARTMENT OF HUMAN SERVICES 2023-2024 WARMING AND COOLING EMERGENCY SHELTER REQUEST FOR PROPOSAL - BID #1749

The St. Louis County Department of Human Services, Homeless Services Program, is seeking proposals for the 2023-2024 Warming and Cooling Shelter. The total funding available is \$142,900.00. Proposals are due by 2:00 p.m. on October 5th. Request For Proposal details and specifications can be obtained at: <https://stlouiscountymovendors.munisselfservice.com/Vendors/VBids/BidNotificationLandingPage.aspx?BidId=2525>

REQUEST FOR PROPOSALS

PARIC Corporation is requesting proposals for the following workpackages on Missouri University of Science and Technology’s new Protoplex Research Facility located in Rolla, Missouri. The scope of work we are seeking proposals for include Early Release Electrical Equipment, Site utilities, Foundation Package, Steel Mill Order Package. You can find additional design guidelines on UM system website here: <https://www.umsystem.edu/ums/fa/facilities/guidelines/> (Click on Section 3 Design Guidelines and then click on Division Guidelines hyperlink). If you have questions or would like further information on this project, please contact Chris Lucas (clucas@paric.com<<mailto:clucas@paric.com>>) at 816-534-4678.

Construction is slated to start October 2023 and be substantially complete by June 18, 2025.

Bids are due 10-6-23 at 10:00am

PreBid meeting will be held on 9-15-23 at 10:00am

The project is tax exempt, and has MBE and WBE goals according to the American Rescue Plan Act (ARPA) of 11.4% Minority participation and 6.9% Female participation in each trade. Structural Steel will be subject to the Build America, Buy America Act.

The Project will be subject to prevailing wages per Missouri Division of Labor Standards Annual Wage Order for Phelps County.

All bids should be delivered to Paric via e-mail (bids@paric.com<<mailto:bids@paric.com>>) or fax (636-561-9501).

PARIC CORPORATION IS AN
EQUAL OPPORTUNITY EMPLOYER

REQUEST FOR BIDS

Alberici Constructors, Kwame Building Group and the Saint Louis Zoo seek bids from qualified firms to submit proposals for a project at the Saint Louis Zoo WildCare Park. The project consists of furnishing and installing one motorized vertical observation tower and platform. To request bid documents, please send an E-mail to stlzoobids@alberici.com.

REQUEST FOR BIDS

Hanley Hills is requesting bids for concrete patch replacement of its streets. Sealed Bids are due September 29, 2023, 4:30 pm. Bid packages are available at Hanley Hills City Hall, 7713 Utica Drive, Hanley Hills, MO 63133 and on Hanley Hills’ website, Thevillageofhanleyhills.com

NOTICE OF FINDING OF NO SIGNIFICANT IMPACT AND NOTICE OF INTENT TO REQUEST RELEASE OF FUNDS

Date of Publication: 9/14/2023

City of St. Louis:
Community Development Administration (CDA)
1520 Market Street
St. Louis, Missouri 63103
314-657-3700 / 314-589-6000 (TDD)

These notices shall satisfy two separate but related procedural requirements for activities to be undertaken by the City of St. Louis (“The City.”)

REQUEST FOR RELEASE OF FUNDS

On or after 10/3/23, the City will submit a request to the U.S. Dept. of Housing & Urban Development (HUD) for the release of the City’s Federal CDBG Program funds under Title II of the National Affordable Housing Act of 1990, as amended, to undertake the following projects:

Project Title:	West End Court IV
Purpose:	New construction of five (5) residential buildings comprised of four (4) single-family detached homes and three (3) attached townhomes, on vacant lots, each containing approximately 1,784 square feet, three (3) bedrooms and three (3) bathrooms.
Location:	5730 Clemens Ave., 5847 Clemens, 5849 Clemens, 5851 Clemens, 5819 Cates Ave., 5887 Cates, 5838 Maple Ave., St. Louis, Missouri 63112
Estimated Cost:	Total development cost of this project is approximately \$2,496,390, with \$707,000.00 of funding coming from St. Louis City’s Year 2021 Federal CDBG Program Funds, Grant #B-21-MC-29-0006, awarded in the Spring 2021 NOFA.

FINDING OF NO SIGNIFICANT IMPACT

The City has determined that these projects will have no significant impact on the human environment. Certain conditions will apply to this project. Therefore, an Environmental Impact Statement under the National Environmental Policy Act of 1969 (NEPA) is not required. Additional information for each project is contained in the Environmental Review Record (ERR) on file at the City CDA, at the above address, where the ERR is available for review and may be examined or copied weekdays, 8 A.M. to 4 P.M.

PUBLIC COMMENTS

Any individual, group, or agency may submit written comments on the ERR to Trey McCarter, Community Development Planner II, CDA, at the address listed above. All comments received by 10/2/23 will be considered by the City prior to authorizing submission of a request for release of funds. Comments should specify which notice they are addressing.

RELEASE OF FUNDS

The City certifies to HUD that, Nahuel Fefer, in his capacity as Executive Director, consents to accept the jurisdiction of the Federal Courts if an action is brought to enforce responsibilities in relation to the environmental review process and that these responsibilities have been satisfied. HUD’s approval of the certification satisfies its responsibilities under NEPA and related laws and authorities and allows the City to use the City’s above-referenced HUD program funds.

OBJECTION TO RELEASE OF FUNDS

HUD will accept objections to its release of funds and the City’s certification for a period of 15 days following the anticipated submission date or its actual receipt of the request (whichever is later) only if they are on one of the following bases: a) the certification was not executed by the Certifying Officer of the City; b) the City has omitted a step or failed to make a decision or finding required by HUD regulations at 24 CFR Part 58; c) the grant recipient has committed funds or incurred costs not authorized by 24 CFR Part 58 before approval of the release of funds by HUD; or d) another Federal agency acting pursuant to 40 CFR Part 1504 has submitted a written finding that the project is unsatisfactory from the standpoint of environmental quality. Objections must be prepared and submitted in accordance with the required procedures (24 CFR Part 58.76) and shall be addressed to HUD-CPD Attention Britta Smith, Community Planning and Development Representative, HUD, 1222 Spruce Street, St. Louis, Missouri 63103, (314) 418-5258, cpd_generalcorr-stl@hud.gov. Potential objectors should contact HUD to verify the actual last day of the objection period.

Nahuel Fefer
Certifying Officer

CLASSIFIED

All real estate advertising in this newspaper is subject to the Federal Fair Housing Act of 1968, as amended which makes it illegal to advertise "any preference, limitation, or discrimination based on race, color, religion, sex, handicap, familial status or national origin, or an intention to make any such preference, limitation, or discrimination." This newspaper will not knowingly accept any advertising for real estate which is in violation of the law. Our readers are hereby informed that all dwellings advertised in this newspaper are available on an equal opportunity basis.



Real Estate Auctions

Real Estate Auction
6647 Chamberlain Ave
Saint Louis, MO 63130
Nominal Opening Bid: \$30,000
2BR 1BA home 9844-sf with 2004-sf basement
Auctions Sept 18-20
Bid online at
auCTIONnetwork.com
Williams & Williams Marketing Services, Inc.,
Brian L. Brockman,
Lic. No. 2022043368.
Buyer's premium may apply.
williamsauction.com
800-801-8003

Vacation Rentals

Gulf Shores-Ft. Morgan
1-7 Bdrm Beachfront
Homes & Condos
Read + 1-800-678-2306
Internet specials available
www.GulfRentals.com

Help Wanted

Part-time Driver needed for personal driving purpose; must be committed and must have a valid state driver's license; pay is \$680 per week; shifts are for two hours each day, two days each week. Email for more information. Email www.hunn@gmail.com to apply

Cats

SIAMESE KITTENS.
AppyHorsey@windstream.net
Dixon, MO 65459. \$300.
573-759-6959 (Lv. Msg.)

Dogs

Golden Retriever Pup. AKC. Males & Females. Health warranty. Ready Oct. 1st. \$800 (573) 619-3357

Golden Retriever pups, 3 males, AKC, ready to go! Near Springfield, MO, will be delivering to Eureka, MO 9/12/23. \$900 417-425-6954

Goldendoodle Pups! Edina, MO Born 7/18/23, Ready 9/12/23. vaccinations and deworming. No Sunday sales please. \$500. 660-216-4540

Labrador Retriever Pups, Yellow & black, females, shots & dewormer. Very sweet, handled a lot. \$650 636-358-4020

Pomerian puppy, black, 13 wks, half shots male \$450 618-316-4137

SHH TZU pups (Minatures), Reg., 4wks. Will be dewormed with shots. \$300 dep to hold, Sullivan, Mo. \$1,500. 573-544-2038

Shih Tzu Pups, Pure Bred Males, Avail Oct. 27th, \$800/ea.. Call (314) 537-5426

Siberian Husky
CH PEDIGREE AKC PUPPIES
\$900. 573-280-0583

Standard Poodles, AKC, 4 Girls & 4 Boys, Apriots, Ready Now, Health Warranty, \$750 (573) 619-3357

TEDDY BEARS & SCHNOODLES. 8 week old Ready to go Up to date on vaccines, easy to potty train \$600 573-528-9875

Merchandise Wanted

WANTED: Historian will pay top \$\$ for German-Japanese WW II relics 314-249-5369

Garage Sales

63026: Newport Landing/Remington Oaks/Chestnut Point Subdivision
Garage Sale in Fenton on 9/20 & 9/23, 7:30 am.

Public Notices

NOTICE OF APPLICATION TO ESTABLISH AND OPERATE A NEW BRANCH

First Bank, 11947 Olive Blvd., Creve Coeur, Missouri, intends to apply to the Federal Reserve Board for permission to establish a branch at 4990 Telephone Road, Suite 103, Ventura, Ventura County, California 93003. The accounts from the existing branch located at 5808 Telephone Road, Ventura, Ventura County, California 93003, will be relocated to the above-listed address. The Federal Reserve considers a number of factors in deciding whether to approve the application including the record of performance of applicant banks in helping to meet local credit needs.

You are invited to submit comments in writing on this notice to the Federal Reserve Bank of St. Louis, P.O. Box 442, St. Louis, Missouri, 63166-0442. Comments may also be submitted electronically to comments.applications@stls.frb.org. The comment period will not end before 15 calendar days from the date of this publication and may be somewhat longer. The Board's procedures for processing applications may be found at 12 C.F.R. Part 262. Procedures for processing protested applications may be found at 12 C.F.R. 262.25. To obtain a copy of the Federal Reserve Board's procedures, or if you need more information about how to submit your comments on the application, contact Holly Rieser, Senior Manager, at (314) 444-4713. The Federal Reserve will consider your comments and any request for a public meeting or formal hearing on the application if they are received in writing by the Reserve Bank on or before the last day of the comment period.

NOTICE OF FINDING OF NO SIGNIFICANT IMPACT AND NOTICE OF INTENT TO REQUEST RELEASE OF FUNDS

Date of Publication: 9/15/2023

City of St. Louis:
Community Development
Administration (CDA)
1520 Market Street
St. Louis, Missouri 63103
314-657-3700 / 314-589-6000 (TDD)

These notices shall satisfy two separate but related procedural requirements for activities to be undertaken by the City of St. Louis

Public Notices

("The City.")

REQUEST FOR RELEASE OF FUNDS

On or after 10/3/23, the City will submit a request to the U.S. Dept. of Housing & Urban Development (HUD) for the release of the City's Federal CDBG Program funds under Title II of the National Affordable Housing Act of 1990, as amended, to undertake the following projects:

Project Title: West End Court IV

Purpose: New construction of five (5) residential buildings comprised of four (4) single-family detached homes and three (3) attached townhomes, on vacant lots, each containing approximately 1,784 square feet, three (3) bedrooms and three (3) bathrooms.

Location: 5730 Clemens Ave., 5847 Clemens, 5849 Clemens, 5851 Clemens, 5819 Cates Ave., 5887 Cates, 5838 Maple Ave., St. Louis, Missouri 63112

Estimated Cost: Total development cost of this project is approximately \$2,496,390, with \$707,000.00 of funding coming from St. Louis City's Year 2021 Federal CDBG Program Funds, Grant #B-21-MC-29-0006, awarded in the Spring 2021 NOFA.

FINDING OF NO SIGNIFICANT IMPACT

The City has determined that these projects will have no significant impact on the human environment. Certain conditions will apply to this project. Therefore, an Environmental Impact Statement under the National Environmental Policy Act of 1969 (NEPA) is not required. Additional information for each project is contained in the Environmental Review Record (ERR) on file at the City CDA, at the above address, where the ERR is available for review and may be examined or copied weekdays, 8 A.M. to 4 P.M.

PUBLIC COMMENTS

Any individual, group, or agency may submit written comments on the ERR to Trey McCarter, Community Development Planner II, CDA, at the address listed above. All comments received by 10/2/23 will be considered by the City prior to authorizing submission of a request for release of funds. Comments should specify which notice they are addressing.

RELEASE OF FUNDS

The City certifies to HUD that, Nahuel Fefer, in his capacity as Executive Director, consents to accept the jurisdiction of the Federal Courts if an action is brought to enforce responsibilities in relation to the environmental review process and that these responsibilities have been satisfied. HUD's approval of the certification satisfies its responsibilities under NEPA and related laws and authorities and allows the City to use the City's above-referenced HUD program funds.

OBJECTION TO RELEASE OF FUNDS

HUD will accept objections to its release of funds and the City's certification for a period of 15 days following the anticipated submission date or its actual receipt of the request (whichever is later) only if they are on one of the following bases: a) the certification was not executed by the Certifying Officer of the City; b) the City has omitted a step or failed to make a decision or finding required by HUD regulations at 24 CFR Part 58; c) the grant recipient has committed funds or incurred costs not authorized by 24 CFR Part 58 before approval of the release of funds by HUD; or d) another Federal agency acting pursuant to 40 CFR Part 1504 has submitted a written finding that the project is unsatisfactory from the standpoint of environmental quality. Objections must be prepared and submitted in accordance with the required procedures (24 CFR Part 58.76) and shall be addressed to HUD-CPD Attention Britta Smith, Community Planning and Development Representative, HUD, 1222 Spruce Street, St. Louis, Missouri 63103, (314) 418-5258, cpd_generalcorr-stl@hud.gov. Potential objectors should contact HUD to verify the actual last day of the objection period.

Nahuel Fefer
Certifying Officer

NOTICE OF PUBLIC HEARING

The Planning and Zoning Commission of the City of St. Peters will hold a public hearing at 6:30 p.m. on Wednesday, October 4, 2023 at the St. Peters Justice Center to discuss proposed changes to the Zoning and Subdivision Regulations (Chapter 405 of the Municipal Code) for the City of St. Peters. The proposed changes refer to, but are not limited to, regulations in the following code sections: R-1 Residential District; R-1A Residential District; R-2 Two Family Residential District; R-3 Multiple Family Residential District; S-D Special Old Town Overlay District; C-1 Neighborhood Commercial District; C-2 Neighborhood Commercial District; C-3 General Commercial District; I-1 Light Industrial District; I-2 Heavy Industrial District; St. Peters Special District; SL St. Peters Lakeside 370 Special District; Animals; Home-Based Work; Parking;

The Justice Center is located at 1020 Grand Teton Drive.

All interested citizens will have the opportunity to give written and oral comment. Please contact 636-477-6600, ext. 1438 or 636-278-2244, ext. 1438. Persons with disabilities needing assistance should contact the City before the meeting by calling or writing to the City Administrator at P.O. Box 9, St. Peters, MO, 63376, 636-477-6600 or 278-2244.

STLtoday.com/blues

Public Notices

Notice of Public Open House and Notice of Availability for Public Comment
for Proposed Site Development for Aircraft Assembly and Flight Testing

St. Louis Lambert International Airport (hereafter referred to as the Airport) proposes to sponsor the Airport's partner, The Boeing Company (Boeing), to develop airport property in support of defense aircraft assembly and testing operations at the Airport. The proposed action includes the following:

- Lease two parcels, 76-acre Northern Tract and 109-acre Brownleigh location, to Boeing
- Clear both locations of vegetation and existing buildings and infrastructure
- Construct Boeing's Assembly and Testing Campus, which includes up to approximately 2.6 million square feet of facilities in two separate phases on the leased land
- Construct taxiway connectors to the new facilities
- Assemble aircraft and conduct aircraft test flights

We are providing notice of a public Open House 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 Open House will be held at the following time and place:

Tuesday, October 17, 2023, 4:00 to 7:00 p.m., with a presentation beginning promptly at 4:30 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. An adverse effect to an historic property is 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) Statement evaluating the proposed action's impacts will be available for public review beginning September 22, 2023 through October 26, 2023. The Draft EA will be available for online viewing at <https://www.fyistl.com/civil-rights/public-notices-and-reports> with hard copies available at the airport administration office, Berkeley City Hall, and at the following libraries: St. Louis County Library - Bridgeton Trails, Rock Road, Prairie Commons, Florissant Valley, Parkview, and Natural Bridge Branches; and Ferguson Municipal Public Library. 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 October 26, 2023.

Jason Christians
St. Louis Lambert International Airport
PO Box 10212
St. Louis, MO 63145-0212
jchristiansfyistl.com

or

Scott Tener
Federal Aviation
Administration, ACE-611F
901 Locust Street
Kansas City, MO 64106-2325
scott.tenerfaa.gov

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 us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

PRETREATMENT VIOLATION NOTIFICATION METROPOLITAN ST. LOUIS SEWER DISTRICT In accordance with federal regulation 40 CFR 403.8(f)(2)(viii), MSD is providing public notice of those industrial users which were in significant noncompliance, from July 1, 2022 to June 30, 2023, with applicable federal standards or MSD

Ordinance 15048 requirements
COMPANY NAME
NONCOMPLIANT PARAMETERS
MSD ACTION
Anheuser-Busch LLC
Oil & Grease
Violation Notice
Butler's Pantry
Oil & Grease
Violation Notice
Commercial Plating Company
Nickel
Violation Notice
Fontbonne University
Oil & Grease
Violation Notice
Food Service Consultants
Oil & Grease
Violation Notice
Gateway Tank Wash
Missed Sampling
Violation Notice
Granite Peak Plastics
Lead
Violation Notice, Compliance Order
Lasoo Foods, Inc.
pH
Violation Notice, Compliance Order
Maria & Son LLC
Oil & Grease
Violation Notice
Middendorf Meat
pH
Violation Notice
Midwest Plating
Late Report
Violation Notice, Compliance Order
Nature's Bakery LLC
Oil & Grease, pH
Violation Notice, Compliance Order
Roadrunner Truck Repair
Oil & Grease

Public Notices

Violation Notice
Schnucks Bakery
Missed Sampling, Oil & Grease
Violation Notice
Sinclair & Rush
Late Report, Missed Sampling
Violation Notice
St. Louis Lambert Int'l Airport
Oil & Grease
Violation Notice
Valcor Environmental Services
Bis(2-ethylhexyl) phthalate
Violation Notice
XPO Logistics
Late Report
Violation Notice, Compliance Order

Public and Self Storage

Busy Bee Storage Sale
September 23rd, 2023 BB1 10:00 a.m. BB2 sale right after BB1 sale Possessions can be redeemed by paying all amounts due before day of sale.
CASH/CC ONLY

BB1
4212 Sam's Rd
Pontoon Beach
618-931-6450

A-1 McFarland
C-15 Vogt
D-1 White
D-51 Steinkoenig
E-30 Williamson
E-66 Lehr

BB2
735 S. Main St
Caseyville
618-343-3513

B-25 Hayhurst
D-12 Hinchey
E-5 Rucker
F-40 Page
H-1 Parker
I-14 Betts
J-25 Dubar
K-1 Nunn
K-3 White
L-5 Page

L026 Store Space St. Louis- 725 N 23rd Street St. Louis MO 63103:

ADVERTISEMENT OF SALE Notice is hereby given that the undersigned items will be released for sale. Bidding takes place on lockerfox.com and concludes Friday the 25th day of August 2023 at 10:00 AM with payment following in CASH and the facility. Store Space St. Louis, 725 N 23rd Street, St. Louis, MO, 63103 Kameela Dixon 1102B. Angel Moody 2013. Trey Williams 2032. Kellie Keiser 2076. Cortez Rhines 2082. Lashall Amos 2133. Karen Darnous 2159. Tia Townes 2172. Marcus West 2195. Robert Simon 2208. Rhonda Clemens 2260. Sierra Moore 2280. Robert Simon 3073. Montana Patterson 3084. Tierra Land 3094. Laryah Robinson 3121. Clayton Bauer 3223. Terrence Wilson 3226. Alyza Clark 3242. Emmitt Dawson 4035. Michael Feldman 4055.

L031 Store Space Jennings- 8319 Jennings Station Road Jennings MO 63138:

ADVERTISEMENT OF SALE Notice is hereby given that the undersigned items will be released for sale. Bidding takes place on lockerfox.com and concludes Friday the 25th day of August, 2023 at 11:00 AM with payment following in CASH and the facility. Store Space Jennings, 8319 Jennings Station Rd, Jennings, MO, 63136 Dario Walker 246. Amanda Armstrong 290. Henry Wilkes 305. Lee Taylor 348. Calvin Bridgett 354. Shakyla Grant 369. Vivian Jefferson 370. Jerry Veal 420. Jerry Veal 421. Cameron Smith 423. Marilyn Emilian 438. Tracy Jones 449. Diangelo Horton 482. Leslie Orebry 497. Qajana Woodruff 50. Arelion Bingham 545. Etiong Beard 559. Angelica Jones 606. Quina Cooper 608. ROBIN DAGGS 616. Ann L Stubbs 622. Leneea Mullins 629. Terence Mason 640. Gladys Wilson 78. Vanessa Thompson 82.

Bids and Proposals

ADVERTISEMENT FOR BID

Sealed bids for the Howell Island Conservation Area Causeway Demolition and Removal, Project No. 78-08-05, St. Charles and St. Louis counties, Missouri, will be received online at Virtubid with

Bids and Proposals

QuestCDN, UNTIL 2:00 PM, October 5, 2023, then publicly opened. A Non-Mandatory Pre-Bid meeting will be held for this project on September 21, 2023, at 10:00 AM at the Howell Island Conservation Area parking lot off of N. Eatherton Road, Chesterfield, MO 63005 (from eastbound I-64, exit onto Chesterfield Airport Road and take Olive Street/Eatherton Road three miles west to the area entrance). Project bid documents must be downloaded at <https://qcpi.questcdn.com/cdn/posting/?pobjType=all&provider=7011724&group=7011724> project number 8645189, for a non-refundable cost of \$42.00, which will allow your company to the Planholder List and allow access to Virtubid for online submission of your bid. For project questions contact Joaquin Marquez, (573) 619-9847, bidding questions - Laura Buchanan, (573) 522-4115, ext. 3727. QuestCDN Customer Support is available at 952-233-1632 or info@questcdn.com.

Alberici Constructors, Kwame Building Group and the Saint Louis Zoo seek bids from qualified firms to submit proposals for a project at the Saint Louis Zoo WildCare Park. The project consists of furnishing and installing one motorized vertical observation tower and platform. To request bid documents, please send an E-mail to stlzoo bids@alberici.com.

Great Rivers Greenway is requesting proposals for Park and Greenway Security/Patrol Services in the St. Louis Region, MO. Go to www.greatriversgreenway.org/jobs-bids and submit by October 13, 2023.

Great Rivers Greenway is seeking bids for Park Maintenance, Operations, and Conservation. Go to www.greatriversgreenway.org/jobs-bids and submit by October 13, 2023.

Great Rivers Greenway is seeking bids for mulching on the Gateway Arch Park Grounds. Go to www.greatriversgreenway.org/jobs-bids and submit by October 6, 2023.

INVITATION TO BID FERGUSON-FLOISSANT SCHOOL DISTRICT REPLACEMENT OF SECURITY ALARMS FOR MCCLUER SOUTH BERKELEY AND FERGUSON MIDDLE

Sealed bids are being requested from the Ferguson Florissant School District and will be received and publicly opened on Wednesday, September 27th, 2023 @ 1:30pm CST at the Operation and Maintenance dept. located at 8855 Dunn Rd. (REAR) Hazelwood, MO 63042. Bid specs must be obtained at <http://new.tergflor.k12.mo.us/facilities-rfq>. Contact Matt Furlaro @ mfurlaro@tergflor.org for further information/questions.

INVITATION TO BID FERGUSON-FLOISSANT SCHOOL DISTRICT REPLACEMENT OF INTERCOM SYSTEM @ MCCLUER NORTH HIGH SCHOOL

Sealed bids are being requested from the Ferguson Florissant School District and will be received

Bids and Proposals

and publicly opened on Wednesday, September 27th, 2023 @ 2:00pm CST at the Operation and Maintenance dept. located at 8855 Dunn Rd. (REAR) Hazelwood, MO 63042. Bid specs must be obtained at <http://new.tergflor.k12.mo.us/facilities-rfq>. Contact Matt Furlaro @ mfurlaro@tergflor.org for further information/questions.

NOTICE TO CONTRACTORS

OWNER: The Board of Governors for the Missouri State University

Submitted bids for the ADDITION & RENOVATION, KEMPER HALL must be received electronically through our e-bidding service provider, DemandStar at <https://www.demandstar.com/app/agencies/missouri/missouri-state-university/procurement-opportunities/#66a3d7-625e-4022-8b68-c47b50addcd0/>, by 2:00 p.m. on September 26, 2023. Submitted bids will then be publicly opened and read aloud. With each proposal, a certified check or bid bond properly executed by the bidder in the amount of five percent (5%) of the bid shall be submitted.

Further information on plans, specifications, and our e-bidding service provider, DemandStar can be obtained at <https://plans.missouristate.edu/>.

Attention of bidders is particularly called to the requirements as to the conditions of employment to be observed. Bidders must agree to comply with the prevailing wage rate provisions and other statutory regulations as referred to in the specifications.

MSU is an AA/E/O institution.

POLICE SERVICES for City of Pine Lawn Bids & Qualifications

- Due Thurs. Sep. 28, 2023 by 4:30pm & Opened @ 4:45pm Unit costs for officers and services expected
- Bidder Presentations Mon. Oct. 2, 2023 @ 6:00pm
- 6250 Steve Marre Ave. - Pine Lawn, Mo. 63121
- 314-4261-5500 - Also see www.pinelawn.org

RFP# 57823255

Request for Proposal

Harris-Stowe State University (HSSU) is requesting proposals for Campaign Counsel.

The University is seeking campaign counsel for a campaign to build its new STEM Building.

For a copy of the Request for Proposal, please contact Corey Freeman at freemanc@hssu.edu or 314-340-3325.

Proposals must be emailed no later than 3 p.m. on Wednesday, September 27, 2023.



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STL is looking for talented individuals from across the region (*City of St. Louis residency is no longer required*). [Click here \(https://www.stlouis-mo.gov/government/departments/personnel/jobs/index.cfm\)](https://www.stlouis-mo.gov/government/departments/personnel/jobs/index.cfm) to join our diverse and dynamic airport team. For positions with any and all STL Partners [click here \(https://www.flystl.com/civil-rights/career-opportunities\)](https://www.flystl.com/civil-rights/career-opportunities).



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Boeing Site
Development
Sections

Boeing Site Development for Aircraft Assembly and Flight Testing - Public Participation

****Notice of Public Open House and Notice of Availability for Public Comment****

An Open House is scheduled for Tuesday, October 17, 2023 from 4:00 - 7:00 p.m.

For more information [click here](#)

(https://www.flystl.com/uploads/documents/boeing-site-development-for-aircraft-assembly-and-flight-testing/Boeing_STL_PublicMeetingNotice_Oct23.pdf).



**ST. LOUIS LAMBERT
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Draft Environmental Assessment

The Draft Environmental Assessment is now available for public review. [Click here \(https://www.flystl.com/uploads/documents/boeing-site-development-for-aircraft-assembly-and-flight-testing-opportunities/Boeing_STL_Public_EA_9-22-2023.pdf\)](https://www.flystl.com/uploads/documents/boeing-site-development-for-aircraft-assembly-and-flight-testing-opportunities/Boeing_STL_Public_EA_9-22-2023.pdf) for the document. To provide a comment regarding this draft environmental assessment, contact information can be found further down this page.

Scoping Process

STL sought advance public comment on the Proposed Action to determine if there are any public concerns or input regarding the project's potential environmental impacts.

Written comments were accepted through June 20, 2023.

Public Survey Results

Results from our recent public survey can be found [here \(https://www.flystl.com/document-portal-page/boeing-site-development/boeing-site-development-for-aircraft-assembly-and-flight-testing-public-survey-results\)](https://www.flystl.com/document-portal-page/boeing-site-development/boeing-site-development-for-aircraft-assembly-and-flight-testing-public-survey-results).

Questions/Comments

If you have any questions or comments regarding the proposed Boeing Site Development for Aircraft Assembly and Flight Testing, please contact Jason Christians, STL Airport Assistant Director - Engineering at 314-551-5008 or jachristians@flystl.com (<mailto:jachristians@flystl.com>), or Scott Tener, FAA Environmental Protection Specialist at scott.tener@faa.gov (<mailto:scott.tener@faa.gov>).

Public Comments on the Draft EA for Site Development and Aircraft Assembly and Flight Testing at STL

Comment Number	Resource	Comment	Response
1	General	The biggest problem that I can think of with Lambert Field today is that we are just a fly over city. Very few flights leave or arrive here, non stop. Certainly nothing like it once was... the main thing that needs to be done is get gate fees down so that airlines will WANT to hub out of here again. The fees need to be really attractive in this world today... This airport should be used as a giant, driving economic engine of tremendous power and torque. Like ten thousand locomotives. Charging prohibitive prices for gates will only continue to run airline companies to better, cheaper, smoother airports elsewhere... Fancy buildings, expensive food joints that serve food that is not that good, 12 dollar cups of coffee, smiles and promises, will not bring airlines in here to hub... The airport has to be designed around the goal of being a great hub once again. A massive hub. Think huge, Think 50 years out and beyond...	Not applicable to this Proposed Action.
2a	Hazardous Materials, Solid Waste	<p>I represent my former neighborhood of Carrollton, and while most moved away from the area due to W-1W expansion, several of us still live close and are still affected by the waste dumped directly across from the North tract (SLAPS) and at West Lake Landfill.</p> <p>Several have asked did the north track and Brownleigh get tested for residual radiation? How were they tested? Are those results available?</p>	<p>The U.S. Army Corps of Engineers (USACE), as part of the Formerly Utilized Sites Remedial Action Program (FUSRAP), is addressing radiological contaminants of concern at the St. Louis Airport Site (SLAPS) and the SLAPS Vicinity Properties (SLAPS VP) sites.</p> <p>The Brownleigh parcel is not located within the Record of Decision boundaries for SLAPS or SLAPS VP sites. Therefore, the development of the Brownleigh parcel does not present any radiological issues related to SLAPS or SLAPS VP sites.</p> <p>The easternmost portion of the Northern Tract parcel is partially within the SLAPS VP boundary; however, USACE previously investigated this area and found it to be uncontaminated by materials produced from former U.S. Atomic Energy Commission activities with no need for further action or activity restrictions. Therefore, development of the Northern Tract will not present any radiological issues related to SLAPS or SLAPS VP sites. More information about SLAPS and SLAPS VP site, including sampling results, can be found at https://www.mvs.usace.army.mil/Missions/FUSRAP/SLAPS/.</p> <p>Under the National Environmental Policy Act (NEPA), an Environmental Assessment (EA) evaluates the future impacts of a project or proposed action on the environment. Under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), an environmental site assessment (ESA) evaluates the historic use and potential for contamination of a property. In connection with the lease of the Northern Tract and Brownleigh parcels, Boeing completed an ESA for both parcels in 2023 that considered the historical use of the parcels and the work performed by USACE and did not identify any need to perform radiological sampling in connection with construction of new facilities on those parcels.</p> <p>A summary of this information has been added to Section 3.9.3.2.1 of the Environmental Assessment.</p>

Comment Number	Resource	Comment	Response
2b	Hazardous Materials, Solid Waste	Where will the debris from North track be taken? Will it be scanned prior to transport? Will the trucks carrying the scrape away from the site be covered and scanned? The draft at one point sounded like Boeing planned on keeping the found waste on site is that correct or do they have a proper storage facility it will be transported to? Which roads will be used for transporting the former building debris from North tract?	<p>Waste and debris generated from demolition and construction activities will be managed (disposed, recycled, transported, etc.) pursuant to applicable local, state, and federal regulatory requirements. Transportation routes, disposal sites, and recycling facilities that will be used have yet to be determined because the project is still in the planning phase. Trucks departing the site with waste will be covered (49 <i>Code of Federal Regulations</i> 390.5).</p> <p>In redeveloping the Northern Tract parcel, Boeing is required to comply with an environmental covenant and associated soil management plan.</p> <p>The environmental covenant provides for the following activity and use limitations: (1) no residential use, (2) no agricultural use, (3) implementation of soil management plan, (4) restriction for surface soil, (5) no use of groundwater, (6) protections to construction workers from exposure to groundwater, (7) construction restrictions, and (8) evaluation of vapor intrusion in certain areas of the Northern Tract.</p> <p>The soil management plan sets forth the processes and guidelines to be followed for any disturbance of soil located on portions of the property referred to as The Boeing Company Tract I Facility, which are subject to the requirements of the Missouri Hazardous Waste Facility Part I Permit, Permit Number MOD 000 818 963. The overall objectives of the soil management plan are to (1) mitigate the potential risks associated with workers being exposed to residual chemicals in the soil or groundwater that could be encountered during soil disturbance activities and (2) provide information on procedures for the characterization and remediation (if necessary).</p>
2c	Air Quality	Will appropriate measures be taken to reduce airborne debris from leaving the area during the demolition and construction phases?	Airborne debris from Boeing's site expansion project will be managed in conjunction with local regulatory agencies in a manner that is protective of human health and the environment. Construction permits and best management practices provide measures for managing fugitive dust to avoid and/or minimize construction impacts. The construction of the Proposed Action may result in an increase of airborne fugitive dust emissions from vehicle movement and soil excavation in and around the construction site. Boeing will ensure that best management practices are used to reduce fugitive dust emissions by adhering to permitting requirements. Methods of controlling dust and other airborne particles will be implemented to the maximum possible extent and may include, but not be limited to, using water sprinkler trucks, using covered haul trucks, and/or using plastic sheet coverings.
2d	Water Resources	Will all water runoff be trapped, tested prior to release?	Water runoff from Boeing's site expansion project will be managed in accordance with local and state permitting and best management practices. This risk of impacts to water quality will be minimized to the fullest extent possible through the use of permit-required stormwater pollution prevention plans, which may include the use of silt fences, sandbags, haybales, wattles, and other means to protect nearby waterbodies.

Comment Number	Resource	Comment	Response
3a	Hazardous Materials, Solid Waste	In reviewing the 2023 Lambert Airport commissioned report, nowhere does it mention the 240 55-gallon drums that were discovered and reported in the daily paper in 1988. The 55-gallon drums were found underground (along with truck parts), many of them with contaminants that drained into the soil and groundwater. In 2020, I wrote a letter to Rhonda Hamm-Niebruegge (the St. Louis Airport Authority) and a few select elected members in local government in St. Louis County. I advised them of my concerns of the contamination discovered in 1988. In the late 1980's, some suspected the waste to be Japanese uranium. Others said it was radium 226. (NOTE: Radium 226 is a daughter product of the Uranium 238 radioactive decay chain.) Either way, both are hazardous waste materials that were found adjacent to the Brownleigh neighborhood – one of two locations the Boeing Corporation wishes to expand, and “within a mile radius” of the airport. Since proximity matters, it should be discussed to better educate the public. It seems logical that the Fedex and UPS air operations employees would be aware of this threat, if for no other reason than assessing the threat of indoor inhalation of vapor emissions.	<p>Based on available documentation, the site associated with the 240 drums (55-gallon), former Midcoast Aviation at 5999 McDonnell Boulevard, was managed in accordance with the U.S. Environmental Protection Agency (EPA) Administrative Order of Consent (Docket Number 88-F-0012) and received concurrence from EPA (November 17, 1992) that all work contemplated by the Consent Order was completed. This site was not within either parcel included in the Proposed Action; it is located on St. Louis Lambert International Airport property, across McDonnell Boulevard from the Brownleigh parcel.</p> <p>Project Summary: In mid-April 1988, Midcoast’s construction contractor, while excavating soil, unearthed approximately 240 buried drums. Waste identified include pit (uncontained) liquids, non-liquid (drum) heels, crushed drums, and parts of two trucks. The pit (uncontained) liquids and actual product were subsequently pumped into a total of 81 drums and stored adjacent to the Midcoast property. The drum contents were determined to exhibit characteristics of ignitability as defined by 40 <i>Code of Federal Regulations</i> 261.21, and, therefore, determined to be a hazardous waste under the <i>Resource Conservation and Recovery Act</i> and disposed of at Solvent Recovery Corporation in Kansas City, Missouri. The other encountered materials (approximately 90 drum carcasses and approximately 120 cubic yards of excavated impacted soil, etc.) were considered special waste and disposed of at Westlake Landfill in Bridgeton, Missouri. Additionally, based on available document review, it seems that any drums not considered a drum carcass were characterized and properly disposed of; however, the exact number of drums, their characterization, and their ultimate disposal location are not determinable from available information.</p>
3b	Hazardous Materials, Solid Waste	...the 2023 airport commissioned report does not mention the suspicious 55-gallon drums found in the Brownleigh neighborhood that were highly suspected to be hazardous.	Based on a review of the <i>Phase I Environmental Site Assessment Report – Former Brownleigh Subdivision</i> from November 2013, these drums were within a contractor’s maintenance/storage facility area, and no signs of leaking or spilling were observed. The St. Louis Lambert International Airport reasonably believes the drums were removed upon demobilization of the maintenance or storage facility area.

Comment Number	Resource	Comment	Response
3c	Hazardous Materials, Solid Waste	<p>...a November 2013 environmental report was commissioned by the airport – an important public interest document – lists several concerns that remain unaddressed or insufficiently addressed in the 2023 airport report of the former Brownleigh subdivision. They include the following recognized environmental conditions (REC):</p> <p>a.6080 McDonnell Blvd - "Surface and subsurface investigations conducted in 2003 and 2005 revealed the presence of benzene above its DTL in both soil and groundwater. ...the RMP AULs include stipulations that the property will not be used for residential purposes, that groundwater will not be extracted or used as potable water, and that soil will not be excavated or disturbed without permission on MDNR except for subsurface investigation purposes or shallow excavations limited a depth of 3 feet or less. ...the information above indicates the presence of hazardous substances or petroleum products..."</p> <p>b.Underground storage tank - "Fuel oil tanks are exempt from MDNR tank registration guidelines. There are no records of removal identified during PE's inspection of Airport files. ...The airport was unable to acquire documentation confirming UST was removed." "Based on the information above ...indicate[s] a past release or a material threat of a release."</p> <p>c.55-gallon drums - "Several unlabeled drums were observed inside the chain link fence of the storage facility at the site. Some of the drums appeared to have lids, and some did not. Some of the drums appeared to be dented, but they could not be observed in close proximity to identify the contents (if any). No signs of leaking or spilling were observed." "Based on the typical use of 55-gallon drums to hold hazardous substances or petroleum products, the fact that some drums were dented and unlabeled, and because [the contents could not be verified] ... this indicates the material threat of release of hazardous substances or petroleum products..."</p> <p>d.A pole mounted transformer - "...No specific information about the PCB status of the transformer was received from Ameren Missouri." "Based on the age of the transformer and unknown nature of the stain ...this indicates a likely release of PCB-containing fluid from the transformer..."</p> <p>e.Demolition debris - "Demolition debris containing suspected ACM was discovered beneath the ground surface during on-site grading activities on ... former residential properties on Airport Circle, Brown Circle, Stoneham Circle, Harmon Lane, Brownleigh Drive. ...The airport does not have any of the records pertaining to the abatement or demolition of these neighborhoods. This indicates that demolition conducted as part of the noise buyout may not have fully abated on-site waste. ...the airport was aware of this problem and would make sure all on-site personnel would take appropriate precautions during any future grading or development activities." "Based on all of the information above ...it is likely that ACM waste is present ...under conditions that indicate a release to the ground in some of the areas where demolition took place through the noise abatement program.</p>	<p>Regarding Item a., 6080 McDonnell Boulevard is not within the Brownleigh portion of Boeing's leasehold. This area will not be disturbed during Boeing's Brownleigh site construction activities. Regarding items b. through e., the St. Louis Lambert International Airport and Boeing acknowledge there may be remnant regulated materials (for example, localized areas where floor tiles from former residential structures were identified and determined to contain asbestos) at the Brownleigh portion of the leasehold that require management, such as samples collected and chemically or physically analyzed via analytical laboratory, sample analytical results evaluated and compared with applicable environmental health regulatory action levels for the specific material, a determination made regarding the environmental handling/remediation and disposal requirements, and then handled/remediated and disposed of according to applicable federal, state, or local environmental regulations for the specific material. Boeing has entered into a lease agreement with the City of St. Louis for the subject property. Article VI (Environmental Matters) of the lease agreement requires Boeing to conduct any and all environmental-related matters according to applicable federal, state, or local environmental regulations. In addition, Boeing must comply with the St. Louis Lambert International Airport's Earth Disturbance and Soil Management Requirements.</p>

Comment Number	Resource	Comment	Response
3d	Hazardous Materials, Solid Waste	<p>This area had mounds of radioactive dry waste, three to four stories high at one point. I've documented kids climbing the contaminated mounds with their bikes to ride down the radioactive hills. I have documented people who collected empty drums that once contained wet radioactive waste to convert them into barbeque pits. There are residents who recall a yellow substance flowing onto Banshee and then Brown Road (now McDonnell Boulevard) during heavy rains. If you know anything about uranium, it bleeds yellow. The place I am talking about is directly across the street from where Boeing plans to develop... In the airport commissioned plan, there is no full description of how the demolition will take place, nor how the contaminated building will be contained. There is no reference as to where the contaminated demolition will go. And what about the dust in the air? The airport report does not reference the vapor encroachment condition. Why is that? Will Boeing workers be safeguarded? Will construction workers be safeguarded? Will passersby be safeguarded? How will the local, state and federal governments respond to a project that may contaminate a large portion of the metropolitan area, especially north county?</p>	<p>Waste and debris generated from demolition and construction activities will be managed (disposed, recycled, transported, etc.) pursuant to applicable local, state, and federal regulatory requirements. Transportation routes, disposal sites, and recycling facilities that will be used have yet to be determined because the project is still in the planning phase.</p> <p>Boeing has entered into a lease agreement with the City of St. Louis for the subject property. Article VI (Environmental Matters) of the lease agreement requires Boeing to conduct any and all environmental-related matters according to applicable federal, state, or local environmental regulations. In addition, for the Brownleigh parcel, Boeing must comply with the St. Louis Lambert International Airport's Earth Disturbance and Soil Management Requirements. Regarding the Northern Tract portion of the leasehold, the lease agreement references a requirement to abide by and implement, to the extent required, all obligations and remediation standards established under its environmental covenant and associated soil management plan.</p> <p>The environmental covenant is established by The Boeing Company (Holder), the City of St. Louis (Grantor), and the Missouri Department of Natural Resources (Department), and regulates multiple and various environmental matters to ensure proper management and mitigates associated effects on the environment caused by activities at the site. In particular, the environmental covenant provides for the following activity and use limitations: (1) no residential use, (2) no agricultural use, (3) implementation of soil management plan, (4) restriction for surface soil, (5) no use of groundwater, (6) construction worker exposure to groundwater, (7) construction restrictions, and (8) evaluation of vapor intrusion in certain areas of the Northern Tract.</p> <p>The soil management plan sets forth the processes and guidelines to be followed for any disturbance of soil located on portions of the property referred to as The Boeing Company Tract I Facility and which are subject to the requirements of the Missouri Hazardous Waste Facility Part I Permit, Permit Number MOD 000 818 963. The overall objectives of the soil management plan are to (1) mitigate the potential risks associated with workers being exposed to residual chemicals in the soil or groundwater that could be encountered during soil disturbance activities and (2) provide information on procedures for the characterization, remediation (if necessary), and disposition of soil.</p>

Comment Number	Resource	Comment	Response
3e	Hazardous Materials, Solid Waste	In the Airport environmental report, there is no discussion of indoor inhalation of vapor emissions, groundwater flow, soil vapor or gradient hydraulic assessments. There is some discussion of dust, however, that only pertains to taking down trees and excavating the base of buildings in the former all-white neighborhood.	<p>Boeing has entered into a lease agreement with the City of St. Louis for the subject property. Article VI (Environmental Matters) of the lease agreement requires Boeing to conduct any and all environmental-related matters according to applicable federal, state, or local environmental regulations. Additionally, regarding the Northern Tract portion of the leasehold, the lease agreement references a requirement to abide by and implement, to the extent required, all obligations and remediation standards established under its environmental covenant and associated soil management plan.</p> <p>The environmental covenant is established by The Boeing Company (Holder), the City of St. Louis (Grantor), and the Missouri Department of Natural Resources (Department) and regulates multiple and various environmental matters to ensure proper management and mitigates associated impacts to the environment caused by activities at the site. In particular, the environmental covenant provides for the following activity and use limitations: (1) no residential use, (2) no agricultural use, (3) implementation of soil management plan, (4) restriction for surface soil, (5) no use of groundwater, (6) construction worker exposure to groundwater, (7) construction restrictions, and (8) evaluation of vapor intrusion in certain areas of the Northern Tract.</p> <p>The soil management plan sets forth the processes and guidelines to be followed for any disturbance of soil located on portions of the property referred to as The Boeing Company Tract I Facility and which are subject to the requirements of the Missouri Hazardous Waste Facility Part I Permit, Permit Number MOD 000 818 963. The overall objectives of the soil management plan are to (1) mitigate the potential risks associated with workers being exposed to residual chemicals in the soil or groundwater that could be encountered during soil disturbance activities and (2) provide information on procedures for the characterization, remediation (if necessary), and disposition of soil.</p>
4a	Environmental Justice	Right now we are having problems with Coldwater Creek, which also borders airport and Boeing sites. Coldwater Creek certainly extends outside of the 1-mile radius which has been evaluated; however, the impacts and environmental justice issues are not extended past the 1-mile radius. Though the creek that house radioactive contamination extends more than 14 miles into St. Louis County -- north St. Louis County, where many of the other communities which are already nearest 39 and 49 communities, qualifying as EJ populations, would also qualify as those same kinds of communities which require and deserve special consideration and protection.	The Environmental Assessment determined that the Proposed Action would not be expected to cause disproportionate high and adverse human health or environmental effects on minority or low-income populations within the 1-mile radius used for analysis. A review of impact categories that relate to the St. Louis Lambert International Airport's neighboring communities was conducted. According to the applicable sections in this Environmental Assessment, there are no significant impacts to any of the impact categories previously listed. Construction activities would not adversely affect Coldwater Creek because the activities will be managed in compliance with a stormwater pollution prevention plan, and stormwater management best management practices would be implemented. Impacts associated with the Proposed Action would remain onsite and would not extend into Coldwater Creek. Therefore, it can be concluded that the Proposed Action would not result in disproportionately high or adverse impacts to minority or low-income populations within the General Study Area. With no significant impacts expected within the General Study Area, no significant impacts are expected to occur beyond the study area either.

Comment Number	Resource	Comment	Response
4b	Hazardous Materials, Solid Waste	<p>Noted in the environment plans are surveys for buildings that will need to be demolished. In fact, two historic buildings which were part of the processing and construction of radioactive waste and Manhattan engineering district construction starting in the 1940s. When similar buildings were decommissioned and destroyed, many of them were contaminated with radioactive waste found in their roofing ...shingles and the tar. So radioactive waste has a likelihood that is great to be in the buildings that would need to be demolished in addition to already being in the soil and in the banks of Coldwater Creek, which have been contaminated with radioactive waste starting at the same time period, in the 1940s. Even though dust will be controlled, that is not an elimination of all risks associated with radioactive waste exposure. And if communities further outside of the 1-mile radius are not being evaluated or considered, then many communities that deserve environmental justice and deserve to have clean safe access to communities will not be considered. And this could harm their health, the community's health, for the long term.</p>	<p>Boeing owned and operated an aerospace manufacturing facility at the Northern Tract before the St. Louis Lambert International Airport acquiring that parcel in 2001. Boeing is not aware of any radiological contamination on that parcel caused by Boeing's operations.</p> <p>The easternmost portion of the Northern Tract parcel is located partially within the St. Louis Airport Site Vicinity Properties (SLAPS VP) site boundary; however, the U.S. Army Corps of Engineers (USACE) previously investigated this area and found it to be uncontaminated by Formerly Utilized Sites Remedial Action Program materials with no need for further action or activity restrictions. Therefore, development of the Northern Tract parcel will not present any radiological issues related to the St. Louis Airport Site (SLAPS) or SLAPS VP sites. More information about SLAPS and SLAPS VP site, including sampling results, can be found at https://www.mvs.usace.army.mil/Missions/FUSRAP/SLAPS/. A summary of this information has been added to Section 3.9.3.2.1 of the Environmental Assessment.</p> <p>Under the National Environmental Policy Act (NEPA), an Environmental Assessment (EA) evaluates the future impacts of a project or proposed action on the environment. Under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), an environmental site assessment (ESA) evaluates the historic use and potential for contamination of a property. In connection with the lease of the Northern Tract and Brownleigh parcels, Boeing completed an ESA for both parcels in 2023 that considered the historical use of the parcels and the work performed by USACE and did not identify any need to perform radiological sampling in connection with construction of new facilities on those parcels.</p> <p>The focus of the Environmental Assessment is regarding the impacts of the Proposed Action on the environment. Review of the resource categories concluded that there will not be any significant impacts associated with the Proposed Action on the environment.</p>

Comment Number	Resource	Comment	Response
4c	Hazardous Materials, Solid Waste	Boeing has not remediated its radioactive waste located in undisturbed -- previously undisturbed soils, and now will disturb those soils in order to complete construction. Without better consideration and more public dissemination of information related to the radioactive waste previously and currently on Boeing and the airport sites, the community is left without the necessary information.	<p>Boeing owned and operated an aerospace manufacturing facility at the Northern Tract before the St. Louis Lambert International Airport acquiring that parcel in 2001. Boeing is not aware of any radiological contamination on that parcel caused by Boeing's operations.</p> <p>The easternmost portion of the Northern Tract parcel is located partially within the St. Louis Airport Site Vicinity Properties (SLAPS VP) site boundary; however, the U.S. Army Corps of Engineers (USACE) previously investigated this area and found it to be uncontaminated by Formerly Utilized Sites Remedial Action Program materials with no need for further action or activity restrictions. Therefore, development of the Northern Tract parcel will not present any radiological issues related to the St. Louis Airport Site (SLAPS) or SLAPS VP sites. More information about SLAPS and SLAPS VP site, including sampling results, can be found at https://www.mvs.usace.army.mil/Missions/FUSRAP/SLAPS/.</p> <p>Under the National Environmental Policy Act (NEPA), an Environmental Assessment (EA) evaluates the future impacts of a project or proposed action on the environment. Under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), an environmental site assessment (ESA) evaluates the historic use and potential for contamination of a property. In connection with the lease of the Northern Tract and Brownleigh parcels, Boeing completed an ESA for both parcels in 2023 that considered the historical use of the parcels and the work performed by USACE and did not identify any need to perform radiological sampling in connection with construction of new facilities on those parcels.</p>

Comment Number	Resource	Comment	Response
4d	Hazardous Materials, Solid Waste	I would urge that this body not approve any sort of changes to the landscape or to propose building of any new Boeing or airport facilities until a full investigation and understanding of what would need to be remediated for radioactive waste done first.	<p>The U.S. Army Corps of Engineers (USACE), as part of the Formerly Utilized Sites Remedial Action Program (FUSRAP), is addressing radiological contaminants of concern at the St. Louis Airport Project Site (SLAPS) and the SLAPS Vicinity Properties (SLAPS VP) sites.</p> <p>The Brownleigh parcel is not within the Record of Decision boundaries for SLAPS or SLAPS VP sites. Therefore, the development of the Brownleigh parcel does not present any radiological issues related to SLAPS or SLAPS VP sites.</p> <p>The easternmost portion of the Northern Tract parcel is located partially within the SLAP VP site boundary; however, USACE previously investigated this area and found it to be uncontaminated by FUSRAP materials with no need for further action or activity restrictions. Therefore, development of the Northern Tract parcel will not present any radiological issues related to SLAPS or SLAPS VP sites. More information about SLAPS and SLAPS VP site, including sampling results, can be found at https://www.mvs.usace.army.mil/Missions/FUSRAP/SLAPS/. A summary of this information has been added to Section 3.9.3.2.1 of the Environmental Assessment.</p> <p>Under the National Environmental Policy Act (NEPA), an Environmental Assessment (EA) evaluates the future impacts of a project or proposed action on the environment. Under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), an environmental site assessment (ESA) evaluates the historic use and potential for contamination of a property. In connection with the lease of the Northern Tract and Brownleigh parcels, Boeing completed an ESA for both parcels in 2023 that considered the historical use of the parcels and the work performed by USACE and did not identify any need to perform radiological sampling in connection with construction of new facilities on those parcels.</p>
4e	General	The community's location needed to be reconsidered because there was no parking available before the time of start and during the time of the very first presentation, and I think it is caused a lack of community involvement tonight. If this was a better place or more easily accessible by the community with better transportation and parking options, then maybe this meeting would have been better attended.	<p>The St. Louis Lambert International Airport (STL) Concourse B location at the airport was selected as the venue for the public meeting for a number of reasons:</p> <ul style="list-style-type: none"> •STL is the project location. Additionally, selecting STL rather than a location in any one of the many neighboring communities avoids the appearance that one community's input is favored over another. •Parking spaces in the STL garage on the day of the public meeting were in high demand, but there were ample spaces available to support an anticipated turnout of approximately 100 members from the community. •Parking garage tickets were validated for up to 6 hours for attendees, which was advertised in the Public Notice for the meeting. •STL is serviced by both train and bus routes and can also be accessed via taxi or rideshare services.
5	Noise	I already experience aircraft noise and when the Air National Guard jets are overhead my house shakes. I am NOT in favor of proposed defense related aircraft flight testing.	The Environmental Assessment included an analysis of potential noise impacts associated with the Proposed Action. The total number of flights will not exceed current military flight testing conducted by Boeing, traffic patterns will be similar to existing programs, and no nighttime flight testing is anticipated. Therefore, no significant impacts from noise are anticipated. For more information, please refer to Sections 3.11 and 3.15.7 of the Environmental Assessment.

Comment Number	Resource	Comment	Response
6	Noise	I live on Fee Fee rd near Natural Bridge Road. We already have lost half of Bridgeton to airport expansion. We live with incredible noise pollution already. Air Force jets nearly blow our windows out now. We certainly cannot stand more flight testing in this neighborhood.	The Environmental Assessment included an analysis of potential noise impacts associated with the Proposed Action. The total number of flights will not exceed current military flight testing conducted by Boeing, traffic patterns will be similar to existing programs, and no nighttime flight testing is anticipated. Therefore, no significant impacts from noise are anticipated. For more information, please refer to Sections 3.11 and 3.15.7 of the Environmental Assessment.

Agency Coordination and Consultation





U.S. Department
Of Transportation

**Federal Aviation
Administration**

Central Region
Iowa, Kansas
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106-2325

May 23, 2023

DNR/SHPO
Attn: Review & Compliance
1659 E. Elm Street
Jefferson City, MO 65101

Boeing Site Development
Initiation of Section 106 Consultation and Request for Comment
St. Louis Lambert International Airport
St. Louis, St. Louis County, Missouri

The Federal Aviation Administration (FAA), as the lead federal agency, is preparing an environmental evaluation in accordance with the National Environmental Policy Act (NEPA) (United States Code [U.S.C.] Title 42, Sections 4321 et seq.). The Project is an undertaking subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations (36 CFR Part 800) (Section 106). The purpose of this letter is to initiate Section 106 consultation for the Project, provide the results of historic property identification efforts, and notify your office of our finding of effect.

Proposed Project

St. Louis Lambert International Airport (STL) is proposing to lease two locations, referred to as Northern Tract and Brownleigh, to the Boeing Company (Boeing) for the construction of an aircraft assembly building and an associated flight ramp, hereafter referred to as the Project (Figure 1).

Aircraft would be assembled at the Brownleigh location and then towed to the Northern Tract location for flight testing. The aircraft would be towed across McDonnell Boulevard and across the airport's operations area, approximately 2 to 4 times per month. The Project would likely use existing access routes, though changes in egress to the locations may also occur. Both locations would be secure with new perimeter fencing and guardhouses similar to other facilities in the Project vicinity. Test flights would occur as needed throughout the various stages of development and before the customer taking delivery of the aircraft. The second phase, if implemented, would generally have the same function and operations except the frequency of operations would roughly double because of the second assembly building coming online.

To accommodate Boeing's building requirements, the Project proposes to demolish extant buildings within the Northern Tract, including the McDonnell Douglas complex, GoJet Airlines facility, and associated buildings and structures and construct new flight ramp structures, hangar, fuel calibration, radar cross section, hush house, and open-air shelters, as needed (Figure 2). The Brownleigh location is primarily vacant with the exception of the Gate Gourmet building (built in 2003) and a fuel farm (built in 2020) (Figure 3). Ground-disturbing activities would occur within both the Northern Tract

and Brownleigh locations from the proposed demolition and construction activities. Existing ground coverage, such as asphalt, concrete, landscape, and soils, would be removed, and fill and grading activities would likely occur.

Phase I: After the locations are cleared and prepared for construction, the first phase of development would commence (Figures 6 and 7). The first phase of proposed construction within a 75-acre portion of the Northern Tract would include:

- +/- 185,000-square-foot (SF) hangar building
- +/- 80,000-SF radar cross-section test facility
- +/- 25,000-SF open-air aircraft shelters
- +/- 20,000-SF hush house
- +/- 20,000-SF maintenance building
- +/- 15,000-SF fuel calibration building
- +/- 10,000-SF fire house
- Several small support or storage structures (each less than 10,000 SF)

The first phase of proposed construction within a 110-acre portion of the Brownleigh location would include a +/- 880,000-SF building.

Phase II: If implemented, the second phase is anticipated to require additional buildings and structures, or additions to the first phase buildings and structures for the Northern Tract and Brownleigh locations. The second phase of proposed construction on the Northern Tract location is anticipated to include:

- +/- 150,000 SF Hangar addition
- +/- 200,000 SF Paint Hangar
- +/- 25,000 SF additional open-air aircraft shelters
- +/- 20,000 SF additional Hush House
- +/- 15,000 SF additional Fuel Calibration Building

The second phase of proposed construction on the Brownleigh location is anticipated to include a +/- 660,000-SF Assembly Building.

Area of Potential Effect

The APE consists of two discontinuous areas within the Northern Tract and Brownleigh locations where ground-disturbing activities may occur and the surrounding area where foreseeable visual changes may be perceivable (Figure 4). The APE considers direct effects that may occur at the same time and place with no intervening cause (whether auditory, physical, or visual) and indirect effects that may occur later in time or be farther removed in distance but are still reasonably foreseeable. The Project footprint, which includes all ground-disturbing activities, will occur within a 75-acre portion of the Northern Tract, and 110-acre portion of the Brownleigh Tract. A small buffer was applied to the Project footprint to take into account the potential for changes within the viewshed. Therefore, the total APE is 256 acres (103.2 hectares), including the 117-acre (47.2-hectare) Northern Tract location and 139-acre (56-hectare) Brownleigh location. The APE is shown in the attached report.

The APE does not extend beyond the immediate Project vicinity because of the proposed scale and commercial and industrial nature of the existing setting and separation from residential and sensitive resources by existing visual buffers. Above-ground changes would not be substantially different from the current height, use, or appearance of the extant architectural resources on the Northern Tract and Brownleigh locations. The proposed construction and use would be compatible with the present condition of STL and other industrial and commercial resources.

The APE within the Northern Tract location is bounded to the west of Aviation Drive, to the north by Banshee Road, and to the south by the STL airfield, and extends to the east of a wastewater facility. The APE within the Brownleigh location is bounded to the west and south of James S. McDonnell Boulevard, to the north by Airport Road, and to the east by I-170. The APE does not extend between the Northern Tract and Brownleigh locations because the existing STL airfield infrastructure is not anticipated to be affected by the proposed Project.

Identification of Historic Properties

A cultural resources literature review was completed for the proposed 256-acre (103.2-hectare) APE and 1-mile (1.6-kilometer) study area in March 2023, and a preliminary architectural survey was completed the week of March 13, 2023. The Missouri Department of Natural Resources (DNR) GIS Archaeology Viewer and Architectural inventory was reviewed to identify historic properties within the APE and a 1-mile (1.6-kilometer) radial study area. The records review revealed one NRHP-listed property (Curtiss-Wright Aeroplane Factory [16000586]) in the APE in the Northern Tract, and one archaeological site (23SL354) intersects with the APE in Brownleigh. An additional 29 archaeological resources and 3 architectural resources were identified within the study area. The records review also revealed that 22 previously reported cultural resource surveys have been identified within the study area, of which 3 have been conducted within the APE. A total of 16 historic properties are identified within the study area that are listed or eligible for listing in the NRHP. Of the 16 historic properties, 4 architectural resources and 12 archaeological resources are identified within the study area. See Figure 5.

In the Northern Tract, the McDonnell Douglas complex, historically known as the Curtiss-Wright Aeroplane Factory (16000586), was listed in the NRHP in 2016 under Criterion A for its significance with industry and military practices relative to the U.S. Army and Air Force's preparation and participation during World War II from 1940 to 1946. In addition to the previously identified historic property, additional investigation recommended that the 2016 NRHP nomination remains valid, and that the historic property also qualify for listing in the NRHP under Criterion C for architecture. No changes are recommended to the period of significance or historic property boundary.

During the architectural survey and subsequent NRHP evaluation, an additional building, Building 42, was identified as eligible for listing in the NRHP. Building 42 is located to the west of the McDonnell Douglas complex, is part of the STL property, and is privately used as the GoJet Airline facility. The attached report recommends Building 42 eligible for listing in the NRHP under Criterion C as an example of mid-20th-century aerospace architecture. This building retains sufficient historic integrity of association, design, materials, workmanship, location, and feeling with some diminishment in integrity of setting to reflect its architectural significance as a representative example of mid-century industrial design. Both the NRHP-listed Curtiss-Wright Aeroplane Factory (16000586) and the newly recommended NRHP-eligible Building 42 would be demolished as part of this Project.

Further review of previously identified archaeological sites and historical mapping indicate a moderate probability of both prehistoric and historic archaeological deposits in the APE. Within the Brownleigh location, one prehistoric site (23SL354) was found to be coincident with the APE. Originally reported in 1979, the site location remains ambiguous and has not been evaluated for listing in the NRHP. Because ground-disturbing activities would occur within the Brownleigh location from the proposed construction activities, archaeological monitoring is recommended during ground-disturbing activities within the Brownleigh location.

A literature search and a survey for architectural resources were completed. The resulting report of findings, *Literature Search and Architectural Resources Results for Boeing Site Development at the*

St. Louis Lambert International Airport Expansion, St. Louis County, Missouri, is attached for your review and comment.

Assessment of Effects

Based on the proposed demolition of the Curtiss-Wright Aeroplane Factory and Building 42, the Project would have an Adverse Effect to historic properties within the APE.

Request for Section 106 Concurrence

We request your review and comments on the attached report in accordance with Section 106. We request SHPO's concurrence on the NRHP eligibility recommendation of Building 42, on the archeological monitoring recommendation, and on the finding of Adverse Effect finding. Please provide concurrence and/or comments within 30 calendar days of receipt of this letter.

Because of the anticipated Adverse Effect from the Project, consultation is requested to resolve the Adverse Effect and an agreement document prepared. FAA welcomes an opportunity to discuss the undertaking with you and other consulting parties throughout the Section 106 process. Questions and correspondence can be directed to me at scott.tener@faa.gov or 816-329-2639.

Sincerely,



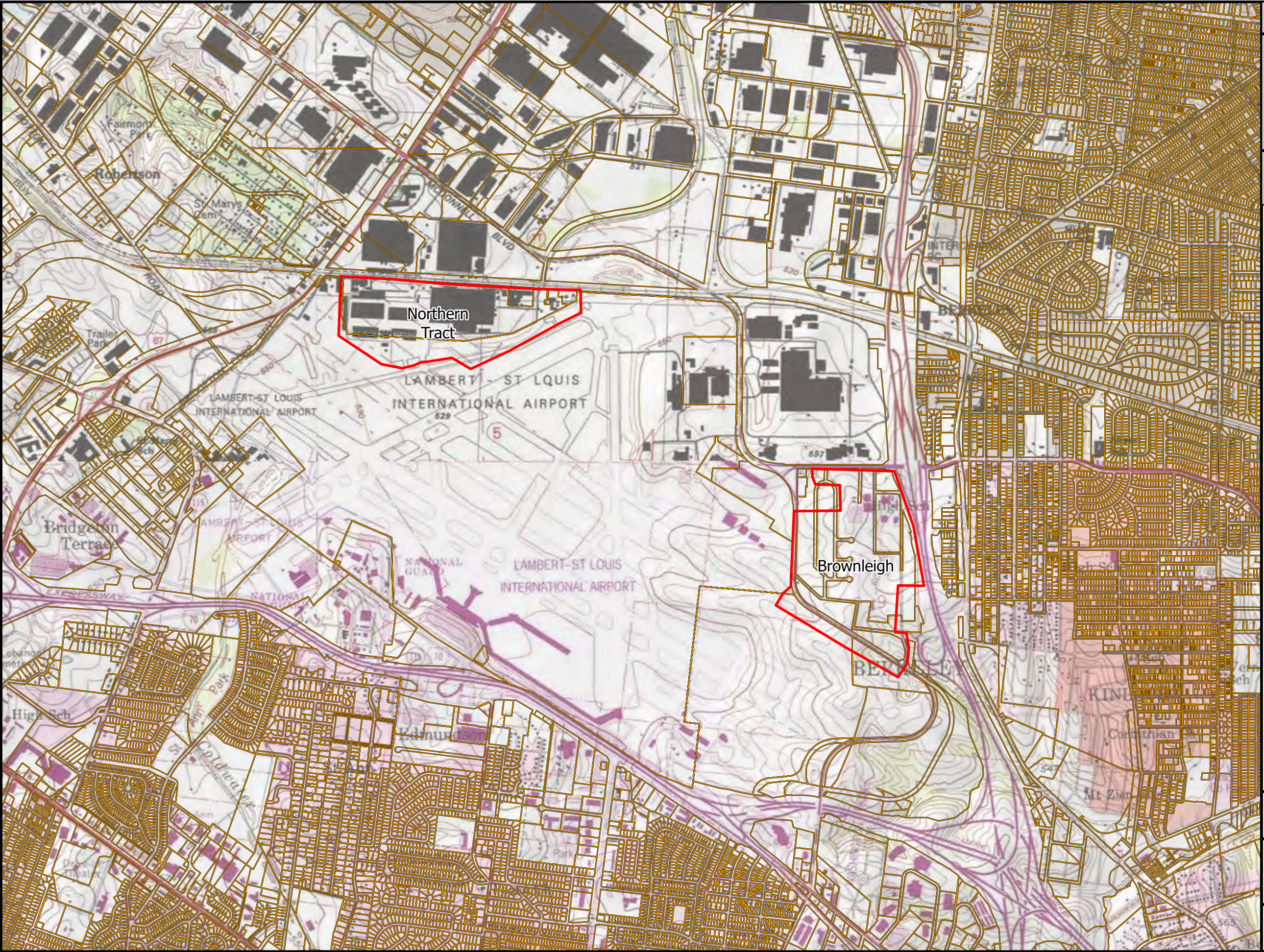
Scott Tener
Lead Environmental Specialist
Federal Aviation Administration, Central Region Office of Airports

Encl: *Literature Search and Architectural Resources Results for Boeing Site Development at the St. Louis Lambert International Airport Expansion, St. Louis County, Missouri*, May 12, 2023

cc: Jerry Beckmann, St. Louis Airport Authority (GABeckmann@flystl.com)
Jennifer Kuchinski, WSP (Jennifer.Kuchinski@wsp.com)
John Van Woensel, WSP (John.VanWoensel@wsp.com)
Andrew Murphy, Boeing (andrew.murphy4@boeing.com)
Sara Jackson, Jacobs (Sara.Jackson1@jacobs.com)
Karen Robinson, Clerk, City of Bridgeton (krobinson@bridgetonmo.com)
Nathan Mai-Lombardo, City Manager, City of Berkeley (nathan@ci.berkeley.mo.us)
Patrick Mulcahy, Director of Economic Development, City of Florissant (pmulcahy@florissantmo.com)
Joe McDavid, President, Florissant Valley Historical Society (florissantvalleyhs@gmail.com)
Gina Seibe, President, Historic Florissant, Inc. (historicflo@aol.com)
Esley Hamilton, Parks Historian, St. Louis County Landmarks (EHamilton@stlouisco.com)

NOTE: Figure 5 has been removed from the Enclosures because the locations of archaeological sites are protected information.

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LEGEND:

- Area of Potential Effects
- Parcel Boundary

BASE MAP SOURCE:
USGS USA Topo Map

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FEET

**St. Louis Expansion,
St. Louis County, Missouri**

**FIGURE 1
PROJECT LOCATION**

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LEGEND:

- Area of Potential Effects
- Parcel Boundary
- Building 1
- Building 2
- Building 3
- Building 42
- Nonextant Building 45
- Building 48

N

BASE MAP SOURCE:
Esri World Imagery

0 250 500
FEET

*St. Louis Expansion,
St. Louis County, Missouri*

FIGURE 2
NORTHERN TRACT

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LEGEND:

- Area of Potential Effects
- Parcel Boundary

N

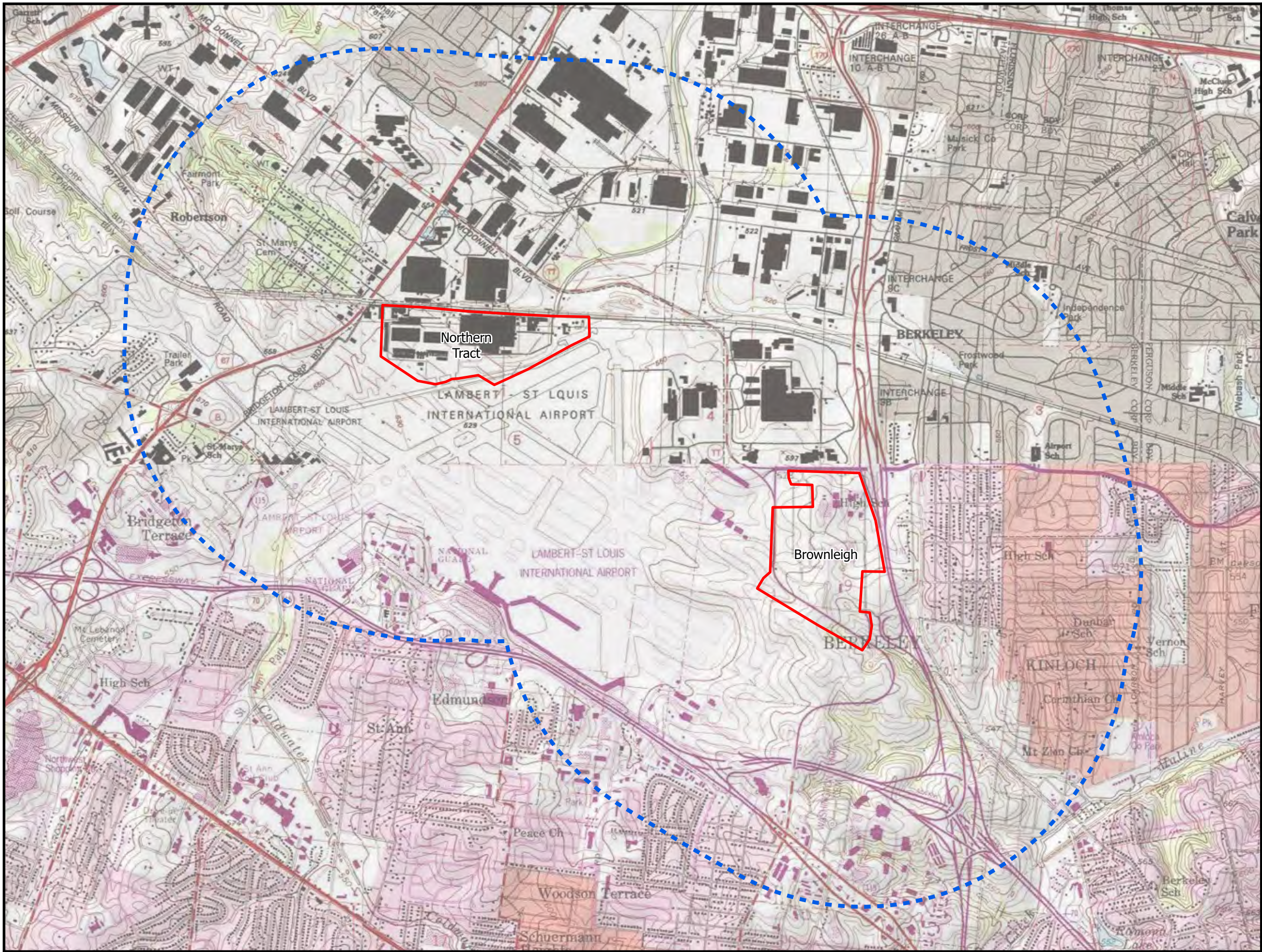
BASE MAP SOURCE:
Esri World Imagery

0 250 500

FEET

***St. Louis Expansion,
St. Louis County, Missouri***

**FIGURE 3
BROWNLEIGH**



- LEGEND:**
- 1-Mile Study Area
 - Area of Potential Effects

BASE MAP SOURCE:
USGS USA Topo Map

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FEET

**St. Louis Expansion,
St. Louis County, Missouri**

**FIGURE 4
AREA OF POTENTIAL EFFECTS**

Figure 6 - Northern Tract Site

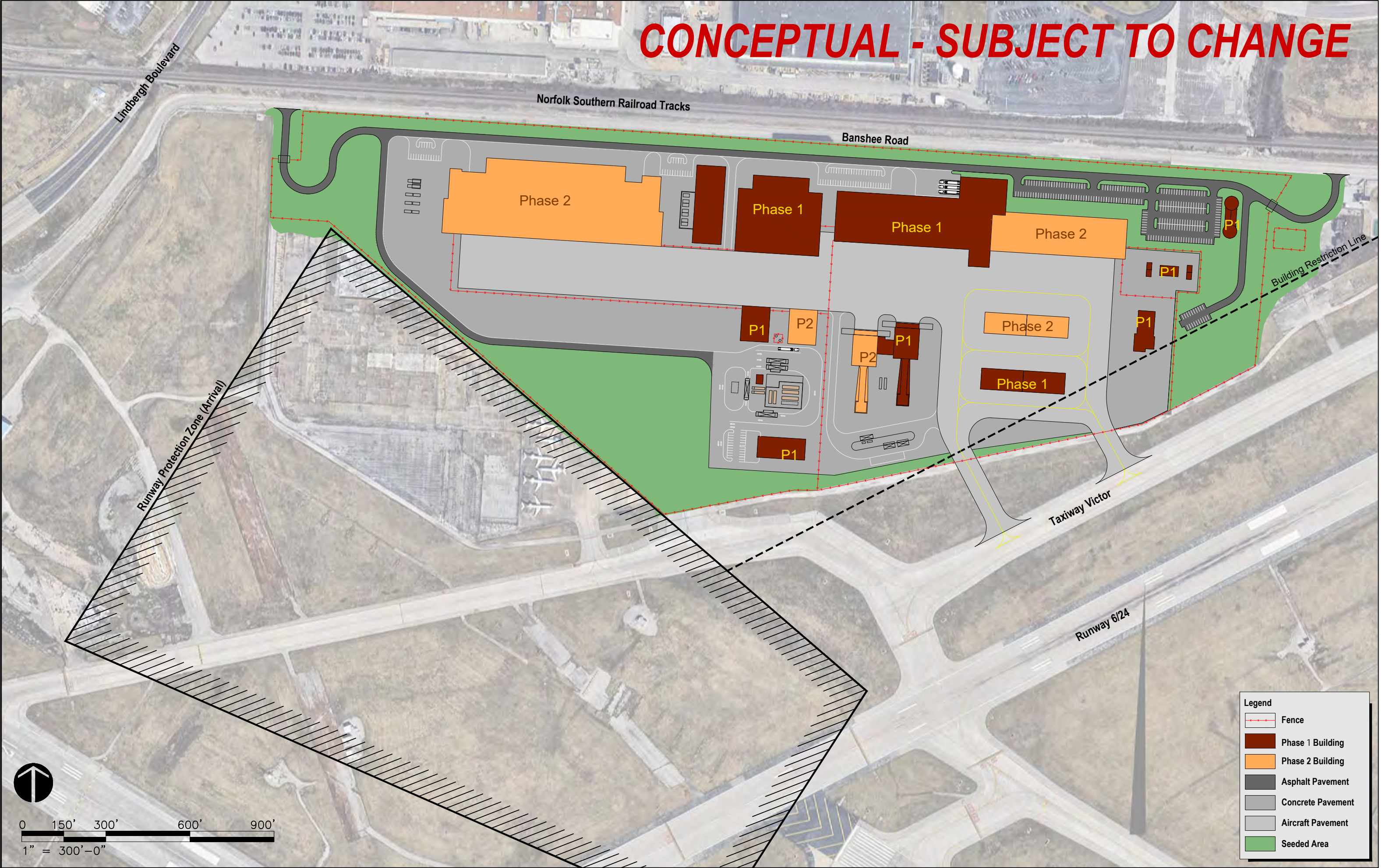
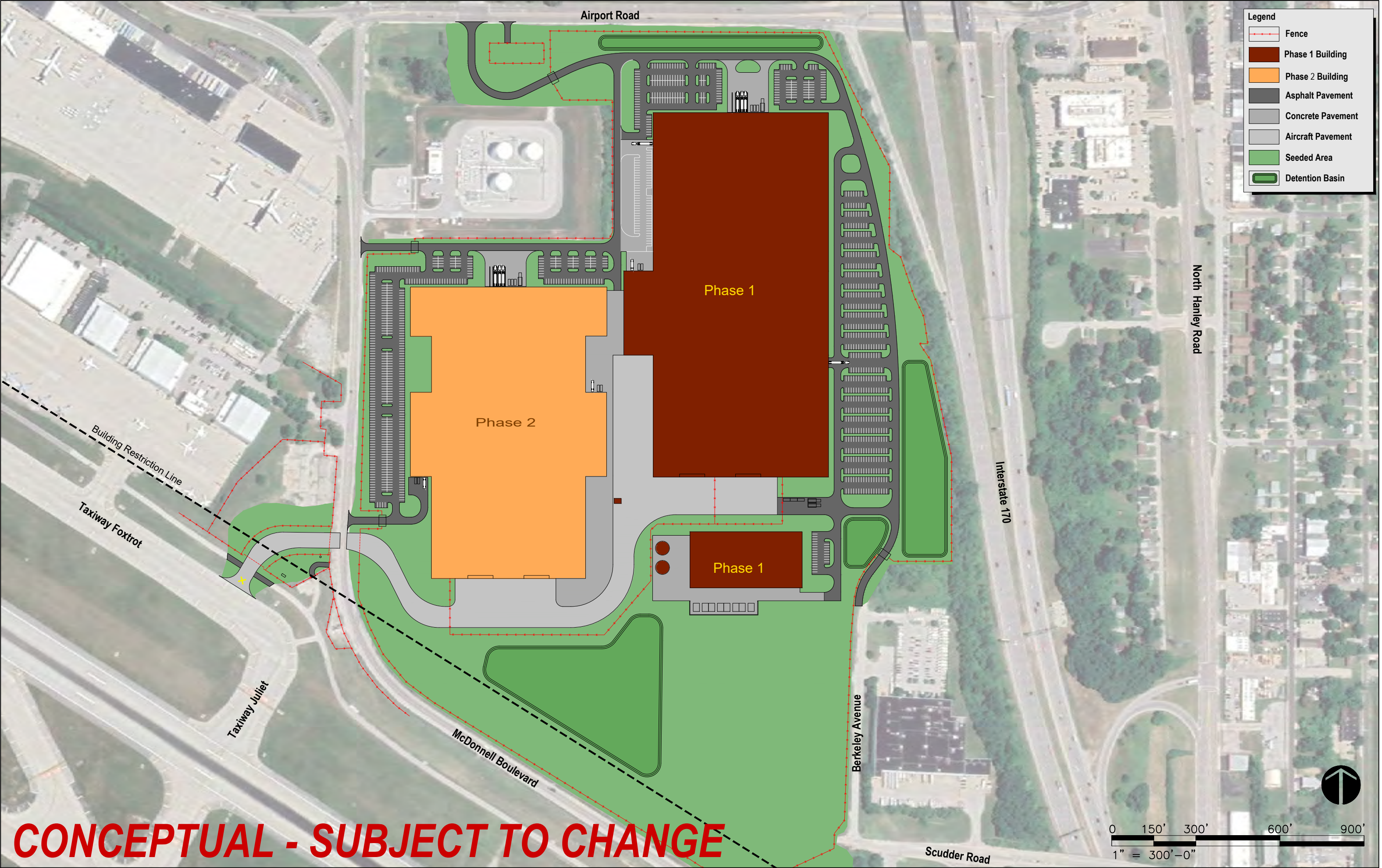


Figure 7: Brownleigh Site





MISSOURI
DEPARTMENT OF
NATURAL RESOURCES

Michael L. Parson
Governor

Dru Buntin
Director

June 20, 2023

Jacobs
Attn: Sara Orton
1001 Highlands Plaza Drive W, Suite 400
St. Louis, MO 63110

Re: **SHPO Project Number: 127-SL-23** – Boeing Site Development at the St. Louis Lambert International Airport, Demolition of Listed Curtiss-Wright Aeroplane Factory, St. Louis County, Missouri (FAA)

Dear Sara Orton:

Thank you for submitting information to the State Historic Preservation Office (SHPO) regarding the above-referenced project for review pursuant to Section 106 of the National Historic Preservation Act, P.L. 89-665, as amended (NHPA), and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which require identification and evaluation of historic properties.

We have reviewed the information regarding the above-referenced project and have included our comments on the following page(s). Please retain this documentation as evidence of consultation with the Missouri SHPO under Section 106 of the NHPA. SHPO concurrence does not complete the Section 106 process as federal agencies will need to conduct consultation with all interested parties. **Please be advised that, if the current project area or scope of work changes, such as a borrow area being added, or cultural materials are encountered during construction, appropriate information must be provided to this office for further review and comment.**

If you have questions please contact the SHPO at (573) 751-7858 or call/email Amy Rubingh, (573) 751-4589, amy.rubingh@dnr.mo.gov. If additional information is required please submit the information via email to MOSection106@dnr.mo.gov.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

Brian Stith
Deputy Director Division of State Parks and
Deputy Missouri State Historic Preservation Officer

CC: Scott Tener, FAA
Sara Jackson, Jacobs
Gerald A Beckmann, Deputy Director, St. Louis Lambert Airport
Andy Murphy, STL Site Planning Mgr., Boeing



June 22, 2023

Sara Orton

Page 2 of 2

SHPO Project Number: 127-SL-23 – Boeing Site Development at the St. Louis Lambert International Airport, Demolition of Listed Curtiss-Wright Aeroplane Factory, St. Louis County, Missouri (FAA)

COMMENTS:

We have reviewed the information provided concerning the above referenced project. Based on the information provided the project consists of the demolition of the Curtiss-Wright Aeroplane Factory at 5250 Banshee Road, St. Louis which is listed in the National Register of Historic Places. Therefore, we concur with your determination that the proposed project will have an **adverse effect** on historic properties. A Memorandum of Agreement (MOA) that outlines the steps needed to mitigate the adverse effect for this project will need to be drafted. Final stipulations in the MOA should be determined in consultation with the Federal Aviation Administration (FAA), our office, the Advisory Council on Historic Preservation (ACHP), if participating, and any other interested parties.

The FAA should forward the necessary adequate documentation as described to the ACHP at e106@achp.gov. Pending receipt of the Council's decision on whether it will participate in consultation, no action shall be taken which would foreclose Council consideration of alternatives to avoid or satisfactorily mitigate any adverse effect on the property in question. Please be sure to copy us on any correspondence to the ACHP.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Central Region
Iowa, Kansas,
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106
(816) 329-2600

May 24, 2023

CERTIFIED MAIL

<NAME> [See Attached List]
<ADDRESS>

Boeing Site Development
Section 106 Consultation
St. Louis Lambert International Airport
St. Louis, St. Louis County, Missouri

Dear <NAME>:

An environmental evaluation is being prepared for a proposed undertaking at the St. Louis Lambert International Airport (Airport) subject to the National Environmental Policy Act (NEPA). In conjunction with the NEPA process, the Federal Aviation Administration (FAA) intends to complete Section 106 of the National Historic Preservation Act (NHPA), as implemented through 36 CFR 800. The intent of this letter is to request your input on properties of cultural or religious significance that may be affected by the proposed project and invite you to participate in the Section 106 consultation process.

Proposed Project

St. Louis Lambert International Airport (STL) is proposing to lease two locations, referred to as Northern Tract and Brownleigh, to the Boeing Company (Boeing) for the construction of an aircraft assembly building and an associated flight ramp, hereafter referred to as the Project (Figure 1).

Aircraft would be assembled at the Brownleigh location and then towed to the Northern Tract location for flight testing. The aircraft would be towed across McDonnell Boulevard and across the airport's operations area, approximately 2 to 4 times per month. The Project would likely use existing access routes, though changes in egress to the locations may also occur. Both locations would be secure with new perimeter fencing and guardhouses similar to other facilities in the Project vicinity. Test flights would occur as needed throughout the various stages of development and before the customer taking delivery of the aircraft. The second phase, if implemented, would generally have the same function and operations except the frequency of operations would roughly double because of the second assembly building coming online.

To accommodate Boeing's building requirements, the Project proposes to demolish extant buildings within the Northern Tract, including the McDonnell Douglas complex, GoJet Airlines facility, and associated buildings and structures and construct new flight ramp structures, hangar,

fuel calibration, radar cross section, hush house, and open-air shelters, as needed (Figure 2). The Brownleigh location is primarily vacant with the exception of the Gate Gourmet building (built in 2003) and a fuel farm (built in 2020) (Figure 3). Ground-disturbing activities would occur within both the Northern Tract and Brownleigh locations from the proposed demolition and construction activities. Existing ground coverage, such as asphalt, concrete, landscape, and soils, would be removed, and fill and grading activities would likely occur.

Phase I: After the locations are cleared and prepared for construction, the first phase of development would commence (Figures 6 and 7). The first phase of proposed construction within a 75-acre portion of the Northern Tract would include:

- +/- 185,000-square-foot (SF) hangar building
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The first phase of proposed construction within a 110-acre portion of the Brownleigh location would include a +/- 880,000-SF building.

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The second phase of proposed construction on the Brownleigh location is anticipated to include a +/- 660,000-SF Assembly Building.

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The APE consists of two discontinuous areas within the Northern Tract and Brownleigh locations where ground-disturbing activities may occur and the surrounding area where foreseeable visual changes may be perceivable (Figure 4). The APE considers direct effects that may occur at the same time and place with no intervening cause (whether auditory, physical, or visual) and indirect effects that may occur later in time or be farther removed in distance but are still reasonably foreseeable. The Project footprint, which includes all ground-disturbing activities, will occur within a 75-acre portion of the Northern Tract, and 110-acre portion of the Brownleigh Tract. A small buffer was applied to the Project footprint to take into account the potential for changes within the viewshed. Therefore, the total APE is 256 acres (103.2 hectares), including the 117-acre (47.2-hectare) Northern Tract location and 139-acre (56-hectare) Brownleigh location.

The APE does not extend beyond the immediate Project vicinity because of the proposed scale and commercial and industrial nature of the existing setting and separation from residential and sensitive resources by existing visual buffers. Above-ground changes would not be substantially different from the current height, use, or appearance of the extant architectural resources on the Northern Tract and Brownleigh locations. The proposed construction and use would be compatible with the present condition of STL and other industrial and commercial resources.

The APE within the Northern Tract location is bounded to the west of Aviation Drive, to the north by Banshee Road, and to the south by the STL airfield, and extends to the east of a wastewater facility. The APE within the Brownleigh location is bounded to the west and south of James S. McDonnell Boulevard, to the north by Airport Road, and to the east by I-170. The APE does not extend between the Northern Tract and Brownleigh locations because the existing STL airfield infrastructure is not anticipated to be affected by the proposed Project.

Identification of Historic Properties

A cultural resources literature review was completed for the proposed 256-acre (103.2-hectare) APE and 1-mile (1.6-kilometer) study area in March 2023, and a preliminary architectural survey was completed the week of March 13, 2023. The Missouri Department of Natural Resources (DNR) GIS Archaeology Viewer and Architectural inventory was reviewed to identify historic properties within the APE and a 1-mile (1.6-kilometer) radial study area. The records review revealed one NRHP-listed property (Curtiss-Wright Aeroplane Factory [16000586]) in the APE in the Northern Tract, and one archaeological site (23SL354) intersects with the APE in Brownleigh. An additional 29 archaeological resources and 3 architectural resources were identified within the study area. The records review also revealed that 22 previously reported cultural resource surveys have been identified within the study area, of which 3 have been conducted within the APE. A total of 16 historic properties are identified within the study area that are listed or eligible for listing in the NRHP. Of the 16 historic properties, 4 architectural resources and 12 archaeological resources are identified within the study area. See Figure 5.

In the Northern Tract, the McDonnell Douglas complex, historically known as the Curtiss-Wright Aeroplane Factory (16000586), was listed in the NRHP in 2016 under Criterion A for its significance with industry and military practices relative to the U.S. Army and Air Force's preparation and participation during World War II from 1940 to 1946. In addition to the previously identified historic property, additional investigation recommended that the 2016 NRHP nomination remains valid, and that the historic property also qualify for listing in the NRHP under Criterion C for architecture. No changes are recommended to the period of significance or historic property boundary.

During the architectural survey and subsequent NRHP evaluation, an additional building, Building 42, was identified as eligible for listing in the NRHP. Building 42 is located to the west of the McDonnell Douglas complex, is part of the STL property, and is privately used as the GoJet Airline facility. The attached report recommends Building 42 eligible for listing in the NRHP under Criterion C as an example of mid-20th-century aerospace architecture. This building retains sufficient historic integrity of association, design, materials, workmanship, location, and feeling with some diminishment in integrity of setting to reflect its architectural significance as a representative example of mid-century industrial design. Both the NRHP-listed Curtiss-Wright Aeroplane Factory (16000586) and the newly recommended NRHP-eligible Building 42 would be demolished as part of this Project.

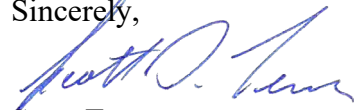
Further review of previously identified archaeological sites and historical mapping indicate a moderate probability of both prehistoric and historic archaeological deposits in the APE. Within the Brownleigh location, one prehistoric site (23SL354) was found to be coincident with the APE. Originally reported in 1979, the site location remains ambiguous and has not been evaluated for listing in the NRHP. Because ground-disturbing activities would occur within the Brownleigh location from the proposed construction activities, archaeological monitoring is recommended during ground-disturbing activities within the Brownleigh location.

A literature search and a survey for architectural resources were completed. The resulting report of findings, *Literature Search and Architectural Resources Results for Boeing Site Development at the St. Louis Lambert International Airport Expansion, St. Louis County, Missouri*, is attached.

The FAA is the lead federal agency for the NEPA document. Jim Johnson, Director, FAA Central Region Airports Division, will be making the final FAA decision on the environmental determination.

To help in our preparation of the environmental evaluation, we would appreciate your input (via mail or e-mail) within thirty (30) days. If you have questions or require additional information, please contact me at 816-329-2639 or scott.tener@faa.gov.

Sincerely,



Scott Tener
Environmental Specialist

Encl: *Literature Search and Architectural Resources Results for Boeing Site Development at the St. Louis Lambert International Airport Expansion, St. Louis County, Missouri*,
May 12, 2023

Boeing Site DevelopmentSt. Louis Lambert International Airport, St. Louis, St. Louis County, MissouriThis website is recommended by ACHP: <https://egis.hud.gov/TDAT/>

Contact	Delivered	Response Returned	Action Requested
Mr. Bobby Komardley, Chairman Apache Tribe of Oklahoma PO Box 1330 Anadarko, OK 73005	5/30/23	7/7/23-No Response	Cert Mail#70220410000331736481
Mr. Paul Barton, THPO Eastern Shawnee Tribe of Oklahoma 12705 South 705 Road Wyandotte, OK 74370	5/30/23	7/7/23-No Response	Cert Mail#70220410000331736498
Ms. Amy Scott Cultural Preservation Department Iowa Tribe of Oklahoma 335588 E 750 Road Perkins, OK 74059	5/30/23	7/7/23-No Response	Cert Mail#70220410000331736504
Ms. Crystal Douglas, THPO Kaw Nation P.O. Box 50 Kaw City, OK 74641	5/27/23	7/7/23-No Response	Cert Mail#70220410000331736511
Ms. Nellie Cadue Director, Land Department Kickapoo Tribe in Kansas 1107 Goldfinch Rd Horton, KS 66439	5/30/23	7/7/23-No Response	Cert Mail#70220410000331736528
Ms. Diane Hunter, THPO Miami Tribe of Oklahoma P.O. Box 1326 Miami, OK 74355	Email: 5/25/23	7/7/23-No Response	dhunter@miamination.com
Mr. Thomas Parker, THPO Omaha Tribe of Nebraska P.O. Box 368 Macy, NE 68039	5/30/23	7/7/23-No Response	Cert Mail#70220410000331736535
Dr. Andrea Hunter, THPO Osage Nation 627 Grandview Avenue Pawhuska, OK 74056	Email: 5/25/23	8/7/23-Requested Information 8/14/23-Req additional info	S106@osagenation-nsn.gov

Mr. Craig Harper, Chief
Peoria Tribe of Indians of
Oklahoma
PO Box 1527 Miami, OK 74355

Mr. Shannon Wright, THPO
Ponca Tribe of Nebraska
PO BOX 288
Niobrara NE 68760

Mr. Everett Bandy, THPO
Quapaw Tribe of Indians
PO Box 765 Quapaw, OK 74363-
0765

	8/15/23-sent requested info and pre draft MOA 8/16/23- Requested to be a signatory to the MOA.	
5/31/23	8/9/23-Recvd call accepting invitation to consult will follow up with letter. Possibly concurring party to MOA. 8/15/23-sent pre draft MOA and additional info 8/15/23-No Objection 8/31/23- Requested to be Concurring Party to MOA	Cert Mail#70220410000331736542
5/31/23	7/7/23-No Response	Cert Mail#70220410000331736559
5/30/23	5/31/23-Request copies of all SHPO correspondence for this project. 7/10/23- forwarded SHPO 7/11/23-Response "No Adverse Effect" 7/27/23- forwarded ACHP correspondence 8/7/23-recvd call retracting previous response and requesting additional info.	Cert Mail#70220410000331736566

Mr. William Tarrant, THPO
Seneca-Cayuga Nation
PO Box 453220 Grove, OK 74345

	8/15/23-sent pre draft MOA and additional info. 8/28/23-Determining extent of involvement.	
6/1/23	7/7/23-No Response	Cert Mail#70220410000331736573

QUAPAW NATION

P.O. Box 765
Quapaw, OK 74363-0765

(918) 542-185
FAX (918) 542-469

May 31, 2023

ATTN: Scott Tener
US Department of Transportation
Federal Aviation Administration
901 Locust
Kansas City, MO 64106

Re: St. Louis Lambert International Airport in St. Louis County, MO.

Dear Mr. Tener,

The Quapaw Nation Historic Preservation Program (QNHPP) has received notification of the proposed project listed as the St. Louis Lambert International Airport in St. Louis County, MO. The Quapaw Nation has a vital interest in protecting its historic and ancestral cultural resources. The Quapaw Nation requests copies of all SHPO correspondence which has been received for this project.

In accordance with the National Historic Preservation Act, (NHPA) [16 U.S.C. 470 §§ 470-470w-6] 1966, undertakings subject to the review process are referred to in S101 (d) (6) (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).

Should you have any questions or need any additional information, please feel free to contact Jared McCormick at jared.mccormick@quapawnation.com, please copy section106@quapawnation.com to ensure additional information requests are reviewed in a timely manner. Thank you for consulting with the Quapaw Nation on this matter.

Sincerely,

Jared McCormick

On behalf of
-Everett Bandy
Preservation Officer/ QNHPP Director
Quapaw Nation
P.O. Box 765
Quapaw, OK 74363
(w) 918-238-3100
(f) 918-674-2456

Tener, Scott (FAA)

From: Burgundy Fletcher <bletcher@peoriatribe.com>
Sent: Tuesday, August 15, 2023 2:28 PM
To: Tener, Scott (FAA)
Subject: 106 response
Attachments: Boeing Site Development St Louis International Airport.docx

Please see the attached 106 response.

Thank you.

Burgundy Fletcher

Historic Preservation Specialist

Peoria Tribe of Oklahoma

Office 918.544.9234 | Fax 918.540.2528

bletcher@peoriatribe.com



Via email: scott.tener@faa.gov

August 14, 2023

Scott Tener
U.S. DOT Federal Aviation Administration
901 Locust
Kansas City, MO 64106

RE: Boeing Site Development, St. Louis Lambert International Airport, St. Louis, MO

Dear Scott Tener:

The Peoria Tribe offers no objection to the above-referenced project at this time. However, given the Peoria Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Missouri, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Peoria Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at (918) 544-9234 or by email at bfletcher@peoriatribes.com to initiate consultation.

The Peoria Tribe accepts your invitation to serve as a consulting party to the proposed project. In my capacity as Historic Preservation Specialist, I am the point of contact for all Section 106 consultations.

Respectfully,

Burgundy Fletcher

Burgundy Fletcher
Historic Preservation Specialist

Tener, Scott (FAA)

From: Luke Morris <luke.morris@osagenation-nsn.gov>
Sent: Wednesday, August 16, 2023 4:29 PM
To: Tener, Scott (FAA)
Subject: RE: Preliminary Draft MOA - Boeing Site Development at St. Louis International Airport

Mr. Tener,

After review of the draft MOA, Dr. Andrea Hunter, THPO/Director of Osage Nation Historic Preservation Office, is requesting that Osage Nation be a signatory.

I will prioritize any received emails about the MOA to ensure the participation of ONHPO.

Thank you for consulting Osage Nation on this matter.

Respectfully,

Luke Morris

Archaeologist, MA
Osage Nation Historic Preservation Office
627 Grandview Avenue,
Pawhuska, OK 74056
Office: (918) 287-5328



Starting October 1, 2022 the Osage Nation Historic Preservation Office is changing the project notification process. **All project notifications and reports must be emailed to s106@osagenation-nsn.gov** Include the Lead Agency, Project Name, and Project Number on the subject line.

IMPORTANT: This email message may contain confidential or legally privileged information and is intended only for the use of the intended recipient(s). Any unauthorized disclosure, dissemination, distribution, copying, or the taking of any action in reliance on the information herein is prohibited. Emails are not secure and cannot be guaranteed to be error-free. They can be intercepted, amended, or contain viruses. Anyone who communicates with us by email is deemed to have accepted these risks. Osage Nation is not responsible for errors or omissions in this message and denies any responsibility for any damage arising from the use of email. Any opinion and other statements contained in this message and any attachment are solely those of the author and do not necessarily represent those of the Osage Nation.

From: Tener, Scott (FAA) <scott.tener@faa.gov>
Sent: Tuesday, August 15, 2023 9:51 AM
To: Luke Morris <luke.morris@osagenation-nsn.gov>
Cc: S106 <S106@osagenation-nsn.gov>
Subject: Preliminary Draft MOA - Boeing Site Development at St. Louis International Airport

Luke,

Please find attached a preliminary Draft MOA for the Boeing Site Development. Please let me know if you would like to be a signatory or a concurring party to the agreement. We anticipate publishing the draft MOA for public comment around mid-September.

Please let me know if you have any questions,

Scott Tener
Environmental Program Manager

FAA Central Region Airports Division
901 Locust St., Room 364
Kansas City, Missouri 64106-2325
T 816.329.2639 | F 816.329.2611
<http://www.faa.gov/airports/central/>

Tener, Scott (FAA)

From: Burgundy Fletcher <bfletcher@peoriatribes.com>
Sent: Thursday, August 31, 2023 8:38 AM
To: Tener, Scott (FAA); Jared McCormick; Luke Morris
Subject: RE: [External] Email Preliminary Draft MOA - Boeing Site Development at St. Louis International Airport, Missouri

Hello Scott,

The Peoria would like to be an invited concurring party to the MOA.

Thank you for checking.

Burgundy Fletcher

Historic Preservation Specialist

Peoria Tribe of Oklahoma

Office 918.544.9234 | Fax 918.540.2528

bfletcher@peoriatribes.com



From: Tener, Scott (FAA) <scott.tener@faa.gov>
Sent: Monday, August 28, 2023 9:57 AM
To: Jared McCormick <jared.mccormick@quapawnation.com>; Luke Morris <luke.morris@osagenation-nsn.gov>; Burgundy Fletcher <bfletcher@peoriatribes.com>
Subject: [External] Email Preliminary Draft MOA - Boeing Site Development at St. Louis International Airport, Missouri

Jared, Luke, and Burgundy,

Since each of you have requested consultation on the Boeing Site Development project at the St. Louis Lambert International Airport, I thought that I would loop you all in on the consultation status versus individual emails.

1. The attached MOA is with the Missouri SHPO, St. Louis Airport Authority (STLAA), and Boeing for review. I have received comments back from the SHPO and Boeing. All agree with the proposed mitigation as outlined in the MOA, comments are regarding relatively minor revisions to wording.
2. The Osage Nation has requested to be a signatory and is currently reviewing the MOA.
3. The Quapaw Nation is reviewing the MOA and considering their extent of project involvement.
4. The Peoria Tribe does not wish to be a signatory or concurring party to the MOA...correct? However, they have requested to be consulted if any human remains or Native American cultural items falling under NAGPRA or archaeological evidence is discovered during any phase of this project.

If you have any revisions to the MOA, please let me know. We are planning to publish the draft MOA and draft Environmental Assessment for public comment on September 15. I will be away from the office for the entire week prior to this, so I would need any revisions by September 4th to make sure they get incorporated.

I appreciate everyone's involvement with this project. Please let me know if you have any questions,

Scott Tener
Environmental Program Manager

FAA Central Region Airports Division
901 Locust St., Room 364
Kansas City, Missouri 64106-2325
T 816.329.2639 | F 816.329.2611
<http://www.faa.gov/airports/central/>



July 12, 2023

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

Ref: *Proposed Boeing Site Development Project at the St Louis Lambert International Airport*
St. Louis County, Missouri
ACHP Project Number: 19746

Dear Mr. Tener:

On June 27, 2023, the Advisory Council on Historic Preservation (ACHP) received your notification of adverse effect for the referenced undertaking that was submitted in accordance with 36 CFR 800.6(a)(1) of Section 106 of the National Historic Preservation Act and its implementing regulations, "Protection of Historic Properties" (36 CFR Part 800). The background documentation included with your submission did not include all of the required information specified in 36 CFR § 800.11(e) of the regulations. We, therefore, are unable to determine whether Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, applies to this undertaking. Accordingly, we request that you submit the following additional information so that we can determine whether our participation in the consultation to resolve adverse effects is warranted.

- Copies or summaries of any views provided by consulting parties, and the public.

Upon receipt of the additional information, we will notify you within 15 days of our decision.

If you have any questions, please contact Ms. Rachael Mangum at (202) 517-0214 or by e-mail at rmangum@achp.gov and reference the ACHP Project Number above.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

Tener, Scott (FAA)

From: OFAP <OFAP2@achp.gov>
Sent: Wednesday, July 26, 2023 1:39 PM
To: Tener, Scott (FAA)
Cc: gabeckmann@flystl.com; amy.rubingh@dnr.mo.gov; Rachael Mangum
Subject: Proposed Boeing Site Development Project at the St Louis Lambert International Airport, St. Louis County, Missouri
Attachments: mo.faa.st louis lambert international airport.boeing site development project.20230726.np.pdf

From: Office of Federal Agency Programs

Advisory Council on Historic Preservation

Attached is our letter on the subject undertaking (in Adobe Acrobat PDF format)

If you have any questions concerning our letter, please contact:

Rachael Mangum
rmangum@achp.gov
202 517-0214
Project # 19746

Tener, Scott (FAA)

From: Rachael Mangum <rmangum@achp.gov>
Sent: Wednesday, July 26, 2023 12:06 PM
To: Tener, Scott (FAA)
Subject: RE: [External] RE: Proposed Boeing Site Development Project at the St Louis Lambert International Airport, St. Louis County (MO), Case 019746

Scott,

Thank for you providing the additional information requested. After reviewing it, we have determined that our participation in the continuing consultation to resolve adverse effects is not needed. We will be providing this response in a letter that should be emailed by the end of the week.

If you need any assistance as you work on the MOA or have questions about other aspects of the consultation, please feel free to reach out.

Sincerely,
Rachael

From: Rachael Mangum
Sent: Tuesday, July 11, 2023 11:48 AM
To: Tener, Scott (FAA) <scott.tener@faa.gov>
Subject: Re: [External] RE: Proposed Boeing Site Development Project at the St Louis Lambert International Airport, St. Louis County (MO), Case 019746

Thank you, Scott. I'll review the additional information provided with this email and get back to you soon if I have any further questions or will send a letter regarding our decision about participation.

Thanks,
Rachael

From: Tener, Scott (FAA) <scott.tener@faa.gov>
Sent: Monday, July 10, 2023 12:24 PM
To: Rachael Mangum <rmangum@achp.gov>
Subject: [External] RE: Proposed Boeing Site Development Project at the St Louis Lambert International Airport, St. Louis County (MO), Case 019746

Please find responses to your comments below...

Please let me know if you have any questions,

Scott Tener
Environmental Program Manager

FAA Central Region Airports Division
901 Locust St., Room 364

From: Rachael Mangum <rmangum@achp.gov>

Sent: Thursday, July 6, 2023 2:25 PM

To: Tener, Scott (FAA) <scott.tener@faa.gov>

Subject: Proposed Boeing Site Development Project at the St Louis Lambert International Airport, St. Louis County (MO), Case 019746

Scott,

I am following up on the recent adverse effect notification to the Advisory Council on Historic Preservation (ACHP) for the subject undertaking.

I've reviewed the documentation provided and wanted to request additional information on your efforts to identify and consult with potential consulting parties as well as the public as well as aspects of the proposed resolution of adverse effects. In the e106 form you note that the consultation package with the SHPO copied representatives of several local government jurisdictions around the airport as well as historical societies in some of those same areas.

What was the date(s) of correspondence that copied those parties? (Note: I only have the SHPO's June 20, 2023 response to the finding of effect).

Sorry, thought I also forwarded our SHPO/Tribal consultation letters, please find attached. Please note the list of copied parties at the bottom of the May 23, SHPO consultation letter. This letter was emailed to these parties on May 23 at the same time it was sent to the SHPO.

To date, have you received any responses from those parties or made any efforts to follow up to determine their interest in consulting?

We have not received any responses from any of these parties. No, we have not made any additional effort to reach out to these parties except through the public comment process. FYI, the State and surrounding municipalities appear to be very supportive of the Boeing expansion project. Boeing currently has a large presence on nearby property, and the state and municipalities are supportive of the possibility of new jobs that the development will bring to the area.

In response to the request from the Quapaw Nation, did the FAA provide the requested correspondence with SHPO?

No not yet, it was on my to-do list to complete this week.

Have you received any follow up to that or a request for consulting party status from the Quapaw Nation or other Indian tribes?

No other responses from tribes have been received to date and no requests for consulting party status.

I understand that you have not received yet, but anticipate a response from, the Osage Nation requesting monitoring during construction. I also note in the documentation that archaeological monitoring is recommended during ground-disturbing activities within the Brownleigh location and though this is not cited in the SHPO's response specifically, does the FAA plan to include this commitment in the MOA stipulations to help address concerns about potential effects to archaeological resources or properties of religious and cultural significance to tribes, if present?

Yes, we plan to add this to the stipulations in the MOA. Additionally, archaeological monitoring will be added as mitigation as part of our NEPA determination.

I also note that in the response from SHPO, they do not specifically comment on the adverse effect to Building 42, though the FAA has made the adverse effect finding based on demolition of this building in addition to the Curtis-Wright Aeroplane Factory. Would stipulations in the MOA address measures to resolve adverse effects for both historic properties?

Yes, we plan to add stipulation in the MOA to resolve adverse effects to both buildings pending further consultation with the SHPO.

Lastly, I understand that two public scoping meetings were held as part of the overall environmental compliance efforts. Were any comments received from the public with concerns about the effects of the undertaking on historic properties?

We received 7 comments out of 57 commenters regarding Historic and Cultural Properties. Only one brief comment regarding historic properties, "Preserving any burial grounds and buildings" with no other specific information. Two comments were regarding unrelated historic storage of WWII radioactive waste on nearby property and contamination leaking to other nearby properties. Three comments were regarding the acquisition of homes based on the airport expansion over 25-years ago. This undertaking will not be acquiring any property or homes for airport expansion. Lastly, one comment requesting a "culturally diverse workforce". We received one comment under Visual Effects, "Hopefully this includes tearing down the dilapidated buildings on Banshee. Makes the area look like garbage".

Thanks for providing additional information to address these questions. If I can provide any assistance, please let me know.

Sincerely,
Rachael

Rachael Mangum, MA, RPA
Program Analyst
Advisory Council on Historic Preservation
(202) 517-0214
rmangum@achp.gov



July 26, 2023

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

Ref: *Proposed Boeing Site Development Project at the St Louis Lambert International Airport*
St. Louis County, Missouri
ACHP Project Number: 19746

Dear Mr. Tener:

On June 27, 2023, the Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the potential adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, Criteria for Council Involvement in Reviewing Individual Section 106 Cases, of Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe our participation in the consultation to resolve adverse effects is needed.

However, if we receive a request for participation from the Missouri State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Should the undertaking's circumstances change, consulting parties cannot come to consensus, or you need further advisory assistance to conclude the consultation process, please contact us.

Pursuant to 36 CFR § 800.6(b)(1)(iv), you will need to file the final Section 106 agreement document (Agreement), developed in consultation with the Missouri SHPO and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the Agreement and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the NHPA.

Thank you for providing us with your notification of adverse effect. If you have any questions or require our further assistance, please contact Ms. Rachael Mangum at (202) 517-0214 or by e-mail at rmangum@achp.gov and reference the ACHP Project Number above.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 • Washington, DC 20001-2637
Phone: 202-517-0200 • Fax: 202-517-6381 • achp@achp.gov • www.achp.gov

MEMORANDUM OF AGREEMENT

**AMONG
THE FEDERAL AVIATION ADMINISTRATION,
MISSOURI STATE HISTORIC PRESERVATION OFFICER,
CITY OF ST. LOUIS AIRPORT AUTHORITY, THE OSAGE NATION, AND
THE BOEING COMPANY**

**IMPLEMENTING
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT FOR
THE PROPOSED BOEING SITE DEVELOPMENT PROJECT**

**ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
ST. LOUIS, ST. LOUIS COUNTY, MISSOURI**

WHEREAS, as part of the Section 106 of the National Historic Preservation Act (NHPA) consultation process, this Memorandum of Agreement (MOA) was developed, pursuant to 36 CFR 800.6(c), to govern the resolution of adverse effects on historic properties associated with the proposed Undertaking, as described below, and fulfillment of the signatories' responsibilities under Section 106; and

WHEREAS, the Federal Aviation Administration (FAA) and the Missouri State Historic Preservation Officer (SHPO) are Signatories to this MOA due to the nature of their legal responsibility under the NHPA; and

WHEREAS, the FAA is the lead Federal agency for compliance with Section 106 and has approval authority for the proposed undertaking pursuant to 49 U.S.C. §§ 40103 and 47107, approval of the Airport Layout Plan for the St. Louis Lambert International Airport (Airport); and

WHEREAS, an Environmental Assessment (EA) was prepared in accordance with requirements set forth in the National Environmental Policy Act (NEPA) of 1969, as amended. Title 36 CFR Section 800.8, the regulations implementing Section 106 of the NHPA, encourages Federal agencies to integrate the Section 106 and NEPA processes; and

WHEREAS, The Boeing Company (Boeing) proposes the following developments (Undertaking) at the Airport:

- Boeing would lease two parcels, the 75-acre Northern Tract and 110-acre Brownleigh, from the Airport to support construction and operation of Boeing's Assembly and Testing Campus (**Figure 4 and 5**)
- Demolish existing structures, clear vegetation, and grade the parcels

- Phases 1 and 2 in total (contingent on future government contract awards) would construct 2,612,000-ft² of buildings:
 - Phase 1 Brownleigh (occupancy January 2026):
 - Approximately 979,000-ft² Assembly Building
 - Approximately 82,000-ft² CUP
 - Taxiway to connect Taxiway Foxtrot into the parcel
 - Phase 1 Northern Tract (occupancy January 2027):
 - Approximately 191,500-ft² Hangar
 - Approximately 94,550-ft² RCS Range Building
 - Approximately 58,000-ft² CUP
 - Approximately 25,000-ft², Open-air Aircraft Shelters
 - Approximately 14,500-ft² Hush House
 - Approximately 15,600-ft² Maintenance Building
 - Approximately 15,200-ft² Fuel Calibration Building
 - Approximately 11,800-ft² Fire Department Satellite Building
 - Several small support or storage structures (each under 10,000 ft²)
 - Taxiways to connect Taxiway Victor to the parcel
 - Phase 2 Brownleigh (occupancy January 2029):
 - Approximately 720,000-ft² Assembly Building
 - Phase 2 Northern Tract (occupancy January 2029):
 - Approximately 75,700-ft² Hangar addition
 - Approximately 205,000-ft² Paint Building
 - Approximately 12,500-ft² additional Open-air Aircraft Shelters
 - Approximately 13,300-ft² additional Hush House
 - Approximately 12,000-ft² additional Fuel Calibration Building; and

WHEREAS, the FAA defined the project's Area of Potential Effects (APE) in accordance with 36 CFR 800.16(d), for direct effects and indirect effects (**Figures 1, 2 and 3**) and the SHPO concurred; and

WHEREAS, the FAA has determined, and the SHPO has concurred, that the Curtiss-Wright Aeroplane Factory [16000586] (Buildings 2 in Figure 2), including the administrative building, annex, and factory portions, and associated structures, taxi area and parking lot (all together known as the Aeroplane Factory), was listed in the National Register of Historic Places (NRHP) in 2016 under Criteria A for Events associated with World War II and additionally qualifies for listing under Criterion C for Architecture; and

WHEREAS, the FAA has determined, and the SHPO has concurred, that Building #42 (on Figure 2) is eligible for listing on the NRHP, under Criterion C for Architecture; and

WHEREAS, the FAA has determined and the SHPO has concurred that the proposed Undertaking will have an adverse effect on the Aeroplane Factory and Building #42 and the FAA has consulted with the SHPO pursuant to 36 CFR part 800 of the regulations implementing Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108); and

WHEREAS, the FAA has determined that there are no alternatives that completely avoid or minimize the adverse effect to the Aeroplane Factory and Building #42 due to current and future aeronautical needs; and

WHEREAS, one prehistoric site (23SL354) is within the Brownleigh APE; however, the prehistoric site location has not been evaluated for listing in the NRHP. Because ground-disturbing activities would occur within the APE, Brownleigh and Northern Tract sites, from the proposed construction activities, archaeological monitoring was requested by The Osage Nation during all ground-disturbing activities; and

WHEREAS, the FAA has provided opportunity for the Apache Tribe of Oklahoma, Eastern Shawnee Tribe of Oklahoma, Iowa Tribe of Oklahoma, Kaw Nation, Kickapoo Tribe in Kansas, Miami Tribe of Oklahoma, Omaha Tribe of Nebraska, Osage Nation, Peoria Tribe of Indians of Oklahoma, Ponca Tribe of Nebraska, Quapaw Nation, and Seneca-Cayuga Nation to consult on the proposed Undertaking's potential to affect properties with religious and cultural significance; and

WHEREAS, the FAA recognizes that the Tribes possess the knowledge, experience, and oral tradition to identify and evaluate historic properties of traditional, religious, and cultural importance; and

WHEREAS, The Osage Nation has accepted the invitation to participate in the consultation and has requested to be an Invited Signatory to this MOA; and

WHEREAS, the Peoria Tribe of Indians of Oklahoma and the Quapaw Nation have accepted the invitation to participate in the consultation and have been invited to be Concurring Parties to this MOA; and

WHEREAS, the City of St. Louis Airport Authority (STLAA) and The Boeing Company (Boeing) have accepted the invitation to participate as Invited Signatories to this MOA; and

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), FAA has consulted with the Advisory Council on Historic Preservation (ACHP), has provided the required documentation to ACHP, and has invited the ACHP to participate in this MOA; the ACHP via letter to FAA dated July 26, 2023, chose not to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

WHEREAS, the public was afforded the opportunity to review and comment on the proposed Undertaking's alternatives and scope of environmental issues to be addressed. Notices of the opportunities to comment on the Draft EA, Draft MOA, and the Draft Section 4(f) Statement were published in the St. Louis Post-Dispatch, The St. Louis American, the STLAA's website, available at Berkeley City Hall, STLAA administration office, surrounding libraries, and were sent to governmental agencies and other parties who expressed interest in commenting on the proposed project. These documents were released for public review and open to comment from September 22, 2023, to October 26, 2023; and

WHEREAS, the FAA has considered the views of the consulting parties and has reviewed the comments received by the close of the comment period for the Draft EA, Draft MOA, and Draft Section 4(f) Statement and will provide responses in the Final EA; and

WHEREAS, the FAA shall submit an executed copy of this MOA and supporting documentation, pursuant to 36 CFR 800.11(f), to the ACHP prior to approving the proposed Undertaking; and

NOW, THEREFORE, the FAA and the SHPO (Signatories); and The Osage Nation, STLAA, and Boeing (Invited Signatories); are parties to this MOA and agree that the proposed Undertaking shall be carried out in accordance with the following stipulations to resolve the adverse effect of the proposed Undertaking.

STIPULATIONS

If the FAA issues a determination approving the proposed Undertaking as described in the Environmental Assessment, the FAA, in coordination with the SHPO, The Osage Nation, STLAA, and Boeing shall ensure that the following mitigation measures are implemented to the extent the Undertaking is carried out by Boeing, as each phase of the Undertaking is contingent on future Government contract awards:

I. APPLICABILITY

This MOA establishes procedures for consultation and coordination among the FAA, the SHPO, The Osage Nation, STLAA, and Boeing for compliance with Section 106 of the NHPA regarding the proposed Undertaking. This MOA also establishes the mitigation measures that must be completed to resolve the adverse effects of the proposed Undertaking.

Completion of the procedures and mitigation measures in this MOA resolves the adverse effects associated with the proposed Undertaking and satisfies FAA's Section 106 responsibilities with respect to the proposed Undertaking to the extent they are carried out by Boeing.

II. ROLES AND RESPONSIBILITIES

- A. The Director of the FAA Central Region, Airports Division is the federal agency official responsible for compliance with this MOA.
- B. The FAA shall ensure that its personnel or individuals carrying out historic preservation compliance work on its behalf meet the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) and have the knowledge to assess the resources within the proposed Undertaking's APE with a minimum of two years' experience conducting fieldwork in Missouri. The Osage Nation will be consulted on the selection of the contractor prior to any formalized agreements between Boeing and the proposed archaeological firm.

- C. Boeing is responsible for selection and retention of the archaeological monitoring firm.
- D. The FAA remains responsible for determinations of NRHP eligibility and effect. The FAA may not delegate consultation for findings and determinations to professional services consultants.

III. ATTACHMENTS TO THE MOA

- A. Attachment 1: Figures 1 through 5 showing the Location, Area of Potential Effect, and the proposed Undertaking
- B. Attachment 2: Points of Contact

IV. COMMUNICATION

- A. Project correspondence related to compliance with the stipulations in this MOA shall be submitted to the FAA, SHPO, The Osage Nation, STLAA, and Boeing concurrently.
- B. The FAA, SHPO, The Osage Nation, STLAA, and Boeing shall each designate a consultation representative. The points of contact for each is provided in **Attachment 2**. Changes to the consultation representatives shall be provided to the FAA, SHPO, The Osage Nation, STLAA, and Boeing within fifteen (15) calendar days of such change.

V. MITIGATION MEASURES

In recognition of the demolition of the NRHP listed Curtiss-Wright Aeroplane Factory and NRHP eligible Building #42, along with the possibility of buried archaeological resources, the mitigation measures listed below fully resolve the adverse effects of the proposed Undertaking.

- A. **PHOTOGRAPHIC RECORD AND DRONE VIDEO**
 - i. Prior to the demolition of the existing Curtiss-Wright Aeroplane Factory and Building #42, Boeing shall create a drone video of the exterior of each building and create a photographic record of the existing Curtiss-Wright Aeroplane Factory and Building #42.
 - ii. The photographs shall be in accordance with the National Register Photo Policy Standards.
 - iii. Photographs and video shall be taken with a high-resolution digital camera, should be clear, well-composed, and provide an accurate visual representation of the property and its significant features. They must illustrate the qualities discussed in the description and NRHP statement of significance. Photographs and video should show historically significant features and, with assistance from the STLAA, any alterations that have affected the property's historic integrity. Photographs and video should show the principal facades and the setting in which the property is located. Additions, alterations, intrusions, and dependencies should appear in the photographs and video. Include views of

- interiors, outbuildings, landscaping, or unusual features if they contribute to the significance of the property.
- iv. Boeing shall submit the initial photographs to the SHPO for review. Boeing shall consult with the SHPO on the selection of 15-20 photographs of each of the facilities to be printed for archival purposes. The SHPO shall provide final approval within thirty (30) calendar days of submittal of the photographs.
 - v. Within thirty (30) calendar days following final approval of the photographs to be archived by the SHPO, Boeing shall provide an archival CD with drone video, original TIFF photographic images, photo key, and map documenting the location and direction of each photograph. In addition, Boeing shall print one set of images as 8 inches by 10 inches black and white photographs on photo paper. The final photo submissions shall include the photographs labeled on the back. The final printed photographs shall be submitted to the SHPO.
 - vi. The STLAA and the SHPO shall be the repository for this information.
 - vii. The drone video and photographic record may be submitted in advance of the remaining mitigation measures.

B. HABS/HAER DOCUMENTATION

- i. Prior to the demolition of the existing Curtiss-Wright Aeroplane Factory and Building #42, Boeing shall provide Level 1 Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) documentation for both the Curtiss-Wright Aeroplane Factory and Building #42. The documentation will follow the National Park Service Guidelines for HABS recordation. If Albert Kahn's original drawings are available and the Curtiss-Wright Aeroplane Factory was constructed as designed, Level II documentation will be used.
- ii. The HABS/HAER documentation will use the digital photographs of the exterior and interior of the buildings as described in Stipulation A.
- iii. Boeing shall submit the HABS/HAER documentation to the SHPO for review. The SHPO shall provide final approval within thirty (30) calendar days of submittal of the documentation.
- iv. The STLAA and the SHPO shall be the repository for this information.
- v. The HABS/HAER documentation may be submitted in advance of the remaining mitigation measures.
- vi. Demolition of the Curtiss-Wright Aeroplane Factory can proceed after the SHPO provides written notification accepting the HABS/HAER documentation, which notice shall occur within seven (7) days of receipt.
- vii. Demolition of Building #42 can proceed after the SHPO provides written notification accepting the HABS/HAER documentation, which notice shall occur within seven (7) days of receipt.

C. WEBSITE HISTORY

- i. Boeing and STLAA, in partnership, shall design a website that conveys the history of the Curtiss-Wright Aeroplane Factory and Building #42.

- ii. Boeing and STLAA shall provide website content, which shall include historical information and images of both facilities; for example, information from cultural resources reports, NRHP listing, current and historic images, recordation photos, drone footage, etc.
- iii. Boeing and STLAA shall consult with the FAA and SHPO on the website and FAA and SHPO will provide final approval within thirty (30) calendar days of submittal of the website's design and content.
- iv. The history website shall be created, hosted, and maintained by the STLAA and linked to the flystl.com website for a minimum of ten (10) years.
- v. The demolition of the Curtiss-Wright Aeroplane Factory and Building #42 can proceed prior to completion of the Website History stipulation.

D. PHYSICAL DISPLAY

- i. Boeing and STLAA, in partnership, shall design a physical display inside the airport terminal building that illustrates the history of the Curtiss-Wright Aeroplane Factory and Building #42.
 - 1. STLAA shall construct and install the display in the airport terminal building.
- ii. The display's content shall include history, current and historic images, a selection of images of available original plans for construction of the facilities, and salvaged items from either facility that represents the history of the buildings and are reasonable and appropriate to display, if any are identified by STLAA and Boeing.
- iii. The display shall also include a QR code leading people to the history website.
- iv. STLAA shall consult with the FAA and SHPO on the display. FAA and SHPO will provide final approval within thirty (30) calendar days of submittal of the display's design and content.
- v. The STLAA shall install the display within twelve (12) months after the demolition of the Curtiss-Wright Aeroplane Factory and Building #42 and shall remain on exhibit in the terminal building for a minimum of ten (10) years.
- vi. STLAA shall provide a final report to the FAA and SHPO including display text and content and photographs of the placement of the display in the airport terminal building to complete this stipulation.
- vii. The demolition of the existing Curtiss-Wright Aeroplane Factory and Building #42 can proceed prior to completion of the Physical Display stipulation.

E. ARCHAEOLOGICAL MONITORING

- i. Boeing shall provide archaeological monitoring for all ground disturbing activities within the APE, which includes both Brownleigh and Northern Tract sites.
 - 1. Ground disturbing activities include, but are not limited to, any invasive actions within the ground surface, regardless of previous disturbances or prior construction. Grading, trenching, surface

- scraping, hydrovac daylighting of utilities, and other forms of excavation are all common construction disturbances to the ground surface.
2. Drilling activities are not included in the archaeological monitoring. However, if archeological resources are uncovered during drilling activities, the drilling activity shall immediately stop and the Project Archaeologist notified. The drilling activity will not resume until the Project Archaeologist has evaluated the site and given clearance to resume drilling work.
 3. Removal of foundations, footings, parking lots, or concrete slabs will all be monitored.
- ii. Boeing shall contract with a Project Archaeologist meeting the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61), with a minimum of two years' experience working in the state of Missouri, to provide construction archaeological monitoring.
 1. The Osage Nation will be consulted on the selection of the contractor prior to any formalized agreements between Boeing and the proposed archaeological firm.
 2. Boeing is responsible for selection and retention of the archaeological monitoring firm.
 - iii. Boeing, in coordination with the Project Archaeologist, shall create an Archaeological Monitoring Plan. The plan shall include, at a minimum; project description, monitoring approach, maps, schedule, construction personnel training (as detailed below), and monitoring documentation.
 1. Boeing shall consult with The Osage Nation, STLAA, FAA, and SHPO on the Archaeological Monitoring Plan and will receive comment within fifteen (15) calendar days of submittal of the final plan.
 2. The FAA shall forward the proposed Archaeological Monitoring Plan to STLAA, The Osage Nation, and SHPO for concurrence before finalization.
 - iv. Prior to the start of ground disturbing activities, the Project Archaeologist shall provide training to construction personnel who will be directly involved in soil disturbing activity regarding the identification of archaeological resources and actions to be taken if an inadvertent discovery is found.
 1. Construction workers would be required stop work in the immediate vicinity and notify the archaeologist if an inadvertent discovery is made. The archeologist will observe all ground disturbing activities, but any missed resources will be immediately reported.
 - v. The Project Archaeologist shall monitor all ground disturbing activities and actively observe soil as disturbances occur to ensure no cultural resources are present.
 1. Due to the varying nature of archaeological deposits in the ground, the archaeologist will continuously observe being exposed by the work, located in a safe adjacent position that is close enough to identify artifacts when exposed.

2. If ground disturbing activities are conducted at two locations at the same time, multiple archaeologists are required to continue work at both locations simultaneously.
3. Personnel without an archaeological graduate degree are not qualified to identify the full suite of artifacts possible onsite. A project archaeologist must be present for any ground disturbing activities. No disturbances will be conducted if an archaeologist is not actively observing the work and assessing the soil for archaeological deposits.
- vi. The Project Archaeologist shall complete and submit daily monitoring reports when onsite for work, including the pedostratigraphic soil column encountered and other archeological information necessary for reviewers to assess potential for archeological discoveries. The daily reports can be summarized in the weekly report, but will be disseminated each day to the FAA, SHPO, The Osage Nation and STLAA.
- vii. If issues or concerns are noted, by a reviewing agency, further consultation will be expediently conducted between FAA and any stakeholding agencies including tribes participating in the MOA.
- viii. At the end of each week of ground disturbing activities, if discoveries are made, the Project Archaeologist shall summarize the daily monitoring and submit a report within five (5) business days to the FAA, SHPO, The Osage Nation, and STLAA.
- ix. Within sixty (60) calendar days of the end of ground disturbing activities from Phase 1, the Project Archaeologist shall provide a monitoring closure report to the FAA, SHPO, The Osage Nation, and STLAA.
 1. The Osage Nation, STLAA, FAA, and SHPO shall provide review and comment of the report within thirty (30) calendar days of submittal.
 2. The final report shall be the indicator that the archaeological monitoring at Phase 1 is complete.
- x. Within sixty (60) calendar days of the end of ground disturbing activities from Phase 2, the Project Archaeologist shall provide another monitoring closure project report to the FAA, SHPO, The Osage Nation, and STLAA.
 1. The Osage Nation, STLAA, FAA, and SHPO shall provide review and comment of the report within thirty (30) calendar days of submittal.
 2. The final report shall be the indicator that the archaeological monitoring at Phase 2 is complete.
- xi. If discovery of archaeological resources are found outside previously reported boundaries of the previously identified archaeological site, or previously unidentified discoveries (types, forms, or materials) are made within any portion of the project, soil disturbance activities within 100-feet shall be stopped and the STLAA, FAA, The Osage Nation, and SHPO shall be contacted for further consultation. The FAA shall notify interested tribes for further consultation. See Section VII. POST-REVIEW DISCOVERIES and the Archaeological Monitoring Plan.

VI. REPORTING AND MONITORING

- A. Annual Report: Boeing shall provide an annual report beginning one (1) year after the execution date of this MOA to the STLAA, FAA, The Osage Nation, and SHPO summarizing the progress made toward completion of each stipulation.
- B. Completion Report: Within sixty (60) calendar days after each Phase 1 and Phase 2 are completed, Boeing shall provide the STLAA, FAA, The Osage Nation, and SHPO with a brief written report summarizing the completion of the stipulations as outlined above.
- C. Should any Signatory or Invited Signatory be unsatisfied with the progress in meeting the stipulations of this MOA, the Signatories and Invited Signatories shall consult to address the problem(s) according to Stipulation VIII, DISPUTE RESOLUTION.

VII. POST-REVIEW DISCOVERIES

The proposed Undertaking is not anticipated to significantly affect archaeological resources; however, archaeological monitoring during construction ground disturbing activities is required.

A. ARCHAEOLOGICAL MONITORING

- i. In the event that there is a discovery of (i) archaeological material, (ii) historic properties, or (iii) unanticipated effects on historic properties during construction, soil disturbance activities and/or work within 100-feet of the findings shall stop immediately and the Project Archaeologist shall contact the STLAA. Unanticipated effects on historic properties include all discoveries that were not previously evaluated during NHPA Section 106 consultation, in addition to, previously evaluated cultural resources. The aforementioned properties could have a renewed NRHP eligibility status when all findings are assessed on a holistic scale.
- ii. The STLAA shall immediately notify and later coordinate with the FAA, The Osage Nation, and SHPO. Soil disturbance activities would not resume within the avoidance buffer without consultation between the FAA, The Osage Nation, and SHPO.
- iii. No further soil disturbance activities within 100-feet of the discovery shall proceed until the requirements of 36 CFR § 800.13 have been satisfied, as applicable, including consultation with federally recognized tribes that may attach traditional cultural and religious significance to the discovered property.
- iv. Archaeological Monitoring will follow procedures in the Archaeological Monitoring Plan to be drafted under Stipulation E.iii.

B. HUMAN REMAINS

In the event of an inadvertent discovery of human remains, even if such remains are in fragmentary form, STLAA and Boeing shall ensure the following occurs.

- i. Any Boeing employee, the Project Archaeologist, contractor, subcontractor, or other individual who knows or has reason to know that he or she has inadvertently discovered human remains, funerary objects, sacred objects, or objects of cultural patrimony during construction or maintenance activities must immediately notify or ensure notification of the STLAA Primary Contact, see Attachment 2, Points of Contact.
- ii. Boeing, in coordination with STLAA, shall immediately notify local law enforcement in accordance with Missouri Revised Statute §194.406 by telephone of the discovery of unmarked human remains.
 - 1. Local law enforcement will investigate the human remains and contact the Medical Examiner Office.
- iii. Boeing, in coordination with STLAA, shall ensure that all work is immediately stopped within a 100-foot radius buffer zone around the point of discovery.
- iv. Boeing, in coordination with STLAA, shall assume responsibility for implementing additional measures, as appropriate, to protect the discovery from looting and vandalism until the requirements of the Missouri unmarked human burial law (Missouri Revised Statute §§194.400-410) have been completed, but must not remove or otherwise disturb any human remains or other items in the immediate vicinity of the discovery.
 - 1. Natural material will be used to cover the remains from exposure and plain view. Natural material is any product that comes from plants, animals, or the ground which is not man-made. Natural materials include non-synthetic cloth, bamboo, wood, soil, etc. Any natural materials would be organic in origin, the opposite of synthetic. Chemically processed/treated natural materials are also requested to be avoided. The preferred material is cotton or linen canvas.
- v. The STLAA shall notify the FAA, and the FAA shall notify the SHPO and the Tribes by telephone and email immediately after the discovery of human remains, funerary objects, sacred objects, items of cultural patrimony, or burial furniture and inform them of the steps already taken to address the discovery. See Attachment 2, Points of Contact, for Tribal POC information.
- vi. Other than for crime scene investigation, no excavation, examination, photographs, or analysis of human remains shall be conducted by any Boeing employee, STLAA, FAA, or any other professional without first consulting with the Tribes. Upon discovery of human remains suspected of being Native American, the STLAA and FAA shall consult with the Tribes and SHPO to determine how to treat the remains per Missouri Revised Statute §§194.400-410.
 - 1. Should unforeseen, unusual circumstances arise, law enforcement may request that photographs be taken of Native American remains in the case of a looting crime scene. These photographs will, however, be taken only after consultation with the claimant Tribes. After conclusion of the criminal case, all photographs of human remains will be turned over to The Osage Nation for destruction.

2. The Osage Nation and claimant Tribes shall be given the opportunity to visit the location and be provided an on-site orientation of the location where the human remains were discovered prior to any further disturbance or excavation in the location. Any adjustments to the buffer zone area will be made in consultation with claimant Tribes and SHPO.
3. The FAA will consult with The Osage Nation and claimant Tribes regarding any proposed treatment and final disposition of the human remains and/or funerary objects.
 - a. It is the preference of The Osage Nation that, wherever possible, burials are left in place and any further project activities avoid the burial with an appropriate buffer area, to be determined by The Osage Nation and claimant Tribes on a case-by-case basis.
4. If human remains require removal, Boeing, together with FAA and STLAA shall draft a mitigation plan for removal in consultation with The Osage Nation, claimant Tribes, and the SHPO. Boeing will then implement the mitigation plan for removal.
5. The Osage Nation and claimant Tribes will consult with the FAA regarding specific handling, curation, and repatriation of any human remains and funerary objects.
6. Boeing may resume construction activities in the area of the discovery upon receipt of written authorization from the FAA.
- vii. If, after a determination by a qualified physical anthropologist, forensic scientist, or other experts in consultation with SHPO, Tribes, and other consulting parties, that the human remains are not Native American then FAA, in consultation with the SHPO shall determine how to treat the remains per Missouri Revised Statute §§194.400-410.

VIII. DISPUTE RESOLUTION

Should any Signatory or Invited Signatory to this MOA object to any actions carried out or proposed with respect to the implementation of this MOA, they should notify the FAA, and the FAA shall consult with the objecting party to resolve the objection within fifteen (15) calendar days. FAA shall notify the other signatories to this MOA of the objection within fifteen (15) calendar days and invite their views and recommendations as needed to resolve the objection. If the FAA determines that such objection cannot be resolved, the FAA shall:

- A. Forward all documentation relevant to the dispute, including the FAA's proposed resolution, to the ACHP. The ACHP shall provide the FAA with its advice on the resolution of the objection within thirty (30) calendar days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FAA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide

them with a copy of this written response within thirty (30) calendar days. The FAA shall then proceed according to its final decision.

- B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) calendar day period, the FAA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FAA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the signatories and the ACHP and provide the signatories and the ACHP with a copy of such written response within fifteen (15) calendar days of the ACHP review period.
- C. FAA may then proceed according to its decision. The signatories remain responsible for carrying out all the other actions subject to the terms of this MOA that are not the subject of the dispute.

IX. AMENDMENT

Any signatory to this agreement may propose to the other signatories that this MOA be amended, whereupon the signatories shall consult in accordance with 36 CFR Part 800.6(c)(7) to consider such an amendment. Any such amendment proposed shall be adopted immediately upon the written concurrence of the signatories. Upon adoption, the FAA shall file the amendment with the ACHP.

X. TERMINATION

- A. If any Signatory or Invited Signatory to this MOA determines that its terms will not, or cannot be carried out, that Signatory or Invited Signatory shall immediately consult with the other Signatories or Invited Signatories to attempt to develop an amendment per Stipulation IX, AMENDMENT. If within forty-five (45) calendar days (or another time period agreed to by all Signatories or Invited Signatories) an amendment cannot be reached, any Signatory or Invited Signatory may terminate the MOA upon written notification to the other Signatories or Invited Signatories.
- B. Once the MOA is terminated and prior to work continuing on the proposed Undertaking, FAA must either (a) execute another MOA or agreement with different terms pursuant to 36 CFR §800.6 or (b) take into account and respond to the comments of the ACHP under 36 CFR §800.7. FAA shall notify the Signatories or Invited Signatories as to the course of action it shall pursue within thirty (30) calendar days. The FAA shall undertake its obligations pursuant to applicable statutes, regulations, and Orders.

XI. EFFECTIVE DATE AND DURATION

- A. This MOA will be effective on the date the last Signatory or Invited Signatory signs the MOA.
- B. This MOA will expire if its terms are not carried out within six (6) years from the Effective Date.
- C. Four (4) years after execution, if the project has not begun, and prior to expiration of the MOA, the Signatories or Invited Signatories shall consult to re-evaluate the terms

of the MOA and, if needed, terminate or begin consultation for an extension in accordance with Stipulation IX, AMENDMENT.

XII. ELECTRONIC SIGNATURES

Each party agrees a person may execute this document by electronic symbol or process attached to or logically associated with the document, with an intent to sign the document and by a method that must include a feature to verify the identity of the signer and the authenticity of the document, commonly referred to as verified electronic signature. Each party further agrees to accept in-person signature with ink for such party who agrees, but does not wish to or have access to adequate technology to sign electronically.

XIII. COUNTERPARTS

This document may be signed in two or more counterparts, each of which shall be deemed an original for all purposes, and all of which when taken together shall be considered one and the same agreement.

EXECUTION of this Memorandum of Agreement by the FAA, SHPO, The Osage Nation, STLAA, and Boeing and the implementation of its terms, evidences that the FAA has taken into account the effects of this proposed Undertaking on historic properties and afforded the ACHP an opportunity to comment. The Signatories and Invited Signatories to this MOA represent that they have the authority to sign for and bind the entities on behalf of whom they sign.

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MEMORANDUM OF AGREEMENT

**AMONG
THE FEDERAL AVIATION ADMINISTRATION,
MISSOURI STATE HISTORIC PRESERVATION OFFICER,
CITY OF ST. LOUIS AIRPORT AUTHORITY, THE OSAGE NATION, AND
THE BOEING COMPANY**

**IMPLEMENTING
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT FOR
THE PROPOSED BOEING SITE DEVELOPMENT PROJECT**

**ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
ST. LOUIS, ST. LOUIS COUNTY, MISSOURI**

Signatory: Federal Aviation Administration

By: **RODNEY N JOEL** Digitally signed by RODNEY N
JOEL Date: 2023.12.05 14:59:52 -06'00' Date: 12/05/23

Jim Johnson, Director, Central Region, Airports Division ACE-600

MEMORANDUM OF AGREEMENT

**AMONG
THE FEDERAL AVIATION ADMINISTRATION,
MISSOURI STATE HISTORIC PRESERVATION OFFICER,
CITY OF ST. LOUIS AIRPORT AUTHORITY, THE OSAGE NATION, AND
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**IMPLEMENTING
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**ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
ST. LOUIS, ST. LOUIS COUNTY, MISSOURI**

Signatory: Missouri State Historic Preservation Officer

By: Brian Stith Date: 12-14-23
Brian Stith, Deputy Director, Division of State Parks and Deputy State Historic Preservation Officer

MEMORANDUM OF AGREEMENT

**AMONG
THE FEDERAL AVIATION ADMINISTRATION,
MISSOURI STATE HISTORIC PRESERVATION OFFICER,
CITY OF ST. LOUIS AIRPORT AUTHORITY, THE OSAGE NATION, AND
THE BOEING COMPANY**

**IMPLEMENTING
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT FOR
THE PROPOSED BOEING SITE DEVELOPMENT PROJECT**

**ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
ST. LOUIS, ST. LOUIS COUNTY, MISSOURI**

**Invited Signatory: The City of St. Louis, Missouri, Operating St. Louis Lambert
International Airport, St. Louis Lambert International Airport**

By:  Date: 12/14/2023
Rhonda Hamm-Niebruegge, Director of Airports

MEMORANDUM OF AGREEMENT

AMONG

**THE FEDERAL AVIATION ADMINISTRATION,
MISSOURI STATE HISTORIC PRESERVATION OFFICER,
CITY OF ST. LOUIS AIRPORT AUTHORITY, THE OSAGE NATION, AND
THE BOEING COMPANY**

IMPLEMENTING

**SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT FOR
THE PROPOSED BOEING SITE DEVELOPMENT PROJECT**

**ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
ST. LOUIS, ST. LOUIS COUNTY, MISSOURI**

Invited Signatory: The Osage Nation

By: 
Geoffrey M. Standing Bear, Principal Chief

Date: 12/12/23

MEMORANDUM OF AGREEMENT

**AMONG
THE FEDERAL AVIATION ADMINISTRATION,
MISSOURI STATE HISTORIC PRESERVATION OFFICER,
CITY OF ST. LOUIS AIRPORT AUTHORITY, THE OSAGE NATION, AND
THE BOEING COMPANY**

**IMPLEMENTING
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT FOR
THE PROPOSED BOEING SITE DEVELOPMENT PROJECT**

**ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
ST. LOUIS, ST. LOUIS COUNTY, MISSOURI**

Invited Signatory: The Boeing Company

By:  Date: 12/01/2023

Charles Woods, Vice President of Program Management, Boeing Defense, Space, and Security

MEMORANDUM OF AGREEMENT

**AMONG
THE FEDERAL AVIATION ADMINISTRATION,
MISSOURI STATE HISTORIC PRESERVATION OFFICER,
CITY OF ST. LOUIS AIRPORT AUTHORITY, THE OSAGE NATION, AND
THE BOEING COMPANY**

**IMPLEMENTING
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT FOR
THE PROPOSED BOEING SITE DEVELOPMENT PROJECT**

**ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
ST. LOUIS, ST. LOUIS COUNTY, MISSOURI**

Concurring Party: Peoria Tribe of Oklahoma

By: _____

Date: _____

Chief Craig Harper, Peoria Tribe of Indians of Oklahoma

MEMORANDUM OF AGREEMENT

**AMONG
THE FEDERAL AVIATION ADMINISTRATION,
MISSOURI STATE HISTORIC PRESERVATION OFFICER,
CITY OF ST. LOUIS AIRPORT AUTHORITY, THE OSAGE NATION, AND
THE BOEING COMPANY**

**IMPLEMENTING
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT FOR
THE PROPOSED BOEING SITE DEVELOPMENT PROJECT**

**ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
ST. LOUIS, ST. LOUIS COUNTY, MISSOURI**

Concurring Party: Quapaw Nation

By:

Date:

Wena Supernaw, Quapaw Nation Chair

Attachment 1:

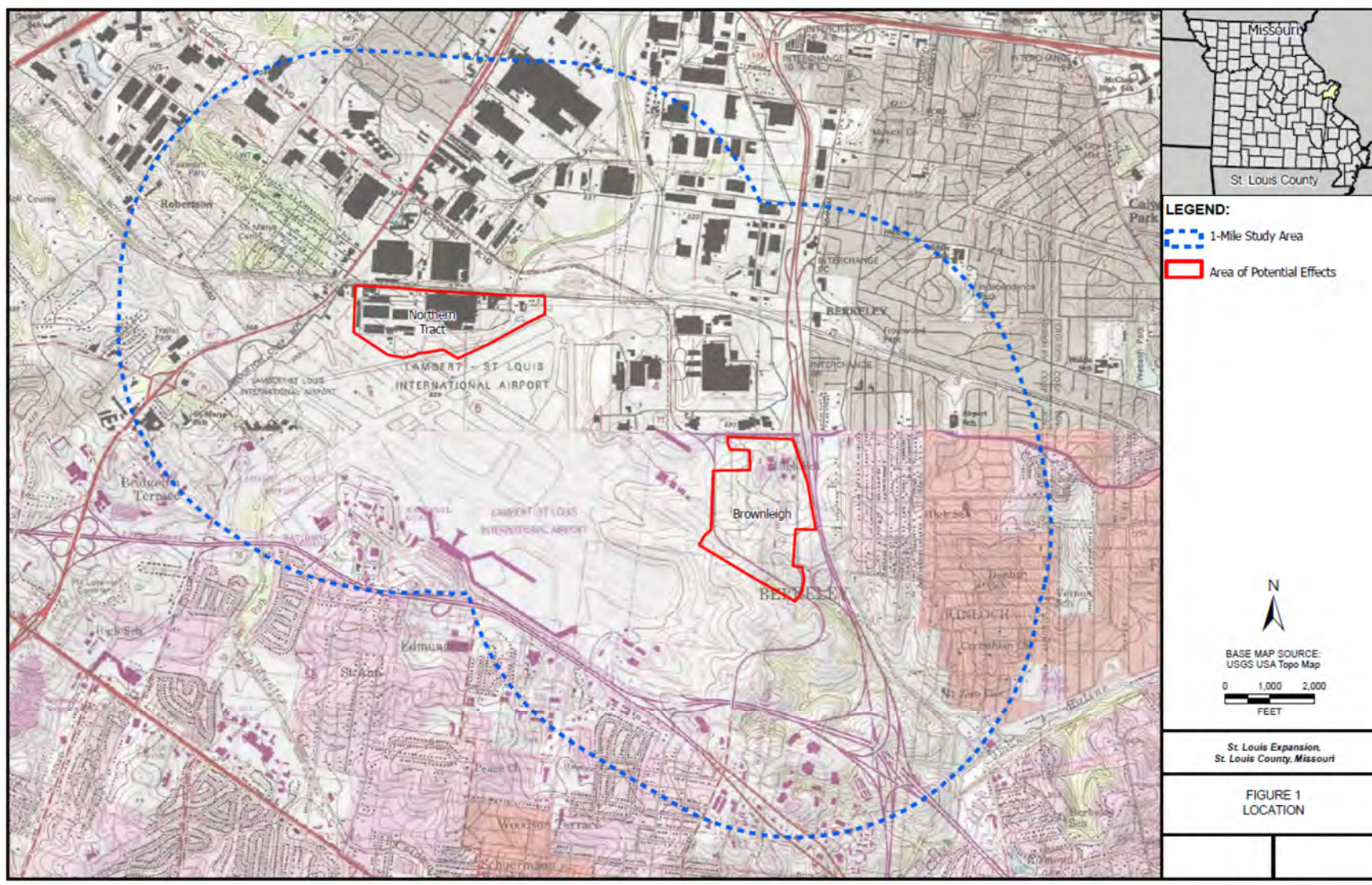
FIGURE 1 - LOCATION and VICINITY MAP

FIGURE 2 - APE NORTHERN TRACT

FIGURE 3 - APE BROWNLEIGH

FIGURE 4 - PROJECT MAP NORTHERN TRACT

FIGURE 5 - PROJECT MAP BROWNLEIGH



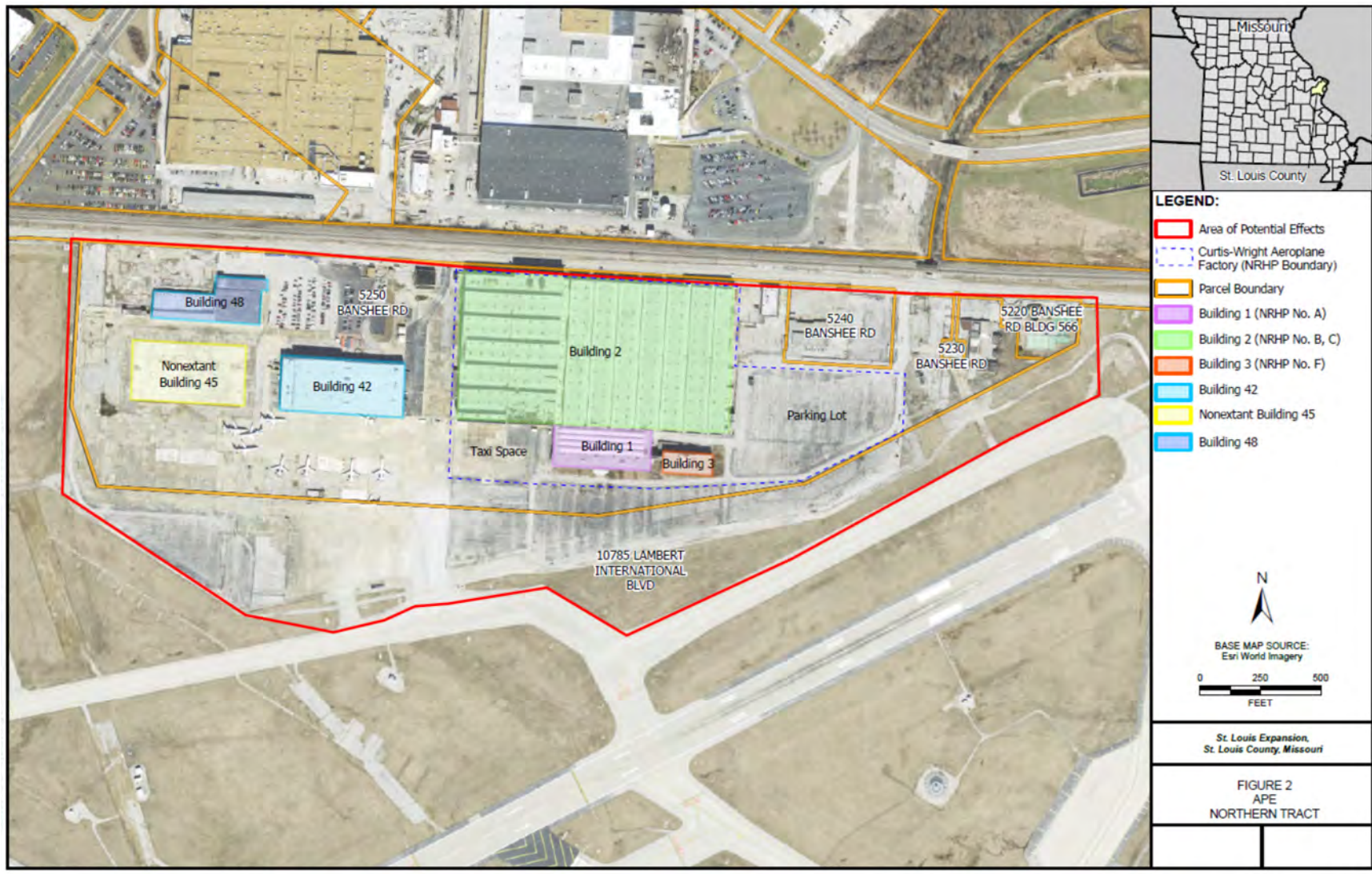




Figure 4: Project Map - Northern Tract

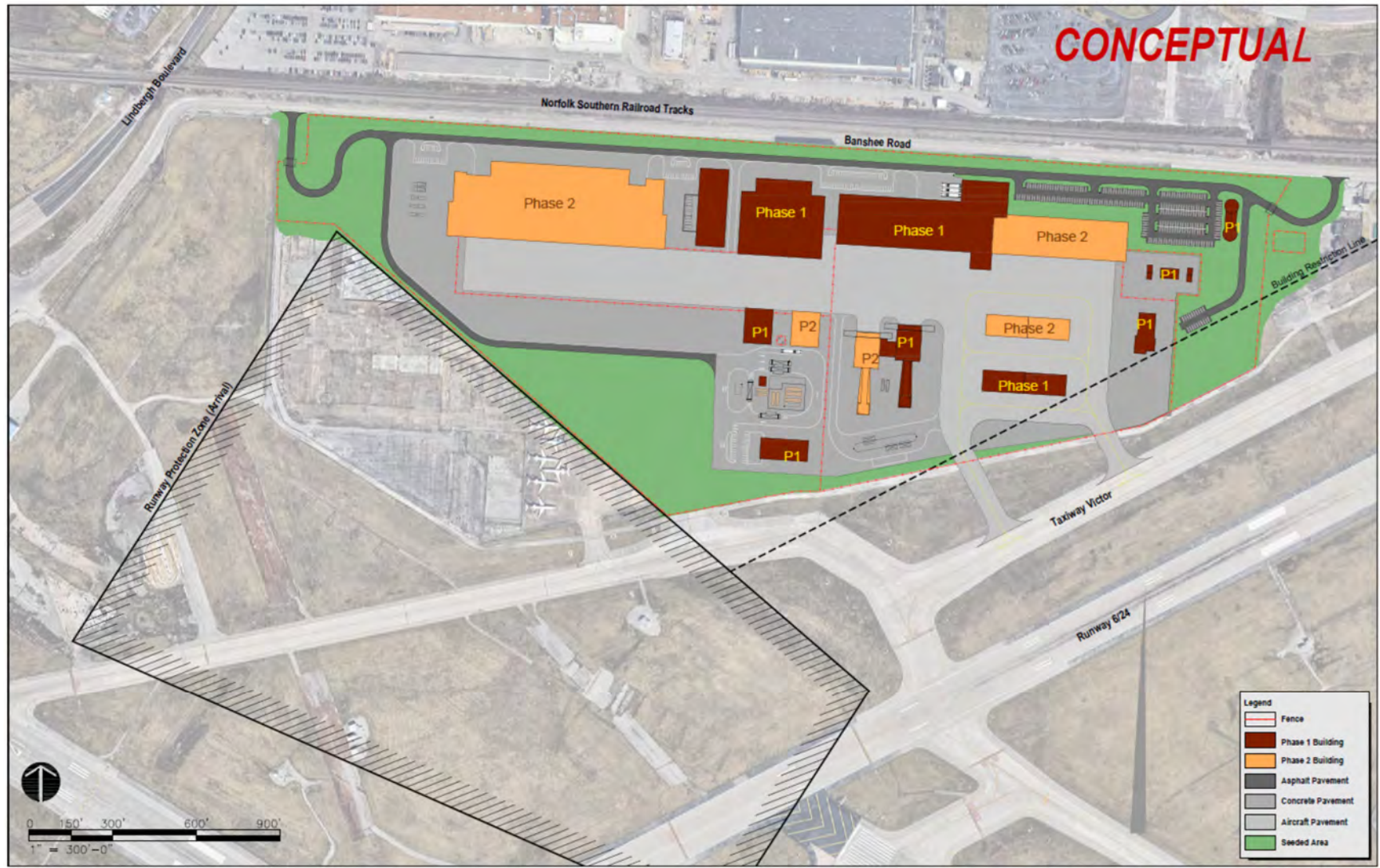
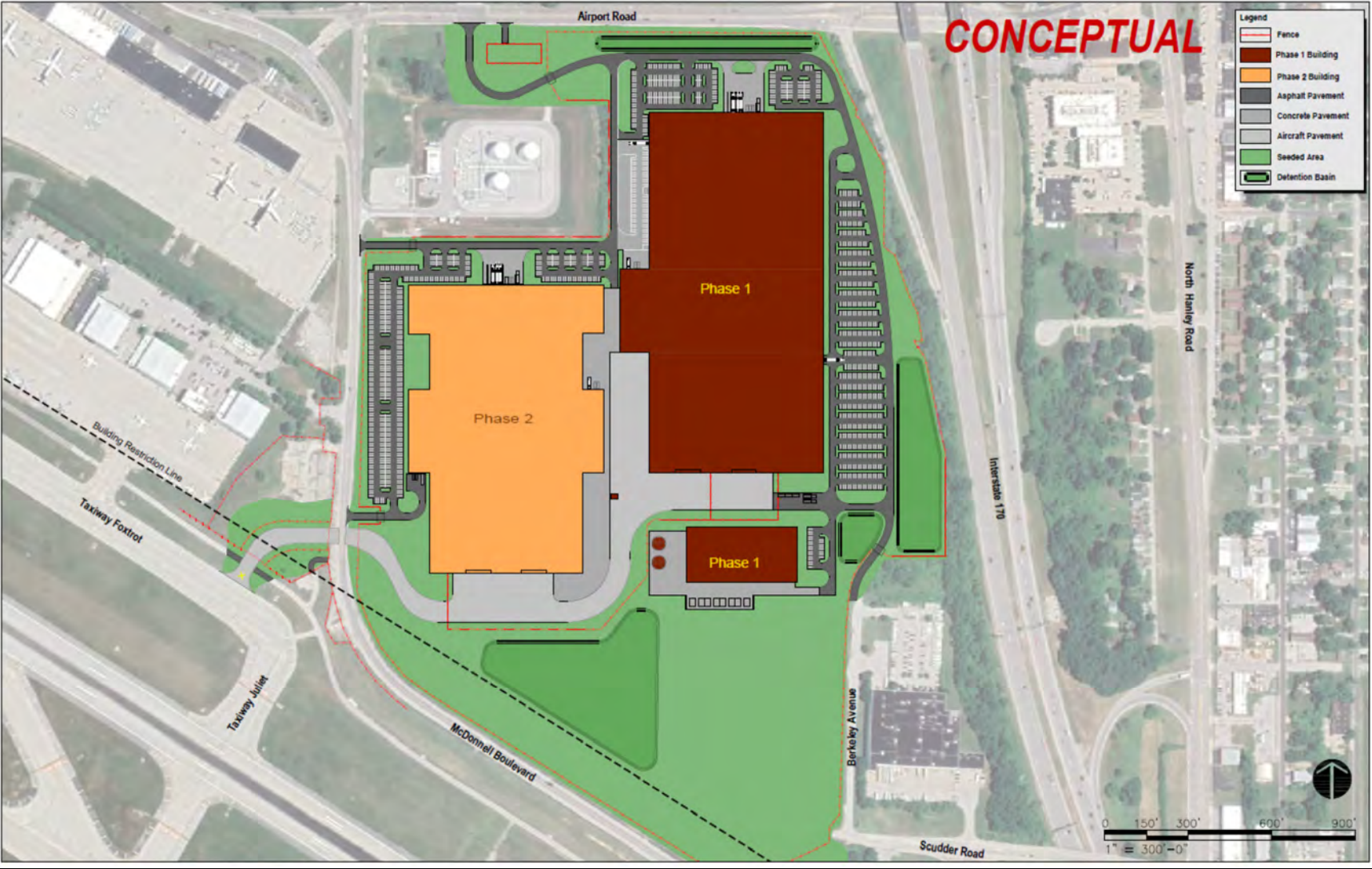


Figure 5: Project Map - Brownleigh



Attachment 2: Points of Contact

<p><u>Federal Aviation Administration</u></p> <p>Primary contact: Jim Johnson Director, Central Region Airport Division Airports Division (ACE-600), Room 364 901 Locust St. Kansas City, MO 64106-2325 816-329-2600 Jim.Johnso@faa.gov</p> <p>Secondary contact: Scott Tener Environmental Specialist 901 Locust St., Room 364 Kansas City, MO 64106-2325 816-329-2639 Scott.Tener@faa.gov</p>	<p><u>Missouri State Historic Preservation Officer</u></p> <p>Primary contact: Amy Rubingh Historic Preservation Specialist PO Box 176 Jefferson City, MO 65102 573-751-4589 Amy.Rubingh@dnr.mo.gov</p> <p>Secondary contact: Jeffrey Alvey Historic Preservation Specialist PO Box 176 Jefferson City, MO 65102 573-751-7862 jeffery.alvey@dnr.mo.gov</p>
<p><u>City of St. Louis, Airport Authority</u></p> <p>Primary contact: Gerald Beckmann Deputy Director PO Box 10212 St. Louis, MO 63145-0212 314-551-5034 GABeckmann@flystl.com</p> <p>Secondary contact: Jason Christians Assistant Director PO Box 10212 St. Louis, MO 63145-0212 <u>314-551-5008</u> jachristians@flystl.com</p>	<p><u>The Boeing Company</u></p> <p>Primary contact: Charles Woods Boeing Defense, Space, and Security 6300 James S. McDonnell Blvd. Mailstop S100-1375 Berkeley, MO 63134 314-232-2395 charles.h.woods@boeing.com</p> <p>Secondary contact: N/A</p>

<p><u>The Osage Nation</u></p> <p>Primary contact: Dr. Andrea A. Hunter THPO, Osage Nation Historic Preservation Office (ONHPO) 627 Grandview Ave Pawhuska, OK 74056 918-287-5328 ahunter@osagenation-nsn.gov</p> <p>Secondary contact: Luke Morris Archaeologist, ONHPO 627 Grandview Ave Pawhuska, OK 74056 918-287-5328 luke.morris@osagenation-nsn.gov</p> <p>Inadvertent Discovery Secondary contact: Sarah O'Donnell NAGPRA Coordinator, ONHPO 627 Grandview Ave Pawhuska, OK 74056 918-287-5522 sodonnell@osagenation-nsn.gov</p>	<p><u>The Quapaw Nation</u></p> <p>Primary contact: Everett Bandy THPO, Quapaw Nation Historic Preservation Program P.O. Box 765 Quapaw, OK 74363-0765 918-238-3100 section106@quapawnation.com</p> <p>Secondary contact: N/A</p>
<p><u>Peoria Tribe of Oklahoma</u></p> <p>Primary contact: Burgandy Fletcher Historic Preservation Specialist Peoria Tribe of Oklahoma PO Box 1527 Miami, OK 74355 918-544-9234 bfletcher@peoriatribe.com</p> <p>Secondary contact: N/A</p>	

Tener, Scott (FAA)

From: Nathan Mai-Lombardo <Nathan@berkeleymo.us>
Sent: Thursday, July 13, 2023 11:38 AM
To: Tener, Scott (FAA)
Cc: Karen Robinson, Clerk, City of Bridgeton; Patrick Mulcahy, Director of Economic Development, City of Florissant; Joe McDavid, President, Florissant Valley Historical Society; Gina Seibe, President, Historic Florissant, Inc.; Esley Hamilton, Parks Historian, St. Louis County Landmarks
Subject: Re: Section 106 Consultation; Boeing Site Development; St. Louis Lambert International Airport, St. Louis, MO

We are very much in favor of this project and look forward to being a positive contributor to its development.

Sent from my iPhone

> On Jul 13, 2023, at 11:31 AM, Tener, Scott (FAA) <scott.tener@faa.gov> wrote:
>
> Reaching out again to see if you had any comments regarding the subject project.
>
> Please let me know if you have any questions,
>
> Scott Tener
> Environmental Program Manager
>
> FAA Central Region Airports Division
> 901 Locust St., Room 364
> Kansas City, Missouri 64106-2325
> T 816.329.2639 | F 816.329.2611
> <http://www.faa.gov/airports/central/>
>
>
>

> _____
> From: Tener, Scott (FAA)
> Sent: Wednesday, May 24, 2023 12:39 PM
> To: DNR.MOSection106 <MOSection106@dnr.mo.gov>
> Cc: Jerry Beckmann, St. Louis Airport Authority
> <GABeckmann@flystl.com>; Jennifer Kuchinski, WSP
> <Jennifer.Kuchinski@wsp.com>; John Van Woensel, WSP
> <John.VanWoensel@wsp.com>; Andrew Murphy, Boeing
> <andrew.murphy4@boeing.com>; Sara Jackson, Jacobs
> <Sara.Jackson1@jacobs.com>; Karen Robinson, Clerk, City of Bridgeton
> <krobinson@bridgetonmo.com>; Nathan Mai-Lombardo, City Manager, City
> of Berkeley <nathan@ci.berkeley.mo.us>; Patrick Mulcahy, Director of
> Economic Development, City of Florissant <pmulcahy@florissantmo.com>;
> Joe McDavid, President, Florissant Valley Historical Society
> <florissantvalleyhs@gmail.com>; Gina Seibe, President, Historic
> Florissant, Inc. <historicflo@aol.com>; Esley Hamilton, Parks
> Historian, St. Louis County Landmarks <EHamilton@stlouisco.com>

> Subject: Message 1 of 2: Section 106 Consultation; Boeing Site
> Development; St. Louis Lambert International Airport, St. Louis, MO
>
> Message 1 of 2...
>
> The Federal Aviation Administration (FAA) is considering a proposal by St. Louis Lambert International Airport (STL) to lease two locations, referred to as Northern Tract and Brownleigh, to the Boeing Company (Boeing) for the construction of an aircraft assembly building and an associated flight ramp. The Project is an undertaking subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations (36 CFR Part 800) (Section 106). The purpose of this letter is to initiate Section 106 consultation for the Project pursuant to 36 C.F.R. § 800.4(a)(1).
>
> Please find attached coordination letter, maps, and Literature Search and Architectural Resources Results .
>
> Please let me know if you have any questions,
>
> Scott Tener
> Environmental Specialist
>
> FAA Central Region Airports Division
> 901 Locust St., Room 364
> Kansas City, Missouri 64106-2325
> T 816.329.2639 | F 816.329.2611
> <http://www.faa.gov/airports/central/><[https://urldefense.com/v3/__http://www.faa.gov/airports/central/__;!!EErPFA7f--AJOW!HXSODABj_QeR9KMuDrLr_hiqtH_uTHmPqkQNZhDFHA8XA6MsD5qVterj9BtRh_SCvyQ-8ZNRKFh9k8wLDH1I6Pn2uYSbcuw\\$>](https://urldefense.com/v3/__http://www.faa.gov/airports/central/__;!!EErPFA7f--AJOW!HXSODABj_QeR9KMuDrLr_hiqtH_uTHmPqkQNZhDFHA8XA6MsD5qVterj9BtRh_SCvyQ-8ZNRKFh9k8wLDH1I6Pn2uYSbcuw$>)
>
>

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From: [Roberts, Andy](#)
To: [Jackson, Sara](#)
Cc: [Murphy \(US\), Andrew](#); [Tener, Scott \(FAA\)](#); [Beckmann, Gerald A.](#); [Weber, John S](#)
Subject: Re: [EXTERNAL] Request for Informal Section 7 Consultation - Boeing Site Development Project at STL
Date: Tuesday, May 23, 2023 11:14:05 AM

Dear Ms. Jackson,

The U.S. Fish and Wildlife Service has reviewed your May 11, 2023, email and enclosures requesting consultation on the proposed site development project in St. Louis County, Missouri and submits these comments pursuant to the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1544).

Based on the information the Service concurs with your determination that the proposed work is not likely to adversely affect federally listed species. Should the scope, timing, or manner of activity change, please contact this office.

Thank you for the opportunity to review the proposed project.

Sincerely,

Andy Roberts

From: Jackson, Sara <Sara.Jackson1@jacobs.com>
Sent: Thursday, May 11, 2023 11:57 AM
To: Roberts, Andy <andy_roberts@fws.gov>
Cc: Murphy (US), Andrew <andrew.murphy4@boeing.com>; Tener, Scott (FAA) <scott.tener@faa.gov>; Beckmann, Gerald A. <GABeckmann@flystl.com>
Subject: [EXTERNAL] Request for Informal Section 7 Consultation - Boeing Site Development Project at STL

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Good afternoon, Mr. Roberts –

Jacobs Engineering (Jacobs), on behalf of the Federal Aviation Administration (FAA), would like to initiate informal Section 7 consultation for a Boeing site development project at St. Louis Lambert International Airport (STL). Per the email chain below, we are submitting this request to you in Vona Kuczynska's absence.

The following agencies/groups and associated points of contact are involved in this effort:

Lead Federal Agency: FAA (Scott Tener)

Action Sponsor: STL (Jerry Beckmann)

Partner: Boeing (Andy Murphy)

Consultant: Jacobs (Sara Jackson)

Under this proposed project, Boeing would lease two parcels of land from STL and redevelop the land for aircraft assembly and testing purposes. Both sites, the Northern Tract and Brownleigh, are previously developed. The Northern Tract is almost completely paved and contains several buildings. The Brownleigh site was a former neighborhood that was purchased by STL and all structures were demolished; the area is vegetated. Full descriptions of the sites and the proposed activities are included in the attachments to this email, which include:

1. IPaC consultation packages for each site
2. A Biological Evaluation prepared in support of this consultation effort and a NEPA evaluation that is underway

Please confirm receipt of this email and its three attachments. We respectfully request your response within 30 days.

Thank you for your assistance. Please let me know if you have any questions or need supplemental information.

Sincerely,
Sara Jackson

Sara Jackson, PMP, REM, REPA, CEA | [Jacobs](#) | Sr. Environmental Scientist
O: 407.903.5128 | M: 321.890.3648 | sara.jackson1@jacobs.com
200 S. Orange Avenue Suite 900 | Orlando, FL 32801 | USA

PTO: 19-22, 24-25 May 2023

From: Weber, John S <John_S_Weber@fws.gov>
Sent: Wednesday, May 10, 2023 11:43 AM
To: Jackson, Sara <Sara.Jackson1@jacobs.com>
Cc: Roberts, Andy <andy_roberts@fws.gov>; Backus, Timothy L <timothy_backus@fws.gov>
Subject: [EXTERNAL] Re: USFWS POC for Informal Section 7 Consultation

Hi Sara,

Andy Roberts (cc'ed here) of our staff will assist you with any consultation needs you may have. Thank you.

John Weber
Field Supervisor
Missouri Field Office
U.S. Fish & Wildlife Service
Cell: 573-825-6048

Tener, Scott (FAA)

From: Tener, Scott (FAA)
Sent: Thursday, September 7, 2023 4:20 PM
To: 'environmental_review@ios.doi.gov'
Subject: RE: Notice of Availability for the Draft Section 4(f) Statement for Proposed Boeing Site Development Project at St. Louis Lambert International Airport, St. Louis, Missouri
Attachments: STL_Section4f_Statement_7Sep23.pdf

Please find revised Draft Section 4(f) Statement. We missed a minor revision when we were preparing the Section 4(f) that we sent to you on Wednesday. It's a minor change, but we wanted to make sure you have it. Please see revised version, the only change is the 5th bullet in Section 7.

Please let me know if you have any questions,

Scott Tener
Environmental Program Manager

FAA Central Region Airports Division
901 Locust St., Room 364
Kansas City, Missouri 64106-2325
T 816.329.2639 | F 816.329.2611
<http://www.faa.gov/airports/central/>

From: Tener, Scott (FAA)
Sent: Wednesday, September 6, 2023 3:34 PM
To: 'environmental_review@ios.doi.gov' <environmental_review@ios.doi.gov>
Subject: Notice of Availability for the Draft Section 4(f) Statement for Proposed Boeing Site Development Project at St. Louis Lambert International Airport, St. Louis, Missouri

Please find attached for your review the Draft Section 4(f) Statement for the Proposed Boeing Site Development Project at the St. Louis Lambert International Airport. The City of St. Louis Airport Authority proposes to lease airport property to the Boeing Company for construction and operation of U.S. defense-related aircraft production and testing. The proposed action includes an adverse effect on historic properties listed or eligible for listing on the National Register of Historic Properties. This adverse effect results in a physical use under Section 4(f) of the Department of Transportation Act of 1966. The adverse effect is being mitigated through a Memorandum of Agreement (MOA) per Section 106 of the National Historic Preservation Act (NHPA) between the Federal Aviation Administration (FAA), the Missouri State Historic Preservation Office, the Boeing Company, The Osage Nation, and the City of St. Louis.

The Draft Section 4(f) Statement, Draft Environmental Assessment, and Draft MOA are anticipated to be available for public review September 19 through October 26. Additional information can be found on-line at <https://www.flystl.com/document-portal-page/boeing-site-development/boeing-site-development-for-aircraft-assembly-and-flight-testing>.

We request that you provide any comments by October 6, 2023.

Please let me know if you have any questions,

Scott Tener
Environmental Specialist

FAA Central Region Airports Division
901 Locust St., Room 364
Kansas City, Missouri 64106-2325
T 816.329.2639 | F 816.329.2611
<http://www.faa.gov/airports/central/>



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Denver Federal Center, Building 46
Post Office Box 25207
Denver, Colorado 80225-0007

In reply refer to:
ER23/0368

September 21, 2023

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

Scott Tener:

The Department of the Interior (Department) has reviewed the draft Section 4(f) evaluation for a proposed project to allow the Boeing Company (Boeing) to develop property at the St. Louis Lambert International Airport (STL) in St. Louis County, Missouri for defense-related aircraft assembly and testing operations. STL is a commercial service airport owned by the City of St. Louis, and daily operations at the airport are managed by the St. Louis Airport Authority. The Federal Aviation Administration (FAA) is the lead agency for this project's Section 4(f) evaluation. The following comments have been prepared by the National Park Service (NPS).

Section 4(f) Properties

The draft Section 4(f) evaluation considers effects under Section 4(f) of the Department of Transportation Act of 1966 (codified at 49 U.S.C. 303) associated with the project. Section 4(f) applies to publicly owned parks, recreation areas, wildlife and waterfowl refuges, or significant historic resources. Implementation of the proposed action would result in the physical use of two Section 4(f) properties, which are both historic resources. There are no public parks, recreation areas, or refuges in the project area.

Curtiss-Wright Aeroplane Factory

The Curtiss-Wright Aeroplane Factory was constructed in 1941 and was listed in the National Register of Historic Places (NRHP) in 2016. It is listed as significant under Criterion A for its association with the military and industry, with a period of significance from 1940 to 1946. The property contains one contributing building composed of four sections, plus two additional contributing structures, a parking lot and an aeroplane apron.

The property was re-evaluated for NRHP eligibility for this project. The complex was designed in the Modern style by master architect Albert Kahn (1869 - 1942), and the reevaluation found it

to be significant for its architectural characteristics and its representation of the work of a master architect. The FAA determined the property eligible for listing in the NRHP under Criterion C, as the embodiment of a distinctive period in architecture and the representative work of a master architect. The Missouri State Historic Preservation Office (SHPO) concurred in a letter dated June 20, 2023. The findings of the 2016 nomination remain unchanged, including the period of significance and historic property boundary. The complex is significant under both Criterion A and Criterion C.

Building 42

Building 42 was built in 1951 and is a mid-20th-century industrial building with Modern architectural design elements similar to the Curtiss-Wright Aeroplane Factory. The building retains original features, such as the metal sash curtain wall windows, wooden doors, and metal sash hangar doors with multi-pane windows, typical of the early 1950s. The building is a representative property type constructed for the aerospace industry during the mid-20th century. It retains sufficient historic integrity of association, design, materials, workmanship, location, and feeling with some diminishment in integrity of setting to reflect its architectural significance as a representative example of mid-century industrial design.

FAA determined that Building 42 is eligible for listing in the NRHP under Criterion C as an example of mid-20th-century aerospace architecture. Missouri SHPO's June 2023 response did not include comments on Building 42. Because the FAA found the property eligible and the Missouri SHPO did not object, the property is considered eligible for listing in the NRHP under Criterion C.

Archeological Site 23SL354

FAA's record search found one pre-contact lithic scatter archeological site with potential to occur in the project area, site 23SL354. This site was originally reported in 1979 and has not been evaluated for NRHP eligibility. Records of the site location are ambiguous, and it is therefore unknown if the project would impact the site. FAA has recommended monitoring during construction, and if subsurface cultural deposits are found, additional archaeological investigations would be conducted. If archeological materials are identified, further consultation with Missouri SHPO would occur. If the site was found to be in the project footprint and determined eligible for the NRHP, a Section 4(f) evaluation would be required at that time.

Alternatives

FAA considered a no action alternative and four action alternatives. The no action alternative and one of the action alternatives are avoidance alternatives, which were found to be feasible but not prudent. Three additional action alternatives were considered: 1) Brownleigh and Northern Tract Parcels (Concurrent Development – Proposed Action); 2) Berry Hill/Golf Course Parcels, and 3) Brownleigh and Northern Tract Parcels (Sequential Development).

The Berry/Golf Course Parcels and Sequential Development alternatives would not fully meet the purpose and need for the project. There would also be limited ability to mitigate impacts to Section 4(f) resources under the Berry/Golf Course alternative, and this alternative would result

in a Section 6(f) conversion. The Sequential Development alternative would cause long-term impacts to local traffic patterns, whereas the Concurrent Development alternative would cause only temporary impacts to local traffic patterns. The FAA's least overall harm analysis concluded that the Concurrent Development Alternative would cause the least overall harm of those alternatives that meet the purpose and need.

Assessment of Effect and Proposed Mitigations

The FAA determined that the proposed demolition of the Curtiss-Wright Aeroplane Factory and Building 42 under the Concurrent Development Alternative would result in an adverse effect to these historic properties under Section 106 of the National Historic Preservation Act (NHPA). The SHPO concurred with the adverse effect determination in June 2023. The Advisory Council on Historic Preservation (ACHP) was notified of the adverse effect and was invited to participate as a consulting party in June 2023, but declined to participate in July 2023. The FAA is consulting with the airport and Missouri SHPO to develop a Memorandum of Agreement (MOA) that outlines mitigation measures to resolve the adverse effect.

The FAA has proposed that the following mitigation measures be included in the MOA:

- *Photographic Record:* Prior to the demolition of the existing Curtiss-Wright Aeroplane Factory and Building 42, Boeing would create a photographic record, 15 to 20 images of each of the facilities, in accordance with the National Register Photo Policy Standards. The SHPO would be consulted on the selection of images to be printed for archival purposes.
- *Website Record:* Boeing, in consultation with STL, the FAA, and SHPO, would create a website on the history of the Curtiss-Wright Aeroplane Factory and Building 42 using historical information from the Cultural Resources Report. The website would include historical, recordation photos and drone footage of the facilities, and would be hosted by STL.
- *Permanent Display:* Boeing, in consultation with STL, the FAA, and the SHPO, would create a permanent display inside the airport terminal building that would include text describing the history of the Curtiss-Wright Aeroplane Factory and Building 42, images, a QR code leading visitors to the website, and possible salvaged items for display.
- *Archeological Monitoring:* Boeing would provide archeological monitoring during ground disturbing activities at the Brownleigh site.

Section 4(f) Comments

The Department concurs with the FAA's determination that the proposed action would constitute an adverse effect to the Curtiss-Wright Aeroplane Factory and Building 42 under Section 106 of the NHPA. Based on the information provided by the FAA in its Section 4(f) evaluation, the Department also concurs with FAA's determination that there is no feasible and prudent avoidance alternative to the Section 4(f) use of these historic properties. The Department

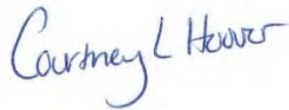
recommends that consultation continue with all Section 106 consulting parties pursuant to 36 CFR § 800.6 and that the project not proceed until an MOA to resolve adverse effects is executed that is satisfactory to all parties.

In addition to FAA's proposed mitigations, the Department recommends that Historic American Buildings Survey (HABS) documentation be completed for both the Curtiss-Wright Aeroplane Factory and Building 42. Level I HABS documentation is recommended to provide thorough documentation of the buildings. However, if Albert Kahn's original drawings are available and the Curtiss-Wright Aeroplane Factory was constructed as designed, Level II documentation could be an acceptable mitigation effort for this property.

For issues concerning Section 4(f) resources, please contact Rene Ohms, Environmental Protection Specialist, Regions 3/4/5, National Park Service, Rene_Ohms@nps.gov. We appreciate the opportunity to provide these comments.

If you have any questions for the Department, please contact me at (303) 478-3373, or courtney_hoover@ios.doi.gov.

Sincerely,

A handwritten signature in blue ink that reads "Courtney Hoover". The signature is written in a cursive, flowing style.

Courtney Hoover
Regional Environmental Officer
Office of Environmental Policy and Compliance

Jackson, Sara

From: Christians, Jason A. <jachristians@flystl.com>
Sent: Friday, June 23, 2023 3:32 PM
To: Jackson, Sara; Murphy (US), Andrew; Kuchinski, Jennifer
Subject: [EXTERNAL] FW: EPA Comments - Saint Louis Airport Site Development Project

From: Sedlacek, Michael <Sedlacek.Michael@epa.gov>
Sent: Tuesday, June 20, 2023 8:43 AM
To: Christians, Jason A. <jachristians@flystl.com>
Cc: scott.tener@faa.gov; Jump, Christine (she/her/hers) <Jump.Chris@epa.gov>; Evans, Jessica <evans.jessica@epa.gov>; Mahler, Tom <mahler.tom@epa.gov>
Subject: [EXTERNAL] EPA Comments - Saint Louis Airport Site Development Project

Dear Mr. Christians:

The U.S. Environmental Protection Agency Region 7 has reviewed the project scoping document for site development for aircraft assembly and flight testing at the Saint Louis Lambert International Airport. The following comments were prepared in accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act.

Electronic Recordkeeping

In order to comply with the National Archives' electronic records regulations, the NEPA Program at EPA Region 7 has set up an inbox to receive future projects. Our email address is: R7_NEPA@epa.gov.

NEPAssist

We recommend using NEPAssist as the first step to identify any potential environmental and human health concerns. NEPAssist may be accessed at: <https://www.epa.gov/nepa/nepassist> [epa.gov].

Nearby Superfund Sites

NEPAssist identified two Superfund sites near the Saint Louis Lambert International Airport. We recommend consulting with the appropriate EPA Superfund Program staff to determine if the proposed action will affect either site. See the following links for EPA contacts for each site:

- Westlake Landfill: <https://cumulis.epa.gov/supercpad/cursites/csitinfo.cfm?id=0701039&msspp=med> [cumulis.epa.gov]
- St. Louis Airport/Hazelwood Interim Storage/Futura Coatings Company: <https://cumulis.epa.gov/supercpad/cursites/csitinfo.cfm?id=0701210&msspp=med> [cumulis.epa.gov]

Water Quality

The forthcoming NEPA document should describe how the proposed action may affect water bodies listed as impaired under Section 303(d) of the Clean Water Act and their listing status as impaired. We recommend this section of the document discuss current impairments, and how the proposed actions may affect, either positively or detrimentally, any impairments.

Air Quality Strategies

Temporary fugitive dust and diesel exhaust emissions from construction activities, such as use of heavy machinery and material hauling, would occur. In 2002, EPA classified diesel emissions as a likely human carcinogen, and in 2012 the International Agency for Research on Cancer concluded that diesel exhaust is carcinogenic to humans. Diesel exhaust can also lead to other serious health conditions and can worsen heart and lung disease. We recommend implementing air quality best management practices and mitigation measures for this project. Examples include:

- Use vehicles that are equipped with zero-emission technologies or the most advanced emission control systems available.
- Establish an anti-idling policy for internal combustion vehicle.
- Use onsite renewable electricity generation and/or grid-based electricity rather than diesel-powered generators or other equipment.
- Where appropriate, retrofit older nonroad engines with an exhaust filtration device before it enters the construction site to capture diesel particulate matter.
- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative, where appropriate.
- Where appropriate, install wind fencing.
- Use enclosed, climate-controlled cabs pressurized and equipped with high-efficiency particulate air (HEPA) filters to reduce operator exposure to diesel exhaust.

Climate Change Resiliency

The National Climate Assessment (<https://nca2018.globalchange.gov/> [\[nca2018.globalchange.gov\]](https://nca2018.globalchange.gov/)) finds that in the Midwest, extreme heat, heavy downpours, and flooding will affect infrastructure, health, air, and water quality. Major storm events are occurring with increasing frequency and intensity. The forthcoming NEPA document should account for increased storm frequency and intensity in the design of any proposed mitigation to help ensure the health and safety of the public by installing stormwater management features that are appropriate for airports, such as stormwater retention/detention basins, permeable pavement, rain gardens, and rainwater cisterns. See EPA's Adaptation Resource Center at <https://www.epa.gov/arc-x/planning-climate-change-adaptation> [\[epa.gov\]](https://www.epa.gov/arc-x/planning-climate-change-adaptation) for information on climate change resiliency and adaptation measures.

Environmental Justice

EPA encourages using EJScreen (<https://www.epa.gov/ejscreen> [\[epa.gov\]](https://www.epa.gov/ejscreen)) as the first step to identify communities living with Environmental Justice (EJ) concerns near the project area. EPA recommends that any affected communities living with EJ concerns be identified and given an opportunity to provide input into the remainder of the NEPA process, including proposed mitigation, if applicable. The forthcoming NEPA document should include information describing what was or will be done to inform these communities about the project and the potential impacts it may have on their communities, what input has been received to date from the communities, and how that input was or will be used in decision-making. If you have any questions about EJ or would like EPA's help reaching out to the communities that may be effected by this project, please contact LaTonya Sanders at (913) 551-7555 or via email at sanders.latonya@epa.gov.

Demolition Debris and Contamination

We recommend testing structures to be demolished for lead paint, asbestos, polychlorinated biphenyl (PCB) compounds and organic petroleum compounds. We also recommend testing the soil beneath those structures, and remediate, if necessary. Any contaminated material that cannot be remediated should be disposed of in

accordance with federal and state regulations before planting vegetation in the affected area. We also recommend reuse and/or recycling of demolition debris to the maximum extent possible.

Energy Efficiency

For new structures associated with the proposed project, EPA encourages the use of energy-efficient and/or sustainable building materials, such as south-facing skylights and windows, motion-sensor lighting, and Energy Star certified windows, doors, and appliances. We also recommend installation of renewable energy sources, such as solar panels. Section 438 of the Energy Independence and Security Act provides examples of how to integrate energy efficiency into Federal projects.

Pollinators and Native Plant Species

Pollinators are critical contributors to our nation's economy, food system, and environmental health. Vegetation within the project area can provide vital habitat for pollinators, providing food, shelter, and connections to other patches of habitat. Where feasible, we recommend planting native species and pollinator-friendly plants within the project footprint that are appropriate for airports.

Consultation Records

EPA recommends attaching to the forthcoming NEPA document inter-agency consultation documents regarding historic resources (Missouri State Historic Preservation Office), wetlands and streams (U.S. Army Corps of Engineers), and Federal and state threatened and endangered species (U.S. Fish and Wildlife Service and Missouri Department of Natural Resources).

We appreciate your consideration of our recommendations. These comments are intended to help ensure a thorough assessment of the project's environmental impacts, adequate public disclosure, and an informed decision-making process. If you have any questions concerning our review, please contact Mike Sedlacek at (913) 551-7208 or sedlacek.michael@epa.gov.

Sincerely,

Mike Sedlacek
Environmental Scientist
Office of Intergovernmental Affairs
U.S. Environmental Protection Agency, Region 7
11201 Renner Boulevard
Lenexa, Kansas 66219

Confidentiality Statement: The information contained in this e-mail and any attachments may be confidential and/or legally privileged and is provided solely for the use of the intended recipient(s). If you are not the intended recipient, you are hereby notified that any disclosure, distribution, or use of this e-mail, its attachments or any information contained therein is unauthorized and prohibited. If you have received this in error, please contact the sender immediately and delete this e-mail and any attachments from your system. Although this e-mail and any attachments are believed to be free of any virus or other defect that might affect any computer system into which it is received and opened, it is the responsibility of the recipient to ensure that it is virus free, and no responsibility is accepted by The City of St. Louis for any loss or damage arising in any way from its use. Thank you for your cooperation.

June 26, 2023

Jason Christians
STL Airport Assistant Director – Engineering
St. Louis Lambert International Airport
P.O. Box 10212
St. Louis, MO 63145-0212

Dear Jason Christians:

The Missouri Department of Natural Resources appreciates the opportunity to review the materials for the St. Louis Lambert International Airport (STL) Expansion Project. The Department offers the following general comments for consideration.

Project Location

The project location is located on the north and east sides of the STL property at the Brownleigh and the Northern Tract sites. The airport site is surrounded by Interstates 270, 170, and 70 in St. Louis County. The following geographic descriptions apply to the approximate location of the study area.

Geographic Coordinates:
728941 E, 4292449 N

Public Land Survey System:
T46N R06W S09
Landgrant 01249
Landgrant 00008
Landgrant 00004
Landgrant 01251
Landgrant 01247

8-Digit Hydrologic Unit Code:
Lower Missouri (10300200)
Cahokia-Joachim (07140101)

Ecological Drainage Unit:
Ozark/Moreau/Loutre
Ozark/Apple/Joachim

Geology and Geospatial Data

The airport is built upon Mississippian-Age limestone, with the shallow subsurface (<6 feet) soil classified as Menfro-Urban land complex, comprised of mostly silt loam and silty clay loams. According to the U.S. Department of Agriculture soil survey for the county, native soils, where present, are classified as Nevin silt loam.

If a full Geologic Assessment is required for a project, the Missouri Geological Survey can be contacted directly at 800-361-4827. Other maps showing natural and cultural resources can be found at <https://dnr.mo.gov/land-geology/maps-data-research>.

Karst Topography

Mississippian-age limestone in this area are typically affected by karst and karts processes, thus present a modest risk of sinkhole formation and collapse. Other geologic hazards include earthquakes and potential liquefaction due to the New Madrid seismic zone and river alluvium near the Missouri River. Notably, there are not any historical or currently operational subterranean mines near the project area.

There are zero springs or sinkholes near the project area. The project area is located in the “Florissant” quadrangle, which has a cave density of eight. Springs, sinkholes, and caves are features on the landscape associated with karst topography that can act as direct conduits of surface water and pollutants to groundwater. As such, extra precaution should be taken to minimize disturbance of land in or around these features, and to avoid the introduction of pollutants to sensitive groundwater resources. Karst areas may also present the possibility of potential collapse.

Wells

There are 1,442 abandoned, soil, and other public wells near the project area. Wells can act as conduits of pollutants to groundwater resources. Abandoned wells should be plugged prior to any land disturbance, and care should be taken to utilize appropriate best management practices to protect any currently operating wells. There are some domestic wells within 2.5 miles of the site location. The project should have little to no impact to these wells.

For more information on locating and plugging wells, or on private domestic wells, please visit the link below for the Department’s Wellhead Protection Section webpage or contact the Department’s Geological Survey Program directly. <https://dnr.mo.gov/water/business-industry-other-entities/permits-certification-engineering-fees/wells-drilling>.

Public Land

Hickory Woods Conservation Area is a public land near the project area, owned by Missouri Department of Conservation (MDC). Care should be taken to avoid impact to these public lands.

Conservation Opportunity Areas

Confluence Conservation Opportunity Area is located near the project area. Both terrestrial and aquatic COAs are identified by the MDC and its conservation partners as priority areas that support and conserve viable populations of wildlife and the ecological systems on which they

depend. Designated COAs are located statewide and may consist of a combination of public and private resources. Please contact the MDC at 573-751-4115 for more information.

Water Protection

Best Management Practices

Best management practices should be utilized during project activities to limit the amount of sediment and other pollutants entering waters of the state, and to protect the water's chemical, physical, and biological characteristics. These practices include, but are not limited to, conducting work during low flow conditions whenever possible, keeping heavy equipment out of the water, and taking all necessary precautions to avoid the release of fuel or other waste products to streams and other waters. In addition, the Department encourages the preservation of existing riparian or buffer areas around each water resource to limit the amount of sediments or other pollutants entering the water. Any stream banks, riparian corridors, lake shores, or wetlands denuded of vegetation should be stabilized and re-vegetated as soon as is practicable.

Watershed Conditions

Public Drinking Water

The project area is in or around the St. Louis Water Division. There are seven intakes, drinking water wells, or tanks near the project area. The nearest municipal water supply well is approximately eight miles to the northwest across the Missouri River. Work associated with any project should take into consideration the protection of surface and groundwater public drinking water supplies, implementing appropriate best management practices as necessary. For additional information regarding source water protection, please contact Ken Tomlin of the Department's Public Drinking Water Branch at 573-526-0269.

Designated Uses

Water Bodies with Specific Designated Uses

The proposed project area is located in the watershed of the Missouri River. Water bodies are assigned specific designated uses according to State of Missouri Water Quality regulations at 10 CSR 20-7.031(2). These waters are protected by numeric water quality criteria outlined in 10 CSR 20-7.031(5) and Table A, as well as general water quality criteria outlined at 10 CSR 20-7.031(4). Designated uses of the Missouri River include the following:

- Protection and propagation of fish, shellfish and wildlife – warm water habitat (WWH)
- Human health protection (HHP)
- Irrigation (IRR)
- Livestock and wildlife protection (LWP)
- Secondary contact recreation (SCR)
- Whole body contact recreation – Category B (WBC-B)
- Drinking water supply (DWS)
- Industrial water supply (IND)

Water Bodies without Specific Designated Uses

Water bodies that are not assigned specific designated uses are still protected by general water quality criteria outlined at 10 CSR 20-7.031(4), and are subject to the acute toxicity criteria of Tables A and B, as well as whole effluent toxicity conditions.

According to the National Wetlands Inventory <https://www.fws.gov/wetlands/>, there is the likelihood of freshwater wetlands and ponds within the riparian corridors of the Missouri River. This project has the potential to impact wetlands, ponds, and the aforementioned tributaries and headwater streams to be impacted, depending on their proximity to land disturbance activities. Project sponsors should avoid such impacts through alternatives analysis before compensatory mitigation is considered. If wetlands, ponds, headwaters, or tributaries are not directly impacted but are near any land disturbance, project sponsors should take care to protect water quality. While these water bodies are not assigned specific designated uses, they are protected by Missouri's general water quality criteria.

Sensitive Waters

There are no known sensitive waters in the project area for the following categories: Cold Water Habitat, Outstanding National Resource Waters, Outstanding State Resource Waters, biocriteria reference locations, losing streams, and 303(d) Impaired and 305(b) Threatened Waters.

Table F, Metropolitan No-Discharge Streams

Coldwater Creek is a metropolitan no-discharge stream. Project personnel should maintain compliance with 10 CSR 20-7.031(7) for any land disturbance activities that are within a Metropolitan No-Discharge stream's watershed. Discharge to metropolitan no-discharge streams is prohibited, except as specifically permitted at 10 CSR 20-7.031(7). These exceptions include uncontaminated cooling water, permitted stormwater discharges in compliance with permit conditions, and excess wet-weather bypasses not interfering with designated uses.

Waters with Approved Total Maximum Daily Loads

The Missouri River has a TMDL for chlordane and PCBs. Impairments should not be made worse by this project's activities. The Department staff may require extra protections when developing permits or certifications in order to comply with total maximum daily load and wasteload allocations. Additional information can be found by contacting the Department's Water Protection Program at 573-526-1446 or by visiting the link below.

<https://dnr.mo.gov/water/what-were-doing/water-planning/quality-standards-impaired-waters-total-maximum-daily-loads/tmdls>

Permitting Obligations

Clean Water Act Sections 401 and 404

A Clean Water Act Section 404 Permit Authorization from the U.S. Army Corps of Engineers (USACE), and Section 401 Water Quality Certification from the Department may be required for projects that have the potential to discharge fill or dredged material into a jurisdictional water of the United States. More information about these permits can be found at the following links.

<https://www.epa.gov/cwa-404/section-404-permit-program>

<https://dnr.mo.gov/water/business-industry-other-entities/permits-certification-engineering-fees/section-401-water-quality>

If discharge into water has occurred, or will occur, project personnel should immediately contact the appropriate USACE District (link below) and the Department's Operating Permits Section at 573-522-4502 for more information.

<http://www.mvr.usace.army.mil/Portals/48/docs/regulatory/MORegBound.pdf>

Mitigation

An alternatives analysis would need to be submitted prior to any impacts to jurisdictional waters as part of the avoidance and minimization measures that precede mitigating unavoidable impacts. Mitigation for wetlands should be in conformance with the *Missouri Wetland Mitigation Method*, http://www.nwk.usace.army.mil/Portals/29/docs/regulatory/mitigation/2017-11-17_MWMM.pdf while mitigation for streams should be in conformance with *Missouri Stream Mitigation Method*, http://www.mvm.usace.army.mil/Portals/51/docs/regulatory/May_2013_Missouri_Stream_Mitigation_Method.pdf.

Any mitigation plans must be in conformance with the *Compensatory Mitigation for Losses of Aquatic Resources*, <https://www.epa.gov/cwa-404/compensatory-mitigation>.

This rule establishes a hierarchy for mitigation, with the purchase of credits from a mitigation bank at the top of that hierarchy. The rule also emphasizes in-kind and in-watershed mitigation; to go outside the watershed may result in a higher credit purchase calculation. The applicant should receive mitigation plan approval from the Department prior to certification.

Land Disturbance

Acquisition of a Section 401 Certification should not be interpreted to mean that the requirements for other permits are replaced or superseded, including Clean Water Act Section 402 National Pollutant Discharge Elimination System Permits. Work disturbing an area of one acre or more requires issuance of a land disturbance permit prior to any earth work. Disturbance to valuable resource waters, including springs, sinkholes and losing streams, could require additional conditions or a site-specific permit.

Information and application for online land disturbance permits are located at <https://dnr.mo.gov/water/business-industry-other-entities/permits-certification-engineering-fees/stormwater/construction-land-disturbance>.

Questions regarding permit requirements may be directed to the appropriate Department Regional Office <https://dnr.mo.gov/about-us/division-environmental-quality/regional-office>.

Demolition and Construction Waste Management

Additional information on managing construction and demolition waste can be found at the following link <https://dnr.mo.gov/print/document-search/pub2045>.

Hazardous Waste

The leased area known as the “Northern Tract” by the airport is part of the Resource Conservation and Recovery Act (RCRA) Site “Tract 1” which encompasses approximately 210 acres bounded by McDonnell Douglas Boulevard, Lindbergh Boulevard and the airport. The Boeing Company maintains a Missouri Hazardous Waste Management Facility Part 1 Permit for post-closure care of releases to the environment that occurred on the property. The property was originally owned by McDonnell Douglas before the buyout by Boeing. Tract 1 was then split between Boeing, GKN Aerospace, and the airport. The airport then acquired the Northern Tract in 2001 and has been the owner since. This area has an Environmental Covenant restricting land use and contains protocols for redevelopment.

Northern Tract has groundwater releases of Tetrachloroethylene and its breakdown products as well as Total Petroleum Hydrocarbons and Mercury contamination in the soils. Building 1 and 2 are known to have asbestos and suspected to have Lead paint, both of which will require attention from the Departments' Air Pollution Control Program and Department of Health and Human Services respectively. These buildings have not been occupied in approximately 20 years and are scheduled to be demolished as part of the new construction.

The Department has been engaged with the Boeing Remediation team actively since these plans have come to their attention and have been cooperative in coordinating site visits and information regarding the activities at the site. Boeing has been briefed on their duties in regards to their Permit, the Environmental Covenant, and the site specific Soil Management Plan. The Department is also providing RCRA oversight and concurrence and approvals for all work being conducted within the permitted area.

The proposed expansion areas are near or possibly overlap with several vicinity properties in the USACE Formerly Utilized Defense Sites Remedial Action Program. The two properties identified in the proposal are near USACE FUSRAP VP-1, VP-13, IA-11, IA-13, Banshee Road, Airport Road, and VP-15 (see attachment A). Please contact USACE for a status update and whether any contamination unrelated to USACE's mission has been identified. The USACE can be reached by contacting Josephine (Jo Anne) Wade at 314-260-3915.

The Lambert Air National Guard Base is located to the south of the airports proposed project area (see attachment B). There are several environmental areas under investigation located on the base, including building 121 (Hush House) located closest to the proposed project area. The Air National Guard performed a CERCLA Remedial Investigation in 2020 to determine the nature and extent of contamination and the potential for risk to human health and the environment. A Feasibility Study is recommended to address these concerns. Additionally, a perfluorinated compounds Site Investigation was performed and a Remedial Investigation is planned to determine the nature and extent of perfluorinated compounds contamination. For more information about Lambert Air National Guard Base, please contact Gregory Wills at 240 612-8366 or Major Rachel Jackson at 314 527-8369.

During the project, if any underground tanks or contaminated soil is discovered, workers should withdraw to a safe distance and notify the Department's spill line at 573-634-2436.

Additional information on hazardous waste and petroleum tanks can be found at <https://dnr.mo.gov/waste-recycling/long-term-stewardship-lts/environmental-site-tracking-research-tool-e-start>.

It is the generator's responsibility to determine if materials generated during construction and demolition are hazardous wastes. Demolition-related waste categories typically include: paint residue (paint chips, paint scrapings, etc.); demolition debris (metal and boards that have been painted with lead-based or other heavy metal-based paint); and scrap metal (metal objects that contain lead or other heavy metals). A hazardous waste determination is not required for materials that will be reused or recycled without additional processing.

Asbestos

Prior to demolition activities, regulated structures must be thoroughly inspected by a Missouri-certified asbestos inspector to determine if any Asbestos Containing Materials are present and a notification made to the Department at least 10 working days prior to demolition. Regulated structures include any building which has been used as a commercial, institutional or industrial building (even if it was historic use), and projects involving two or more residential structures. In addition, this includes but is not limited to the following “non-building” structures: bridges, pipelines, cooling towers, chimneys, dams, and tunnels. Any asbestos found must be properly managed to prevent release of asbestos fibers.

Solid Waste

Information about solid waste uncovered during construction activities can be found at the following link.

<https://dnr.mo.gov/document-search/managing-solid-waste-encountered-during-excavation-activities-pub2192/pub2192>.

No waste may be buried on-site or at an alternate site, except for clean fill. Clean fill is defined by the Revised Statutes of Missouri as “uncontaminated soil, rock, sand, gravel, concrete, asphaltic concrete, cinder blocks, brick, minimal amounts of wood and metal and inert (non-reactive) solids...for fill, reclamation or other beneficial use.” Clean fill must not contain protruding metals or demolition debris. Although not regulated as waste, placement of clean fill materials may be subject to requirements of the Department’s Water Protection Program if it is placed in contact with surface or subsurface waters of the state, or would otherwise violate water quality standards.

Air Pollution

Dust

Ensure fugitive particulate matter emissions, such as dust, resulting from the project do not remain on surfaces or in the air beyond the property line of origin. 10 CSR 10-6.170 restricts the emission of particulate matter to the ambient air beyond the premises of origin. Additional information on general dust emissions may be found here <https://dnr.mo.gov/print/document-search/pub2200>.

Open Burning

The open burning of refuse and trade waste is restricted according to 10 CSR 10-6.045. Construction, demolition, and trade waste cannot be open burned, except for untreated wood. Brush from land clearing activities may be burned if the burning is conducted outside the city limits and greater than 200 yards from the nearest occupied structure. Additional information on open burning can be found at <https://dnr.mo.gov/print/document-search/pub2047>.

Historic Preservation

Project personnel should check with the Department’s State Historic Preservation Office to determine if a Section 106 Review is needed. Information on the Section 106 Review can be found on the Department’s website at <https://mostateparks.com/page/84371/state-historic-preservation-office>.

Additional Considerations

Floodplain

For information concerning flood plains in Missouri, contact the Missouri State Emergency Management Agency, Floodplain Management and Mitigation Branch, at 573-526-9100 or 2302 Militia Drive, Jefferson City, MO 65101.

Endangered Species

The MDC is responsible for collecting and managing information on the location and status of endangered species in the state. Contact MDC's Endangered Species Coordinator at 573-751-4115 or P.O. Box 180, Jefferson City, MO 65102 for general information.

We appreciate the opportunity to provide comments for the proposed project. If you have any questions or need clarification, please contact me at 573-522-6221. Thank you.

Sincerely,

A handwritten signature in blue ink that reads "Hannah Humphrey". The signature is written in a cursive, flowing style.

Hannah Humphrey
Deputy Director

HH/man

Attachments

