



# ENGINEERING POLICY BALLOT

Effective: January 1, 2021

## Level 2

Level two revisions require the approval of the **Assistant Chief Engineer** and the **Federal Highway Administration** only. The **Senior Management Team** is encouraged to review the content and provide comment to the appropriate director. For all other parties, these revisions are posted for information only.

# ENGINEERING POLICY BALLOT

Effective: January 1, 2021

## **Issue 1: Internal Policy for Planning and Conducting Public Hearings**

**Approval:** Level 2 – Assistant Chief Engineer

**Sponsor:** Melissa Scheperle- DE

**Summary:** New rules and regulations at the federal level have prompted revisions to our internal policy for planning and conducting public hearings. These revisions will bring our policy into compliance with the federal regulations.

**Fiscal Impact:** Fiscal impact is potentially more resources/money going to Public Involvement on some projects, a decrease on others with the change of RW amounts that require a hearing.

**Publication:** EPG 127 & 129

### 127.14.3.1 Categorical Exclusion

For actions that will not individually or cumulatively have significant social, economic, or environmental impacts, certain categories of projects are excluded from the need to prepare a formal NEPA document (EIS or EA). However, this does not exclude the need to demonstrate compliance with all other environmental laws and regulations. Hence, they still need Section 106 clearance, Threatened & Endangered Species concurrence, etc. reviews and coordination regardless of the NEPA class (including regardless of PCEs or CE2s). Additionally, any actions which normally would be classified as a CE but could involve unusual circumstances may require additional studies to determine if CE is the appropriate class. These unusual circumstances could include significant impacts, controversy, etc.

MoDOT processes CEs in two ways: as a programmatic CE (PCE) or a documented CE (CE2).

#### Programmatic CE (PCE)

FHWA and MoDOT executed a [programmatic agreement on October 15, 2018 \(PCE Agreement\)](#), that allows MoDOT environmental staff to approve certain types of projects as PCEs. The amount of new right of way and/or easements combined must be less than five acres for the project to qualify as a programmatic PCE. There is a list of thresholds within the agreement that cannot be exceeded. If a project exceeds one of the thresholds, a documented Categorical Exclusion (CE2) must be approved by the Missouri Federal Highway Administration Division Administrator or his/her representative. [Definitions related to thresholds in the PCE agreement can be found in EPG 127.14.5 NEPA Glossary.](#) There are 39 types of eligible projects included within the agreement that are categorically excluded from the formal documentation requirements of NEPA per CFR 771. The programmatic agreement allows FHWA to use a ~~risk-based~~[risk-based](#) approach to monitor and evaluate MoDOT's environmental project files to ensure compliance with the programmatic agreement. Quarterly, MoDOT sends FHWA a list of projects that were determined to meet the criteria for PCEs.

#### *Process and Timeframes*

A PCE approval is given after environmental and historic preservation staff review the RES submitted by the district and all clearance are complete except for unusual circumstances. In most cases, the PCE can be approved between Preliminary Plans stage and Right of Way stage. At the discretion of the Environmental Compliance Manager, project-specific coordination with FHWA may be conducted to determine if a project fits under the programmatic agreement.

#### CE2

For actions that will not individually or cumulatively involve significant social, economic, or environmental impacts, and do not meet the criteria for a PCE, environmental staff prepare a

CE2 describing the proposed action, impacts that will result from the action, mitigation measures that will be used to compensate for expected impacts, and commitments that are carried through the design and construction. The district will provide project specific information such as job number, route, county, project termini and length, project description, current and future annual average daily traffic (AADT), right-of-way needs and displacements, and a location. FHWA may approve the CE2, request more information, or indicate that an EA or EIS needs to be prepared.

#### *Process and Timeframes*

The environmental staff typically prepare CE2 documentation, but a consultant may occasionally prepare and submit the documentation to MoDOT for review before it is forwarded to FHWA.

After preparation of the CE2 FHWA has 4 weeks to approve or request more information.

## 127.14.5 NEPA Glossary

**Affected Environment:** A description of the existing environment that may be affected by the proposed action.

**Access Justification Report (AJR):** An Access Justification Report is required for a project that proposes to change or provide new access to an interstate facility. The AJR should demonstrate that an access point is needed for regional traffic needs and not just local system needs.

**Alternative:** One of a number of specific transportation improvements proposals, alignments, options, design choices, etc., in a defined study area that may address the purpose and need of a proposed project.

**Alternative Analysis:** Detailed examination of proposed alternatives to determine which alternatives may meet the purpose and need and are reasonable and feasible to be carried forward into the reasonable range of alternatives.

**Categorical Exclusion (CE):** A category of actions that based on past experience with similar actions, do not individually or cumulatively have a significant effect on the human environment and have been found to have no such effect in procedures adopted by a federal agency pursuant to the National Environmental Policy Act, and for which, therefore, neither an environmental assessment nor an environmental impact statement is required. They are actions which: do not induce significant impacts to planned growth or land use for the area, do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; and do not otherwise, either individually or cumulatively, have any significant environmental impacts.

**Context and Intensity:** Context is the geographic, biophysical, and social context in which the effects will occur. Intensity is the severity of the impact. The significance of a project is assessed on a case-by-case basis, based on its context and intensity. The context of a project involves analyzing “society as a whole, the affected region, the affected interests, and the locality.” Intensity refers to the severity or degree of a project’s impact. For example, the severity of a project can become greater if there are cumulative impacts, which is the incremental impact of the action, to include past, present, and future developments.

**Cooperating Agency:** Any federal agency, other than the lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. A State or local agency of similar qualifications or, when the effects are on lands of tribal interest, a Native American tribe may, by agreement with the lead agencies, also become a cooperating agency.

**Coordination Plan:** A plan established by the project lead for coordinating public and agency participation during the environmental review process.

**Council on Environmental Quality (CEQ):** Established under Title II of the National Environmental Policy Act (NEPA) to develop federal agency-wide policy and regulations for implementing the procedural provisions of NEPA, resolve interagency disagreements concerning proposed major federal actions, and to ensure that federal agency programs and procedures are in compliance with NEPA.

**Cumulative Effect:** The incremental environmental impact or effect of the proposed action, together with impacts of past, present, and reasonably foreseeable future actions, regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time.

**Direct Effect:** Direct effects occur through direct interaction of an activity with an environmental, social, or economic component.

**Environmental Consequences:** Environmental effects of project alternatives, including the proposed action, any adverse environmental effects that cannot be avoided, the relationships between short-term use of the human environment, and any irreversible or irretrievable commitments of resources which would be involved if the proposal should be implemented.

**Environmental Assessment (EA):** A concise public document prepared in compliance with the National Environmental Policy Act (NEPA), that briefly discusses the purpose and need for an action, alternatives to such action, and provides sufficient evidence and analysis of impacts to determine whether to prepare an environmental impact statement or a finding of no significant impact.

**Environmental Impact Statement (EIS):** A detailed written statement required by section 102 (2) (C) of the National Environmental Policy Act (NEPA), analyzing the environmental impacts of a proposed action, adverse effects of the project that cannot be avoided, alternative courses of action, short-term uses of the environment versus the maintenance and enhancement of long-term productivity, and any irreversible and irretrievable commitment of resources.

**Environmentally Preferable Alternative:** the alternative that will promote the national environmental policy as expressed in NEPA's Section 101. Ordinarily, this means the alternative that causes the least damage to the biological and physical environment; it also means the alternative which best protects, preserves, and enhances historic, cultural, and natural resources.

**Finding of No Significant Impact (FONSI):** If it is determined that there will be no significant impacts a finding of no significant impact (FONSI) will be prepared to conclude the process and document the decision. A FONSI is issued when environmental analysis and interagency review during the EA process find a project to have no significant impacts on the quality of the environment. Human Environment: Includes the natural and physical environment and the relationship of people with the environment.

**Impact (Effect):** A direct result of an action that occurs at the same time and place; or an indirect result of an action which occurs later in time or in a different place and is reasonably

foreseeable; or the cumulative results from the incremental impacts of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions.

**Indirect Effect:** Indirect impacts on the environment are those which are not a direct result of the project, often produced away from or as a result of a complex impact pathway. The indirect impacts are also known as secondary or even third level impacts.

**Independent Utility:** A project is considered to have independent utility if it would be constructed absent the construction of other projects in the project area.

**Interagency Coordination:** The coordination that occurs between elements of lead agency, and engaged US Government agencies, nongovernmental organizations, and regional and international organizations for the purpose of accomplishing an objective.

**Lead Agency:** The agency or agencies responsible for preparing environmental impact statements or environmental assessments.

**Legal Sufficiency Review:** Additional review by FHWA for all Draft and Final EISs and Draft and Final Section 4(f) Evaluations to ensure that the lead agency's process and evaluations comply with applicable laws, regulations and executive orders, and could be sustained in federal court if legally challenged.

**Location Study:** A location study is prepared to determine the most advantageous location and type for a proposed highway improvement based on project purpose and need and on engineering and environmental constraints. The location study and the environmental analysis are developed in conjunction with each other.

**Logical Termini:** Rational endpoints for both a transportation improvement and a review of the environmental impacts.

**Major Federal Action:** Actions with effects that may be major and which are potentially subject to federal control and responsibility.

**Major traffic disruption (PCE agreement threshold):** is a project (for bundles this applies to each independent location rather than referring to a project number) where 1. Available detours are greater than 25 miles rural or 5 miles urban (defined as located in a regional planning area) and can include non-state local routes, and 2. provisions are not made for local access and so posted or locally owned roads are not accessible in the area.

**Memorandum of Agreement (MOA):** A formal business document used to outline an agreement made between two separate entities, groups or individuals. A MOA usually precedes a more detailed contract or agreement between the parties.

**Memorandum of Understanding (MOU):** A bilateral or multilateral agreement between two or more parties. It expresses a convergence of will between the parties, indicating an intended

common line of action. It is often used in cases where parties either do not imply a legal commitment or in situations where the parties cannot create a legally enforceable agreement.

**Mitigation:** Also, synonymous with Commitment. Planning actions taken to avoid an impact all together, minimize the degree or magnitude of the impact, reduce the impact over time, repair or restore the impact, or compensate for the impact.

**National Environmental Policy Act (NEPA):** NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. Under the NEPA process, agencies evaluate the environmental and related social and economic effects of their proposed actions and provide opportunities for public review and comment on those evaluations. NEPA applies to a broad range of federal actions that include, but are not limited to, constructing highways and other ~~publically~~[publicly](#) owned facilities, adopting federal land management actions, and federal permitting.

**Notice of Availability (NOA):** Notices of availability of environmental documents published in local, state, or regional clearinghouses, newspapers, and other means; that may or may not require a public comment period.

**Notice of Intent (NOI):** A notice published in the federal register that an environmental impact statement will be prepared and considered.

**No-Build Alternative:** The alternative where current conditions and trends are projected into the future without the proposed action.

**Participating Agency:** Agencies with an interest in the project. The standard for participating agency status is more encompassing than the standard for cooperating agency status. Therefore, cooperating agencies are, by definition, participating agencies. But not all participating agencies are cooperating agencies. The lead agencies should consider the distinctions in deciding whether to invite an agency to serve as a cooperating/participating agency or only as a participating agency

**Preferred Alternative:** The alternative within the range of alternatives presented in an environmental assessment or environmental impact statement that the agency believes would best fulfill the purpose and need of the proposed action.

**Programmatic Agreement (PA):** A document that spells out the terms of a formal, legally binding agreement between a state Department of Transportation (DOT) and other state, local and/or federal agencies.

**Programmatic CE (PCE):** Established through a PCE Agreement between FHWA and the State DOT to make Categorical Exclusions (CE) (most of which are listed under 23 CFR Part 771.117(d)) more efficient and faster. The PCE agreement allows the State DOT to document, review and approve CEs in order to move on to the next step of the project development without requiring division office review.



**Proposed Action:** A plan that contains sufficient details about the intended actions to be taken, or that will result, to allow alternatives to be developed and its environmental impacts analyzed.

**Public Involvement:** An integral part of the transportation process which helps to ensure decisions are made in consideration of and to benefit public needs and preferences. It involves seeking public input at specific and key points in the decision-making process where such input has a real potential to help shape the final decision or set of actions. This includes early and continuing opportunities during project development for the public to be involved in the identification of social, economic, and environmental impacts, as well as impacts associated with relocation of individuals, groups, or institutions.

**Purpose and Need:** A clear and well documented section of an EIS or EA or some CEs defining the need for the project and how that need will be fulfilled. The purpose and need drives the development of the range of alternatives.

**Range of Alternatives:** All reasonable alternatives discussed in a NEPA document which are rigorously explored and objectively evaluated, as well as those other alternatives, which are eliminated from detailed study with a brief discussion of the reasons for eliminating them. What constitutes a reasonable range of alternatives depends on the nature of the proposal and the facts in each case. A decision maker must not consider alternatives beyond the range of alternatives discussed in the relevant environmental documents. The range of alternatives must include the no-build alternative.

**Record of Decision (ROD):** A concise public record of decision prepared by the federal agency, pursuant to NEPA that contains a statement of the decision, identification of all alternatives considered, identification of the environmentally preferred alternative, a statement as to whether all practical means to avoid or minimize environmental harm from the alternative selected has been adopted (and if not, why), and a summary of monitoring and enforcement where applicable for any mitigation.

**Reevaluation:** A reevaluation is the process of determining whether or not the NEPA decision made for a project remains valid. A NEPA document is based on the scope of a project at the time it's approved. Various factors and circumstances may change that scope throughout the development of the project. Any changes to the project's concept or the affected environment after the NEPA decision is made, even after the project has begun, must be reevaluated to determine what effects these changes might have on the validity of the environmental documentation. A reevaluation of the NEPA decision must additionally be made if more than 3 years has passed and the project has not progressed. Reevaluations are in place at key points during the RES process to check for those possible changes and make adjustments to the NEPA conclusion if it's no longer accurate.

**Request for Environmental Services (RES):** RES is a Webform Application that sends an electronic copy to a selected group of Administration and Environmental/Historic Preservation staff for each district when submitted. The distribution ensures that the RES submissions do not wait on an individual who may be out of the office for an extended period of time. In addition to submitting the RES, the appropriate Design Liaison Engineer should be entered in as a district

contact when submitted. The electronic application was developed for a faster submittal process and response from the Environmental/Historic Preservation staff.

**Request for Environmental Review (RER):** RER is a Webform Application that sends an electronic copy to a selected group of Administration and Environmental/Historic Preservation staff for each district when submitted. The distribution ensures that the RER submissions do not wait on an individual who may be out of the office for an extended period of time. In addition to submitting the RER, the appropriate LPA Liaison's should be entered in as a district contact when submitted. The electronic application was developed for a faster submittal process and response from the Environmental/Historic Preservation staff.

**Scope of Environmental Review:** The range of actions, alternatives, and impacts to be considered in a project.

**Scoping:** An early and open process for determining the extent and variety of issues to be addressed and identifying the significant issues related to a proposed action.

**Segmentation:** Segmentation can occur when an action is broken down into small parts in order to avoid the appearance of significance of the total action. An action can be too narrowly defined, minimizing potential impacts in an effort to avoid a higher level of NEPA documentation. The scope of an action must include the consideration of connected, cumulative, and similar actions.

**Significant:** Term used in NEPA that considers both context and intensity.

**State Transportation Improvement Plan (STIP):** The Statewide Transportation Improvement Program (STIP) is a comprehensive list of all projects, or project phases, in Missouri proposed to receive federal funding, pursuant to Title 23 U.S.C. and 49 U.S.C.

**Tiering:** A NEPA document covering general matters in broader environmental impact statements with subsequent narrower statements of environmental analysis, incorporating by reference, the general discussions and concentrating on specific issues.

**Unavoidable Adverse Effects:** Effects that cannot be avoided due to constraints in alternatives. These effects do not have to be avoided by the planning agency, but they must be disclosed, discussed, and mitigated for, if possible.

**Unresolved Controversy (PCE agreement threshold):** Controversy is considered more than a singular expression of dissatisfaction. Controversy is considered a substantial dispute as to the size, nature or extent of the proposed project. In cases when controversy is anticipated, MoDOT will discuss the potential for controversy with FHWA to determine if the project can be processed under the FHWA-MoDOT PCE agreement. When MoDOT is unsure if a project should be considered controversial, MoDOT will engage FHWA for discussion and determination if a PCE is appropriate.

## Category:129 Public Involvement

Missouri Department of Transportation (MoDOT) works to communicate important information to the public, media, employees, stakeholders, and other department customers through a variety of methods, including news releases, publications, special events, and social media sites.

Missouri's citizens expect an active voice in the location and design of transportation facilities. They recognize the important role transportation has in their life as well as the vitality of their communities. Existing transportation facilities, particularly transportation improvements, have a direct impact on the social, economic, and environmental resources of Missouri's communities. As a result, MoDOT values the public's input on transportation improvements and has established various methods to gather this feedback. Some of these methods include:

- [Identification and Prioritization of needs](#) through The Planning Process
- Public Hearings
- Public Meetings
- Direct mailings or contact with individuals impacted
- Virtual Public Involvement

In addition, MoDOT provides useful information to Missourians concerning the operation and maintenance of the highway system. This information is available from the following sources in addition to others:

- [www.modot.org](http://www.modot.org)
- Traveler Information Map (TIM)
- E-updates
- Changeable message boards
- Customer Service Centers (1-888-ASK MoDOT)

### Figures

[Sample Location Study Display](#)

[Sample Commission Exhibit 1](#)

[Sample Commission Exhibit 2](#)

### Forms

[Sample Letter Advertising a Public Hearing](#)

[Sample Notice of Public Hearing](#)

[Sample Opportunity for a Public Hearing/Meeting Notice](#)

[Sample Request for Approval of Location and/or Design of Highways to State Design Engineer](#)

[Sample Request for Approval of Location to the Commission](#)

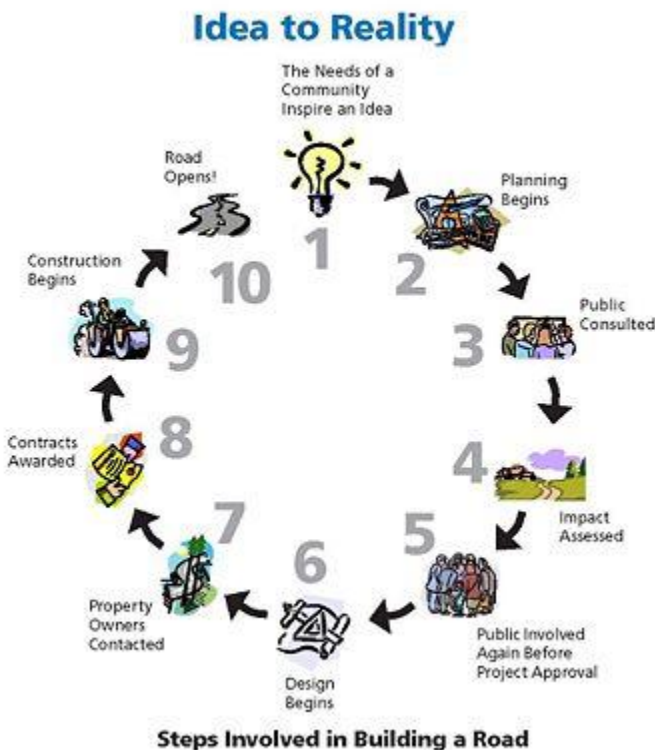
[Sample Public Involvement Plan or Communication Plan](#)

[Sample Transcript](#)

- Work Zone Status
- Road Condition Report
- Social media

The development of quality transportation improvements depends on early, frequent, and continuous involvement of the public in project decisions. Additionally, real time information about the State's highway system allows the traveling public to use it efficiently.

The public frequently questions not only the design and physical features of a project, but also its basic premise (the purpose and need) and assumptions (e.g., the range of alternatives) as identified by MoDOT.



Public involvement allows MoDOT to gather real, valid input on transportation needs and to work with customers to refine solutions that meet those needs.

The following guidelines for public involvement are not to be viewed as all-inclusive. Instead, they outline the minimum level of expectations for public involvement, with each individual effort matching the specific needs of the project and the community involved. The specific needs of the project should be documented in a public involvement plan (PIP).

Table 1: Public Involvement by Type.

<b>*Public involvement is required for every project*</b>			
Public Involvement Method	Minimum Requirement for:	Required Documentation (if applicable)	Responsible Individual(s)
Routine methods such as social media, news releases, opportunity for meetings, etc.	PCE and CE2	Public notices, news releases, meeting notes, Comments/responses, sign-in sheets	PM, CR staff, CM staff
Pre-Location Study Meeting	Some CE2s, EA, EIS	Public notices, presentations, studies or documents made available, Minutes, comments, responses, sign-in sheets	PM, CR staff
Location Public Meeting	Some PCEs, CE2, EA, EIS	Public notices, presentations, studies or documents made available, minutes, Comments and Responses, sign-in sheets	PM, CR staff
Design Public Meeting	Some PCEs, CE2, EA, EIS	Public notices, presentations, studies or documents made available, minutes, Comments and Responses, sign-in sheets	PM, CR staff
Agency Scoping Meeting	EA, EIS	Notices, presentations, studies or documents made available, Minutes, comments, responses, sign-in sheets	PM, CR staff
Public Hearing (Commission Policy, FHWA policy)	≥20 acres new RW or permanent easements rural, ≥100,000 square feet new RW or permanent easements urban EA, EIS Long Range Plan (CFR 771.111(h)(2)(iii))	Notices, presentations, studies or documents made available, minutes, transcript, sign-in sheets	PM, CR staff
Public Meeting	Discretion of the District Engineer	Notices, presentations, studies or documents made available, minutes, Comments and Responses, sign-in sheets	PM, CR staff
Section 106, 4(f) *, & and 6(f)	Impacts (not significant or adverse <a href="#">EPG129.8</a> ) on	Notices, presentations, studies or documents made available, minutes, Comments and Responses, sign-in sheets	PM, CR staff, DE-ENV/HP

	historic properties, parks, recreation areas, and wildlife and waterfowl refuges		
Noise Wall Public Meeting	Noise impacts where noise abatement is reasonable and feasible	Notices, presentations, studies or documents made available, minutes, Comments and Responses, sign-in sheets	PM, CR staff, DE-ENV/HP

\*Requires special statements in the public [notice](#); coordinate with MoDOT Environmental Section.

Public hearings and public meetings are forums for providing information on proposed projects, their anticipated impacts, and for receiving citizen comments. Both are used to comply with the [Missouri Highways and Transportation Commission's](#) desire to furnish the public with general information and to allow the public to express their opinions regarding highway matters. Information related to the impacts of a proposed action can also be gathered. Federal transportation policy requires public involvement in the development of the purpose and the range of alternatives to be considered for EAs and EISs. The National Environmental Policy Act (NEPA) and FHWA regulation 23 CFR 771 require one or more public meetings or opportunity forum(s) for the public to participate. The Commission directs MoDOT to conduct “location and design” public involvement to gather public comment.



Figure 1: Statewide Planning Partner Meeting.

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## 129.1 Environmental Justice, ADA, LEP and Title VI



Figure 2: <https://www.modot.org/welcome-external-civil-rights>.

Early in project development, the Project Manager (PM) shall assess whether the method of public involvement chosen for a particular project is reasonable for the project,

whether it adequately reaches the proper constituents, whether there are environmental justice (EJ) or limited English proficiency (LEP) concerns, and whether the method would adequately provide the needed information and afford the opportunity for the public to provide feedback. Minority and disadvantaged populations are defined by [Title VI](#) and the [EJ Executive Order 12898](#) while low-income populations are defined by the census category. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by the President on February 11, 1994 directs Federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of Federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. If there are questions concerning the participation of minority and disadvantaged populations, contact the Environmental Specialist who is the resource for socioeconomic issues in the



[Design Division](#). Discussion on community impact assessment can also be found in [EPG 127.3](#). The first step is to identify populations of people interested in the project and impacted by the project, then determine which outreach methods would be most effective. The PM should work with the Area Engineer and use existing information such as from the Conceptual Study Report (CSR), if developed, to help identify the area impacted by the project.

The process for identifying interested people/populations impacted by the project should be documented in the PIP and housed in [eProjects](#). The PIP is developed by the PM or District staff, or the project consultant, if tasked with public involvement for the project, and approved by MoDOT staff. It may become necessary to revise the PIP as the project evolves, conditions change, oppositional groups emerge, or new issues arise. It is prudent to complete a limited English Proficiency (LEP) [analysis](#), similar to the Community Impact Assessment process outlined in [EPG 127.3.1.3](#), and review it for protected populations early in the planning phase, when the PIP is developed, to identify stakeholders, affected public, and whether targeted outreach to underserved populations are needed. Then appropriate outreach efforts can be planned for these populations and budgeted appropriately.

Effectively reaching underserved populations may require significant staff time and resources, and special efforts or innovative methods may need to be used to ensure the inclusion of affected community members. This is especially important for underrepresented groups, such as minority and low-income groups, and in communities where a significant percentage of the affected population does not speak or understand English. Consider the need for translators, interpreters, and written materials in languages other than English. Reference information on LEP is provided in [Executive Order \(E.O\) 12898](#). Innovative methods to involve minority and economically disadvantaged sectors of the community, as well as other groups such as senior citizens, economic developers, and historical and environmental groups, should also be explored. Such methods could include house-to-house contacts; providing bulletins at kiosks; meeting with community groups, church organizations, community minority liaisons, local grocery stores, and libraries; placing notices in newspaper and using other media outlets which cater to these groups. Accommodations should also be made for non-English speaking community members or those with language barriers.

The meeting location selected shall be in compliance with the Americans with Disabilities Act (ADA). Special attention should be paid to whether there is access

to public transportation, and whether there is a safe and reasonable walking distance to the meeting without obstacles such as crossing active railroad tracks or busy highways.

These efforts shall be documented for inclusion in environmental documents (RES) or in project files in eProjects, and for department wide Title VI and EJ compliance.

## **129.2 The Public Involvement Plan (PIP)/Communication Plan**

Early in the project scoping process a Public Involvement Plan (PIP) should be developed that is appropriate for each project. A PIP is a strategy document which guides outreach activities for a project. It helps to establish the schedule, methods, and locations for public outreach and assists with determining project stakeholders. For PCE and CE2 classifications, the PIP is often developed by the project manager (PM), District staff including Communications staff (CR Division), and/or project consultant, if applicable, and approved by MoDOT staff (PM, CR, etc.). The project core team ([EPG 104.1](#)) typically develops the PIP for larger, more complex projects, especially those requiring an EA or EIS, which are approved by FHWA. The nature and complexity of the project along with the core team's specialized knowledge of any sensitive issues within the project area will determine the best course of action to gain public input into the development of the project's scope ([EPG 104.8](#)). After identifying potentially affected populations and the issues they may have with the proposed project, this information can be compiled in the PIP (see sample above). It may become necessary to revise the PIP as a project evolves, conditions change, oppositional groups emerge, public controversy develops, or new issues arise. The size, scope and complexity of a project will help determine the extent of outreach and engagement for a project and whether a project requires a more formalized and comprehensive PIP. The PIP becomes part of the official project record and should be uploaded to the Request for Environmental Services (RES) or to eProjects as evidence of planned public involvement.

Early use of demographic data can help identify the public to be involved. After determining who to involve, a variety of outreach methods can be selected to encourage the most effective public involvement. Outreach could include either directly or indirectly any or all the following:

- adjacent property owners and tenants
- low-income populations
- minority populations
- cooperating and participating agencies ([EPG 127.14.5 NEPA Glossary](#))
- local, state, and federal government staff and elected officials
- community groups such as clubs, civic groups, business groups, environmental groups, labor unions, disability advocacy groups, and churches
- commuters and the traveling public
- emergency and utility service providers
- adjacent billboard owners and clients
- general public and others known to be affected
- others expressing interest

The following are examples of common outreach methods that can be identified in the PIP:

- Virtual Public Involvement (VPI) meetings
- public and open house meetings
- MoDOT project e-mail alert lists
- drop-in information centers or booths
- surveys or questionnaires
- advisory committee and group meetings
- public hearings
- design workshops/charettes
- direct mail/email

- meetings with public officials
- individual (one-on-one) meetings
- meetings with community groups
- internet blogs
- project Internet pages/news releases
- established media relations and contacts
- telephone hot lines

In addition, MoDOT provides information to the public about traffic impacts as part of its Transportation Management Plan (TMP) for projects ([EPG 616.13.6.6](#)). MoDOT also provides general work zone information to the public through various outlets. These include, among other things, publication of a statewide work zone map and work zone driving safety tips, posting of current work zone locations and conditions to the internet, promotion of Work Zone Safety Awareness Week, and advertisement of work zone safety-related messages via radio, television, electronic message boards along the roadway and, billboards. These details can also be incorporated in the PIP.

The example PIP or a more detailed plan shall be utilized on all EA and EIS classified projects. Use of a PIP on all other projects should be evaluated by the core team members of that project individually depending on the needs of that project.

### **129.3 “Virtual” Public Involvement**

A “virtual” public meeting is one that is held online, in which members of the public attend the meeting and participate via the internet, on a website. A virtual public meeting may be held in the following two situations: (1) as a *supplement* to an in-person public meeting, or (2) as a *substitute* for an in-person public meeting when an emergency situation occurs, as defined at [EPG 129.12](#) Glossary of Terms. The following process is designed to provide guidance when a public meeting is required. This process can be adapted to fit the needs of the project. **If a NEPA required public hearing is mandated during a time of emergency, a virtual**

**public involvement can be used to supplement the in-person component of the public hearing.**

Public hearings or opportunities for public hearings are required for EISs and for projects that require substantial amounts of new right of way as (defined under EPG [129.5.3.3](#) Design Public Meeting).

Notice of a virtual public hearing must comply with the requirements in [EPG 129.6.1](#) (Advertisement for Public Hearings) and [EPG 129.6.2](#) (Procedures for Conducting Public Hearings) including the requirement to develop and implement strategies to address Environmental Justice populations and Limited English Populations (LEP) where such populations are identified in the project area. Notice of a virtual public hearing must also include the following:

- clear instructions about how to attend and participate in the virtual public hearing (providing a specific webpage);
- an explanation of how the virtual public hearing will be conducted; and
- a statement that members of the public may, as an alternative to logging-on to the virtual public hearing, call or email district or project staff to ask questions about the project, access project materials, and submit public comments via email or letter.

A virtual public hearing must satisfy the purposes of a public hearing identified in [EPG 129.6.2](#) (“Procedures for Conducting Public Hearings”) above. Specifically, a virtual public hearing must comply with the following:

- Participants in a virtual public hearing may be asked to enter their name and email address when commenting on a project or when asking to be added to a project contact list.
- A virtual public hearing supplemented with VPI tools must present the web address for a website where project materials will be posted for public viewing during and after the virtual public hearing. See [EPG 129.6.2](#) (“Procedures for Conducting Public Hearings”) for the project materials that must be made available.
- A virtual public hearing must include a presentation in accordance with [EPG 129.6.2](#) (“Procedures for Conducting Public Hearings”). The presentation will include both audio and visual components. The presentation must indicate that participants may submit comments via email or letter or some other method. The presentation may be pre-recorded and uploaded for viewing at the scheduled public hearing time,

and thereafter. A best practice is to set up an email address specific to that project to receive comments. Closed captioning should be used in all virtual meetings.

- The presentation must explain to participants in the virtual public hearing that they may call project staff during regular office hours or email project staff to ask questions about the project at any time in the project development process.
- Following the presentation, the virtual public hearing will include a 10-day comment period for members of the public to call a telephone number to verbally provide testimony.
- Strategies for communicating with LEP populations during the virtual public hearing must be developed, including providing interpreters, if needed or requested.
- A transcript of the presentation given in the virtual public hearing must be prepared.
- To the extent it is technologically feasible, the virtual public hearing should be recorded and posted on-line until at least the end of the allotted comment period.
- Following a virtual public hearing, the post-public hearing activities set forth in [EPG 129.6.2 Procedures for Conducting Public Hearings](#) and [129.6.4 Design Approval](#) to the Commission will apply.

### Selecting VPI Tools

Consider the needs of residents, commuters, and stakeholders when selecting VPI tools. Use familiar channels to inform the public about opportunities to comment and how to receive and view information. If possible, collect or request contact information and follow up comments or questions. Develop a PIP to help identify these tools.

VPI Tool	Description	Selection Criteria	*Asynchronous or Synchronous	Cost
<b>Project Website</b>	The project website should be the hub for public involvement. Many tools listed below can be added to the project website, clearly communicating the pathways for public engagement.	Update and inform large groups and individuals. Repository of all project information.	Asynchronous	No cost
<b>Webinars and Virtual Meetings</b>	Virtual meetings can be coordinated and streamed live with Microsoft Teams Live event. Attendees can join by computer,	Update and inform large groups and individuals.	Synchronous	No Cost

	telephone, or Teams phone app. The meeting recording can be added to the project website and MDOT YouTube channel and shared on social media. Closed captioning must be used.			
<b>Fillable Comment Form</b>	This is a Word or PDF document with several options for submission. It can be emailed or printed and mailed. It can contain open-ended survey questions. SurveyMonkey or a Microsoft Form can also be used. Can also place on a web page.	Offers a structure for comments and questions. Can be used to develop a project contact list while obtaining input. Can be used as basis for Q&A document or website.	Asynchronous	No cost
<b>Narrated PowerPoint</b>	This is a great tool for sharing project updates. The PowerPoint can be saved as a video and added to the project website; availability of the video can be communicated through social media and shared in a press release.	Project and construction updates.	Asynchronous	No cost
<b>YouTube</b>	MoDOT has a YouTube channel where a meeting can be livestreamed or posted on the web for later viewing.	Comments can be turned on or off; if turned on, then must respond either live during the event or later if posted on the web.	Asynchronous	No cost
<b>Online Surveys for Title VI</b>	Surveys are useful for collecting Title VI data and can be incorporated into virtual meetings.	Must be used at all virtual public meetings. Share a link in the announcements section of public meetings.	Asynchronous	No cost
<b>MetroQuest Surveys</b>	MetroQuest or similar tools are excellent for public engagement.	Use with statewide or large projects. Great for reaching commuters and younger age groups on purpose and need and alternatives selection.	Asynchronous	High cost
<b>Telephone Townhall</b>	Telephone townhalls work well when internet access is limited; or when trying to engage people who do not use the internet. Cost for these services vary.	Alternative to Microsoft Teams. Public can register in advance and only need a telephone to participate. Meeting materials and transcripts are available.	Synchronous	Moderate cost
<b>Social Media</b>	Use in coordination with other strategies.	Share meeting notices in advance and day-of on	Asynchronous	No cost for posting.

		social media channels. Useful for quick and immediate information sharing.		Social media ads can be purchased.
<b>Public Access Cable TV</b>	Meeting recordings and/or Narrated PowerPoints can be broadcast.	Great companion strategy used in coordination with other tools. Internet connection is not needed.	Asynchronous	No cost to Moderate cost
<b>Drive-In Meetings</b>	Identify a location with strong Wi-Fi and designate it as a place for people to park and log into a virtual meeting. This strategy can be used to distribute information and for in-person meetings if sound and presentation equipment is available.	Excellent alternative to virtual meetings in areas with limited internet access.	Synchronous	Moderate cost
	<p>*Note: Synchronous VPI allows for a dialogue between individuals on either side of the virtual connection whereas asynchronous VPI is passive communication where an individual connects and is limited either to reading or seeing information and/or posting a comment, versus asking a question or making a comment and having it responded to in real time. Asynchronous does not allow direct dialogue.</p> <p><a href="https://www.fhwa.dot.gov/planning/public_involvement/vpi/">https://www.fhwa.dot.gov/planning/public_involvement/vpi/</a></p>			

## 129.4 Public Involvement Based on Environmental Document Type

MoDOT Environmental and Historic Preservation staff coordinate with the FHWA to determine the level of environmental documentation for a proposed project. This determination is based on impacts and their intensity (i.e., significance) and therefore additionally influences the public involvement effort for a given project. It is important that MoDOT's Environmental and Historic Preservation Section be involved in the development of public meeting materials for all types of classifications in order to avoid any pre-decisional language, and FHWA in particular for EA and EISs. If there is anticipated controversy for a proposed project, the PM will discuss the potential for controversy with MoDOT's Environmental staff and FHWA to determine if additional action should be taken (EPG 127.14.5 for full definition).





*Figure 3: Sign-in at public meeting.*

### **129.4.1 PCE**

A Programmatic Categorical Exclusion (PCE) is the lowest level of environmental documentation and is assigned to projects with limited impacts, such as limited to existing pavement or within existing right of way, therefore lacking project impacts. These projects tend to be non-controversial and require a minimal amount of public involvement (Table 1) usually including routine methods such as news releases, posting on MoDOT's website, social media, etc. that may be carried out by staff in various divisions. In most cases a PIP is not needed but any comments and responses from public involvement using any other outreach must be documented in the project files or the RES.

### **129.4.2 CE2**

A documented Categorical Exclusion (CE2) is an environmental classification that requires FHWA approval and a more rigorous evaluation of impacts. These projects must have documented public involvement but in most cases a PIP may not be needed. At the minimum, a public notice with a comment period, must be afforded to the public. Any comments and responses from public involvement using any outreach must be documented in the project files and the RES.

### **129.4.3 Environmental Assessment (EA)**



Figure 4: Visuals at public meeting.

The NEPA and Federal Highway Administration (FHWA) regulations, 23 CFR 771, require a public hearing or opportunity for a public hearing at a convenient time and place for the public to participate in any Federal-aid projects which requires significant amounts of right-of-way, substantially changes the layout or functions of connecting roadways or of the facility being improved, has a substantial adverse

impact on abutting property, otherwise has a significant social, economic, environmental or other effect, or for which the FHWA determines that a public hearing is in the public interest; an opportunity for public involvement in defining the purpose and need and the range of alternatives, for any action subject to the project development procedures in 23 U.S.C 139. A public hearing or opportunity for a public hearing is expected to occur after FHWA has approved the EA. If a public hearing is not held, the document must still be made available for public inspection for 30 days in accordance with 23 CFR 771.119 (e)(f) and [EPG 129.5](#) and [129.6](#) (Public Meetings and Public Hearings). Once a Finding of No Significant Impact (FONSI) has been issued, a notice of availability of the FONSI shall be sent to all agencies and made available upon request by the public.

The PIP detailing the coordination and scheduling for an EA is developed early in the scoping process after project initiation. This plan is developed by the Project Manager and CR staff or consultant and approved by MoDOT staff, to coordinate agency and public participation in the document development and is part of the administrative record.

## 129.4.4 Environmental Impact Statement (EIS)

When MoDOT, in consultation with FHWA, has determined that an EIS will be prepared, a notice of intent (NOI) is published in the Federal Register (40 CFR 1508.22). A PIP detailing the coordination and scheduling for an EIS is developed early in the scoping process, prior to publication of the NOI. Public involvement is begun to get input on the purpose and need, alternatives, project schedule and other

information for the NOI content. This plan is developed by the Project Manager and CR staff, or consultant, and approved by MoDOT staff, to coordinate agency and public participation in the document development and is part of the administrative record. The EIS is a level of documentation for projects that have the potential to result in significant environmental impacts.

The draft EIS must contain a summary of agency and public comments up to that point and for that summary to include a request for public comment. Once the draft EIS is prepared and signed, it shall be circulated for comment of not less than 45 days in the Federal Register. In addition, a public hearing or an opportunity for a public hearing must be held during this time. The draft EIS must be made available at the hearing and for a minimum of 15 days in advance of the hearing. If the hearing is not held, a notice shall be placed in a newspaper similar to a public hearing notice that advises where the draft EIS is available to review, how copies may be obtained, and where the comments should be sent. If the FEIS and ROD will be combined, the draft EIS should include a notice on the cover sheet (40 CFR 1502.11) stating a combined document will be issued. The draft EIS should identify a preferred alternative, but if not, there may need to be additional opportunity for public and agency input on the preferred before the FEIS and ROD can be combined.

The final EIS is then prepared after consideration of comments received and shall identify the preferred alternative, evaluate all reasonable alternatives, discuss substantive comments received on the draft, summarize public involvement, and describe mitigation measures. The final EIS shall be transmitted to any persons, organizations, or agencies that made substantive comments on the draft or requested a copy, no later than the time the document is filed with the EPA. A notice of availability shall also be published in local newspapers and through DOT Order 4600.13, as well as having a copy available for public review at institutions such as local government offices, libraries, etc. as appropriate. Executive Order (EO) 13807, One Federal Decision (OFD), also establishes required coordination with other agencies. OFD sets a government-wide goal of reducing to two years the average time for each agency to complete the required reviews and authorization decisions for a “major infrastructure project”.

## **129.4.5 Re-evaluations**

Public involvement needs must also be reconsidered during the re-evaluation phase of a project if substantial time has elapsed since the last outreach effort and/or if the project changes warrant additional outreach. Changes might include additional project impacts to resources or to the public that weren't initially considered. At the minimum, a public notice with a comment period, must be afforded to the public. Any comments and responses from public involvement using any outreach must be documented in the project files and the RES.

### **129.4.6 Agency Scoping Meetings and Coordination**

Meetings with interested governmental agencies are held on all projects with an environmental classification of EIS and EA, and some CE2s, unless prior consent is obtained from FHWA. Agency scoping meetings are held prior to the preparation of the location study/environmental report but following the preparation of the draft Purpose and Need document and the preliminary screening.

Coordination with other agencies and groups is an integral part of the environmental process. Pertinent information obtained from pre-location meetings, agency scoping meetings or other coordination is made available to the public as a part of the public hearing. An up-to-date list of agencies and their addresses is available from the Design Division, Environmental and Historic Preservation section staff.

At these meetings, the general nature of the proposed project is described, and comments are solicited from the agencies. Comments should be solicited and documented in the project file concerning the project's purpose and need, the range of alternatives and their impacts on the environment. Issues that cause little or no concern should receive less attention and time. The MoDOT Project Manager or Districts' consultant for the project, working through the environmental representative in the Design Division, is responsible for arranging this meeting, which shall include a FHWA representative.

Prior to the meeting, the district supplies the Environmental and Historic Preservation office and FHWA with copies of the draft documents along with any other pertinent information concerning the proposed project the district intends to mail or email to all appropriate agencies. Once approved, the district mails or emails

materials, with the meeting time and location, and invitation including a map showing the study area.



Figure 5: Environmental and Historic Preservation Staff at Cuivre River meeting.

The scope of the project is presented at the meeting. The MoDOT project manager facilitates the meeting and briefly presents the project Purpose and Need. Other topics unique to the specific project are presented and discussed. It may be appropriate to provide a general overview of known environmental and cultural constraints including a presentation of constraints (e.g. parks) sensitive or specific resources) provided by the MoDOT environmental and historic preservation specialist in attendance. Prior to the meeting, coordination must occur between the MoDOT project manager, District staff, FHWA, MoDOT environmental, Design Division, and consultant staff, if applicable, ~~must occur~~ to ensure appropriate materials and format are developed as all groups have a role in the meeting.

## 129.5 Public Meetings

The MoDOT project manager (PM) is responsible for identifying the level of public involvement needed for a project. This includes scheduling and coordinating public involvement meetings in collaboration with the district communications (CR) manager and in cooperation with the Central Office Design Division for all projects, including those in which consultants are used. Adequate and appropriate MoDOT

staff should be available to answer questions from the public during the meeting. Normally this includes the district engineer, project manager, area engineer, CR manager, civil rights staff, and the project designer(s). Other staff, such as Environmental and Historic Preservation staff or Right of Way staff, should be included on a project-by-project basis. The Design Division is consulted when it is necessary for specialists from the Division to attend the meeting. If consultant staff are involved in the preparation of the project, appropriate members of the consultant team should also attend.

Public meetings can range from large informational presentations to small groups or one-on-one meetings with individuals. The “open-house” style is in an easy-to-navigate space where the public can come and go at their convenience. It allows members of the public to discreetly ask questions and talk with project representatives about their needs, concerns, and ideas. Visual aids, displays, and handouts are often provided as well as a station where public comments can be submitted for consideration. Displays in general should have the project title at the top of each board (i.e. Route H Bridge Replacement, Lincoln County). Open house meetings can be effective for introducing a proposed project to the public and stimulating an exchange of ideas. Small group meetings are useful for gaining information from community groups, underrepresented groups, neighborhood groups and advisory committees. Additionally, having the ability to utilize workshops, where large groups are organized into small discussion groups, serves to maximize the participation of all attendees while discouraging domination by a few groups or individuals. These small group meetings are not generally advertised to the general public; however, a summary of informal meetings shall be included in the project documentation in the RES, eProjects and the Administrative Record (if applicable).

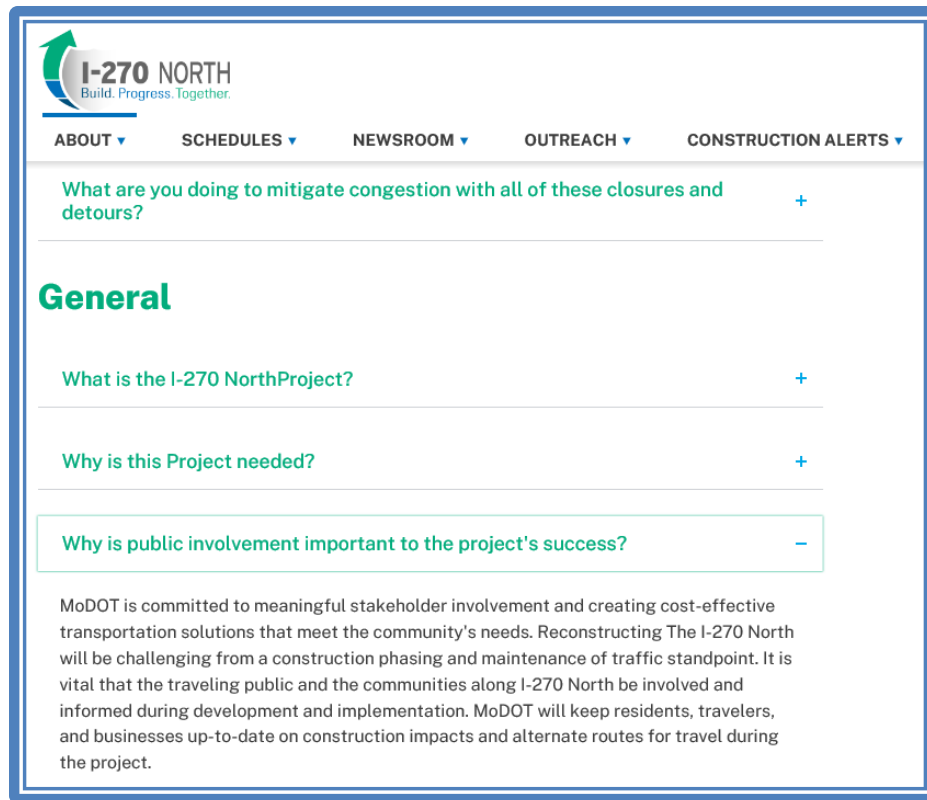
A public meeting does not have the same requirements as a public hearing. Public meetings do not require any formal presentation and are tailored to meet department or community needs. There are different types of public meetings that MoDOT holds including Pre-Location Study Meetings, Location Study Meetings and Design Meetings.

### **129.5.1 Advertisement for Public Meeting or the Opportunity for a Public Meeting**

Notices concerning public meetings or the opportunity for a public meeting will be published in local newspapers, on social media and on the district's website at a minimum. The PM in cooperation with the CR manager drafts the notice to be published for the meeting or opportunity for the meeting. Notices should contain the project description, time, date, ADA and/or LEP accommodations and location of the meeting, as well as where project information can be viewed. The notice should contain language such as, "if assistance is needed in another language, please contact the (contact listed in the notice) by (date)", or something more generic like "We are committed to providing equal access to this event for all participants. If you need a reasonable accommodation, please contact (contact listed in the notice) by (date)." Additionally, if the project area is known to speak a language other than English and the project impacts that population, the district will document how accommodations were made such as disseminating the public notice in that language as well. This information can be found by going to [data.census.gov](https://data.census.gov) and reviewing table B16001 and C16001 for a specified geographic location and the most recently available survey – either the ACS 5-Year Estimates or latest decennial census data. Additional assistance with this website and the tables can be obtained from MoDOT's External Civil Rights (EC) Division. The PM can find the latest language contracts here: [Interpreter and Translation Contracts](#). If an opportunity is published and the district receives no requests for a meeting, they document the opportunity for public meeting notice and that no requests were received.



Figure 6: Major Project webpage.



The information on the notice should also be available on the district's website. Information from public meetings can be made available online as virtual public meetings through the district's website ([EPG 129.3](#)).

If the district believes other methods of advertising a public meeting would help increase public attendance, these options should be explored. Options may include direct patron mailings, flyers posted in high-traffic public areas, neighborhood newsletters, signs erected in the project area, or other means.

If the "open house" format is to be utilized, this procedure is explained in the notice. The notice of public meeting specifies that maps, drawings, appropriate environmental documents, other pertinent information developed by the department and written views received as a result of coordination with other agencies or groups, will be available for public inspection ([CFR 771.111](#)). A copy of the notice shall be kept in eProjects or on CR Division sharepoint site.

## 129.5.2 Procedures for Public Meetings



Public meetings are to be held at a place and time generally convenient for persons affected by the proposed undertaking and should be close to the project area. When selecting the time and location of the meeting, special consideration will be given to making the setting comfortable and accessible for all, including minority and disadvantaged populations ([129.1 Environmental Justice, ADA, LEP and Title VI](#)). MoDOT's PM and CR manager is responsible for determining the information to be provided and style of the meeting. The PM will coordinate with other appropriate staff including the MoDOT environmental representative, when necessary to ensure a productive and informative meeting.

The following are informational types of items that might be included in the meeting materials:

- The proposed project's purpose and need.
- Describe the proposed project's conformity with the goals and objectives of the area.
- Describe the problem to be addressed, why MoDOT is the appropriate agency to address them, and the reasonable process MoDOT will follow or has followed to come to a solution.
- Communicate the potential project impacts to the community and the efforts that would be made to minimize and/or mitigate those impacts ([23 CFR 771.111\(2\)\(v\)](#)).
- Include information such as crash data, structural deficiencies, and capacity problems.
- Public requests may be cited as justification for the project.

It is the project manager's responsibility to document everything (e.g. notices, comments, how comments are being addressed, commitments developed as a result of comments, all PI material), and then provide them to MoDOT Environmental for all Classes of Actions, including PCEs.

### **129.5.3 Types of Public Meetings**

Essentially, MoDOT manages all types of public meetings similarly by providing a public meeting notice, conducting an open-house-style format, and obtaining comments from the public. The Commission directs MoDOT to conduct public

involvement prior to Commission approval of Location and Design for significant projects ([Commission policy 010-10-01-HWYS](#)).

### **129.5.3.1 Pre-location Study Meeting**

A pre-location study meeting is a type of public meeting that may be necessary for an EA or EIS environmental classification, prior to the preparation of a location study (LS)/environmental report ([EPG 126](#)).

The purposes of a pre-location study meeting are to describe the general nature of the proposed project to the public, and to obtain comments concerning the project's purpose and need, the range of alternatives and their impact to local communities and the environment of the area. The pre-location study meeting should help to determine the details of community values, goals and objectives and other areas of special interest of which the local citizens may be aware including history, archaeology, geology, biology, and public lands in the study area. The draft [Purpose and Need](#), as accepted by FHWA and the Design Division, is furnished at the meeting for consideration and comment by the public to help define the Purpose and Need under [23 USC 139](#). Comments and information received at the meeting will be used to refine or expand the draft Purpose and Need prior to its inclusion as a section of the [Location Study Report](#).

Prior to the pre-location study meeting date, preliminary scoping, and screening and early constraint identification for wetlands, cultural resources, public use areas, etc., must be completed. Preliminary scoping may include scoping meetings for complex projects or written agency correspondence for less complex projects as determined by the Design Division and FHWA. The information from the screening and constraint identification is presented to the public at this meeting as it can limit potential for alternatives.

Displays available at the pre-location study meeting should be general in nature showing the entire study area with no definite solutions identified. Typically, one display should demonstrate all environmental and cultural constraints identified except the archaeological sites, threatened and endangered species, and caves. These are considered sensitive information and are not revealed to the public. Other displays might include information from the [Purpose and Need](#) concerning crash rates, and capacity and/or deficiencies of the existing facility. To assist the public in understanding the process, [a display may be provided](#) showing the general process

for completing a location study/environmental report with the pre-location study meeting stage highlighted. For projects where relocation of a route might be an option, it is helpful to provide a blank display on which the public can draw suggested alignments. The public can also identify potential environmental impacts such as family cemeteries, underground storage tanks, etc. This display and all meeting materials must be included in the environmental documentation (administrative record, eProjects, RES) as well as a summary, and any written comments and responses provided.

Comments and recommendations from the meeting will be used by the district to refine the purpose and need for the project, develop the range of reasonable alternatives, and develop the location study/environmental report.

### **129.5.3.2 Location Public Meeting**

A location public meeting is held to provide the opportunity for effective participation by interested persons in discussing specific location features, including the social, economic, environmental and other effects of all the reasonable project alternatives. These meetings afford the department an opportunity to receive information from sources that will be of value in choosing a preferred location. Location public meetings are typically part of the EA and EIS process but could be held for a CE2 or PCE as well. It may be acceptable to hold a combined location and design public meeting for CE2 projects. A summary of the meeting is submitted to the state design engineer for location approval of a PCE and CE2 projects in the form of a Conceptual Study Report. For location approval of EA and EIS processes, Commission approval is needed.

When a location public meeting is to be held for an EA or EIS, it is typically held after FHWA approves the EA or Draft EIS for public review. In the case of an EIS project, once the draft EIS is signed, a notice of availability (NOA) is published by the Environmental Protection Agency (EPA) once they receive the approved draft EIS in Washington D.C. The district may then advertise for the location public meeting. For a project with an environmental classification of CE2, a location public meeting may be held after the conceptual plan is approved.

### **129.5.3.3 Design Public Meeting**

A design public meeting, or opportunity afforded for such meeting, is required for all projects, regardless of environmental classification, that are on new location, require substantial amounts of new right of way, substantially change the layout or functions of connecting roadways or of the facility being improved, have a substantial adverse impact on abutting property, or otherwise have a substantial social, economic, environmental or other effect, or for which FHWA determines that a public hearing is in the public interest. MoDOT guidelines for determining substantial amounts of right of way are as follows: total additional right of way and permanent easements greater than 20 acres in rural areas or 100,000 square feet in urban areas. If the projects involves Noise, Section 106, Section 4(f) or Section 6(f) lands, the Design Public Meeting can contribute to the requirements of those issues ([EPG 129.7](#), [129.8](#), [129.9](#)).

These criteria are considered a minimum level for which a public meeting or opportunity for a meeting is required. Authority to conduct the design public meeting is given with the district engineer's approval of the preliminary plans. At design public meetings, the preliminary plans and other exhibits from the [location study](#) are displayed. Pertinent information about the location alternatives studied and reasons for selecting the proposed location are discussed. Details of the effect of the proposed design on individual properties are discussed along with information about the design alternatives studied.

A meeting will be considered, even if not "required", if the impact on the traveling public, adjoining property owners and businesses in the area is considered to be substantial. Additional consideration should be given for large projects, those that have many parcels or heavy public interest. This is left to the discretion of the District Engineer, in consultation with the PM. A meeting may be desirable to advise local officials, EMS, School Districts (bus routes), motor carriers (OWOD permits), adjacent property owners and other users of the details of the project. A summary of the meeting is submitted to the state design engineer for design approval.

## **129.6 Public Hearing**

Public hearings have federal requirements, such as a legal advertisement, prescribed time for notice before the hearing, and a full account of all comments, along with the department's response to those comments. Public hearings or opportunities for a public hearing are required for any Federal-aid project that "requires significant amounts of right-of-way, substantially changes the layout or functions of connecting

roadways or of the facility being improved, has substantial adverse impact on abutting property, otherwise has a significant social, economic, environmental or other effect, or for which FHWA determines that a public hearing is in the public interest.” (23 CFR 771.111).



*Figure 7: Buck O'Neil Bridge Public Hearing.*

Formal public hearings consist of an opening statement, a period for statements and questions from the public, and a closing statement. The following is a list of actions and statements that take place at all formal public hearings:

- The public hearing is conducted in a business-like manner, with questions answered as completely and unbiased as possible.
- The following statement will be made at all hearings: "This project is being processed in accordance with federal rules and regulations. Plans will be subject to review by FHWA. If federal funds are used in right of way acquisition and/or construction, the percentage of federal funds used will be in accordance with current regulations".
- The tentative schedule of right of way acquisition and construction is mentioned. It is limited to a statement that once design approval is received, the department will proceed with design and right of way acquisition and construction will take place when funds are available. A statement is included that the improvement under consideration is on the [State Transportation Improvement Program \(STIP\)](#).

- Projects requiring a public involvement hearing due to facility expansion of a route must have a presentation of the proposed acquisition plan for the attendees and provide the “[Pathways for Progress](#)” brochure and “[Residential Relocation Brochure](#)” or “[Business Relocation Brochure](#)”. The “[Pathways for Progress](#)” brochure explains the various steps in acquisition of property required for a highway project. If the proposed project is approved, you may be contacted by a representative of the department at the beginning of the acquisition process and all features in this brochure will be discussed in detail with each property owner.
- In the event the project requires relocations services, the public will be informed regarding the relocation assistance procedures and the process involved in relocating. The “[Business Relocation Brochure](#)” or “[Residential Relocation Brochure](#)” explain relocation benefits for displaced property owner(s) in detail to prepare for the individual meetings with MoDOT staff. In addition to this statement, it is necessary to discuss the number of individuals, families, businesses, etc. that may be relocated by the project under consideration; and whether studies indicate there is adequate replacement housing available. If sufficient comparable replacement housing is not available, we must indicate that we are committed to provide last resort housing. It is also necessary to state that no one will be displaced from their residence unless an appropriate replacement dwelling is available or provided.

Informal or “open-house” type of Public Hearings is a style that is in an easy-to-navigate space where the public can come and go at their convenience. The “open-house” style allow members of the public to discreetly ask questions and talk with project representatives about their needs, concerns, and ideas. Visual aids, displays, and handouts are often provided as well as a station where public comments can be submitted for consideration. Open house meetings can be effective for introducing a proposed project to the public and stimulating an exchange of ideas.

The following is a list of possible displays and/or handouts to inform the public about a project at the public hearing:

- The proposed project’s purpose and need, goals, objectives and problems or solutions.

- Communicate the potential project impacts to the community and the efforts that would be made to minimize and/or mitigate those impacts ([23 CFR 771.111\(2\)\(v\)](#)).
- Information such as crash data, structural deficiencies, and capacity problems.
- Proposed project schedule.
- Projects requiring a public involvement hearing due to facility expansion of a route must have a presentation of the proposed acquisition plan for the attendees and provide the "[Pathways for Progress](#)" brochure and "[Residential Relocation Brochure](#)" or "[Business Relocation Brochure](#)". The "[Pathways for Progress](#)" brochure explains the various steps in acquisition of property required for a highway project. If the proposed project is approved, you may be contacted by a representative of the department at the beginning of the acquisition process and all features in this brochure will be discussed in detail with each property owner.
- In the event the project requires relocation services, the public will be informed regarding the relocation assistance procedures and the process involved in relocating. The "[Business Relocation Brochure](#)" or "[Residential Relocation Brochure](#)" explain relocation benefits for displaced property owner(s) in detail to prepare for the individual meetings with MoDOT staff. In addition to this statement, it is necessary to discuss the number of individuals, families, businesses, etc. that may be relocated by the project under consideration; and whether studies indicate there is adequate replacement housing available. If sufficient comparable replacement housing is not available, we must indicate that we are committed to provide last resort housing. It is also necessary to state that no one will be displaced from their residence unless an appropriate replacement dwelling is available or provided.

### **129.6.1 Advertisement for Public Hearing or Opportunity for a Public Hearing**

Notices concerning public hearings will be published as a legal notice in a newspaper having general circulation in the vicinity of the proposed project. Additional paid advertisements are encouraged to ensure maximum public input. Notices of public hearings shall have a description of the project, specify the date, time and location of the hearing as well as where to find the project documents for



viewing. Refer to [23 CFR 771.119\(d-f\) and \(h\)](#) and [EPG 129.4.3](#) for timelines related to an EA.

The public hearing is to be held at a place and time generally convenient for persons affected by the proposed undertaking and close to the project location. In addition to publishing a notice of public hearing, the district provides news releases to the newspaper and social media at the same time as the official notice is published and again approximately 5 to 12 calendar days prior to the date of the hearing. The district will also place the news release on their website. The news releases generally contain the same information included in the official notice. An email notification is sent through e-updates or other email distribution lists for the proposed project area. The notice shall contain language such as, “if assistance is needed in another language, please contact the (contact listed in the notice) by (date)”,” or something more generic like “We are committed to providing equal access to this event for all participants. If you need a reasonable accommodation, please contact (contact listed in the notice) by (date).” Additionally, if the project area is known to speak a language other than English and the project impacts that population, the district will document how accommodations were made such as disseminated the public notice in that language as well. This information can be found by going to [data.census.gov](http://data.census.gov) and reviewing table B16001 and C16001 for a specified geographic location and the most recently available survey – either the ACS 5-Year Estimates or latest decennial census data. Additional assistance with this website and the tables can be obtained from MoDOT’s EC Division. The PM can find the latest language contracts here: [Interpreter and Translation Contracts](#).

In addition to the news releases, specific notification by letter of meetings is made to impacted property owners, business owners, service providers (sheriff, police, fire, schools, post office, emergency, etc.) community leaders, planning commission representatives, local representatives of state and federal resource agencies and any special interest groups, where they can be present or set up displays if they have projects going on in the area for which public questions are anticipated. The districts maintain a mailing list so interested agencies, local officials, groups or individuals are sent a notice of the public hearing by mail/email.

If the district believes other methods of advertising a public hearing would help increase public attendance, these options should be explored. Options may include direct patron mailings, flyers in public areas, signs erected in the project area or other methods.



If the open house format is to be utilized, this procedure is explained in the notice. The notice of public hearing specifies that maps, drawings, appropriate environmental documents, other pertinent information developed by the department and written views received as a result of coordination with other agencies or groups, will be available for public inspection ([CFR 771.119](#)). The notice also specifies this information is available in the appropriate district office and FHWA. If appropriate, the documents can also be placed at some other convenient location such as a courthouse, city hall or library for public inspection and/or copying.

The information is also to be made available on the district's website. The public hearing information should include pdfs of the materials presented at the public meeting and provide an online comment form option if running concurrent with the hearing.

By federal statute, the notice of public hearing is published a minimum of 15 calendar days prior to the date of the hearing, however, MoDOT prefers to publish the notice 21 days prior to the date of the hearing. The draft notice is sent to FHWA, Design Division Environmental Section, and the core team for approval. The notice shall be included in eProjects, or CR Division Sharepoint site for project documentation.

If, in the judgment of the district engineer, with input and approval from FHWA, a public hearing is not expected due to unknown events, the district may advertise the opportunity for a public hearing at the start of the 30-day comment period. Letters to individual property owners, business owners, service providers (sheriff, police, fire, schools, post office, emergency, etc.) and other interest groups are provided. In addition to or instead of the information required for the notices and news releases described above, the notice of opportunity for a public hearing includes instructions concerning how to request a public hearing. All requests must be in writing and must be acknowledged in writing by the district engineer.

This notice is published as either a paid advertising notice or a legal notice and submitted as a news release. This notice advises the public of a deadline for the request for a public hearing and comment period. The deadline for submission of a request to hold a public hearing is 21 calendar days, however, the public may still comment on other aspects of the project for a full 30 calendar day period.

If a request is received, the district may contact the individual to discuss their concerns with the project and potentially remedy the request. The person making the request is allowed 14 calendar days to withdraw their request in writing. A public hearing is held if the request is not withdrawn.

If the district receives no requests for a hearing, they document the opportunity for public hearing notice and certify that no requests were received. The public is still afforded the opportunity to comment during the normal comment period. This documentation and certification is forwarded to the Design Division.

## **129.6.2 Procedures for Conducting Public Hearings**

The district conducts the public hearing with assistance from the Design Division. Two procedures may be used to conduct public hearings: the traditional formal speaker-audience format, or the open house format. The selection of format is at the discretion of the district engineer with assistance from the design liaison engineer and PM and should be based on an analysis of the project's specific conditions. This analysis must include consideration of minority and low-income populations, with the goal of using a format that proactively engages these populations. The recommended open house format tends to be comfortable for a wider variety of people. The open house format will still require a court reporter on hand to transcribe and record official comments, which then become part of the official transcript. In the event a court reporter is not used, the district shall still be required to document written and verbal comments from the public.

At a public hearing, the following must be provided: project purpose and need; information demonstrating consistency with local urban planning goals and objectives; project alternatives and major design features; social, economic and environmental impacts; relocation assistance program and the right of way acquisition process; and MoDOT's procedures for receiving written and oral public statements ([CFR 771.111](#)).



Figure 8: I-270 Public Meeting.

Preparation of all exhibits and displays is the responsibility of the district, in coordination with MoDOT Environmental and FHWA, and will be retained for possible use at future meetings. The exhibits of the project area will be of sufficient quality and scale so property owners can clearly identify their property. Multiple sets may also be appropriate if anticipating large crowds. It is recommended that a wide corridor be

shown but not design features, since these are subject to change. Additional exhibits showing traffic, crash, environmental, economic, or other data will also be displayed. They should show all known constraints, both environmental and engineering. Typically, these include one display showing all environmental and cultural constraints identified except the archaeological sites, threatened and endangered species and caves. These are considered sensitive information and are not displayed for the public. This display and all meeting materials must be included in the environmental documentation (administrative record, eProjects, RES) as well as a summary, and any written comments and responses provided.

### **129.6.3 Transcripts**

The district is responsible for the preparation of an accurate written transcript of the oral proceedings and verbal input of each public hearing whether formal or open house style. This may include the use of a tape recorder, a court recorder, or any reliable method that will assure a verbatim transcript to record comments from the public. Shorthand notes are not adequate. Recordings are retained as part of the administrative record and kept with the project file. Public comments expressed at the hearing but not recorded will also be noted. One copy of the transcript is prepared in the district office for submission to the Design Division and FHWA.

The transcript is created and saved in eProjects and must also include the following summary contents in this order:

- Executive Summary that describes and discusses issues identified at the hearing or during the open comment period. No recommendations are included in this summary.
- Project information handout
- Double-spaced transcript of any oral hearing proceedings
- Color location map(s) showing the alternate locations presented (location public hearing only) or the location of the recommended design (design public hearing only)
- Data pertinent to statements or exhibits used or filed in connection with the public hearing
- Data pertinent to information made available to the public prior to the public hearing
- Pertinent correspondence
- Copy of all written comments received and substantive comments addressed

The following material will not be included in the hearing transcript but must still be maintained as part of the administrative record in the project file:

- Data pertaining to newspaper advertising. This covers the descriptive notice as well as letters to newspapers requesting publication of a public hearing notice.
- Informative letters to FHWA.
- Letters to agencies, interested parties and tribes concerning notification of a public hearing and listing of agencies so notified except where Section 4(f) and Section 6(f) lands are affected.
- List of names of people attending the public hearing.
- Plan sheet prints or similar large material bulky in nature unless they can be conveniently included.
- Other data such as copies of letters from the Central Office, listing of information made available to the public prior to the public hearing, etc.
- Preliminary plans used as exhibits at the public hearing.
- Right of way or relocation brochures.
- Additionally, a [Commission Backup Form](#) is submitted with the Letter of Transmittal by email from the district engineer to the Design Division. The Letter of Transmittal and [Commission Backup Form](#) are not made a part of the transcript. The Letter of Transmittal addresses any substantive comments from

the public hearing and includes the number of people who attended, recommendations, and general project information. The Letter of Transmittal from the district engineer will also certify that the public hearing was held in accordance with all applicable rules and regulations, and that the department has considered possible social, economic, and environmental effects of the proposed improvement together with its conformity with local planning goals and objectives.

For EA and EIS projects, the Design Division sends FHWA a copy of the transcript so substantive issues to be addressed in the EA decision document or Final EIS can be considered prior to submittal of the document for FHWA's approval. FHWA must approve the FONSI or Record of Decision (ROD) prior to Commission approval of the location. The Design Division will provide a copy of the transcript, with executive summary, to FHWA for their review and comment. No department recommendation will be provided to FHWA at this time. FHWA will provide comments to the department concerning the issues identified as a result of the public hearing. Their comments will be considered in the development of the department's recommendations to the Commission. It is desirable that the submission of the transcript and executive summary to the Design Division be made within a reasonable period (usually less than two months) after the public hearing.

Prior to submitting the transcript to the Design Division, the district makes the transcript and related material available for public inspection and copying at the district office.

The [Commission Backup Form](#) and final transcript will be saved in eProjects by the district.

In the event a scheduled public hearing is not held, a letter conveying information pertaining to the scheduled hearing will suffice in lieu of a transcript.

## **129.6.4 Presentation for Location and Design Approval to the Commission and Commission Actions Needed**

Commission approval of the location or design of an improvement is required for the following:

- The location of all projects classified as an EA or an EIS.

- The design of all projects requiring total additional right of way and permanent easements greater than 20 acres in rural areas or 100,000 square feet in urban areas.

Commission policy requires public involvement be carried out for those projects that meet the above thresholds. A procedure governing the presentation of information to the Commission for location or design approval following a public hearing or meeting is stated below. Location, design, and combined location and design public hearing transcripts are submitted to the Design Division through email. The district must receive Commission approval at this stage before further development of the plans can be accomplished.



Figure 9: MHTC Meeting.

- The district submits one copy of the transcript or documentation from the public involvement plan, together with the executive summary, Commission Backup Form and location sketch for the Commission exhibit, to the appropriate design liaison engineer in the [Design Division](#).

- The transmittal letter must include the district's

recommendations concerning how to address the issues identified as a result of the public involvement.

- The DLE will then submit the information via e-mail addressed to "Commission Exhibit".
- For each item placed on the monthly Commission agenda, any conflict of interest for the Commissioners must be established. A Commission property layer is available on [TMS maps](#) for easy review (Under STIP and Commissioner Property Detail). A MHTC Agenda Item Checklist must be included for any agenda item for which there is a conflict (i.e., a Commissioner owns property within one-mile (1.6 km) of the project). The SIMS Reports: MHTC Agenda Checklist and MHTC Agenda Checklist for Design can be used to identify known property conflicts. Additionally, District Right of Way and Chief Counsel's Office can provide information on potential



conflict of interest areas for projects within the district. In the event a possible conflict does exist, the MHTC Agenda Item Checklist identifies the name of the Commissioner and the location of the property of concern. This information is provided for the Commission Secretary and Chief Counsel's Office use. If no conflicts exist, the e-mail must indicate that no conflict of interest exists.

- To properly schedule hearing information for presentation to the Commission for design approval, the district will provide the information to the Design Division according to the Commission meeting [schedule requirements](#). This will allow for a two working-day review and ensure the item has been thoroughly discussed before it is placed on the Commission agenda.
- If a difference of opinion develops between the Design Division and the district concerning recommendations to the Commission, the director, the chief engineer, or the asst. chief engineer will be consulted to reach consensus. The recommendation provided to the Commission indicates the department's formal determined position and not that of a single district or division.
- With the information received from the district, the Design Division will ensure the item is placed on the Commission agenda and [Commission backup](#) is provided to the Commission. Based upon this information, the Design Division will place the item on the regular or consent portion of the meeting agenda. In doing so, a consistent format will be maintained for the Commission's benefit.
- When the item is placed on the Commission's regular agenda (because of controversy or public interest), the district engineer will attend the Commission meeting and present the item for approval. If the item is placed on the Commission's consent agenda, it is preferred the district engineer attend the meeting to answer questions from the Commission in the event it is transferred to the regular agenda.

Following Commission action, the Design Division will prepare the necessary Commission minutes.

After the Commission has approved the location of the proposed improvement, design beyond preliminary design of the project may continue. FHWA must approve the FONSI or ROD prior to Commission approval of the location. After the Commission has approved the design of the proposed improvement and the District

Engineer has approved right of way plans developed in accordance with [EPG 236](#), acquisition of right of way may begin.

## **129.7 Noise Wall Public Meeting and Voting**

For projects with noise impacts where noise abatement is both reasonable and feasible, a noise wall public meeting is required. Refer to [EPG 127.13.8 Noise Wall Public Meeting and Voting](#) for guidance.

## **129.8 Section 4(f) Lands**

Section 4(f) of the Transportation Act of 1966 specifies that a transportation project requiring the use of publicly owned parks, recreation areas, wildlife and waterfowl refuges, and other considerations as determined by FHWA, or publicly or privately-owned historic sites listed or eligible for listing on the National Register of Historic Places can be approved only if there is no feasible and prudent alternative or is a de minimis impact to using that land and if all possible planning is done to minimize harm to the property. These types of properties are often referred to as Section 4(f) resources ([EPG 127.10 Section 4\(f\) Public Lands](#)).

The level of public involvement required for Section 4(f) properties is dependent on how the use of the property will be documented for approval by FHWA. The Environmental and Historic Preservation Section must be consulted for appropriate public involvement for Section 4(f) properties.

For parks, recreation areas, or refuges, when there is a specific or isolated population that uses the Section 4(f) property, a more direct contact approach such as targeted mailing can be used. When it is unknown who uses the property, or the users come from a much larger geographic area, the public involvement requirement may involve a public meeting and/or hearing. If a public meeting or hearing will be used to satisfy the public outreach requirements of Section 4(f), be sure to clearly disclose such in the meeting or hearing notifications and advertisements ([23 CFR 774.5 \(b\)\(2\)\(i\)](#)). For historic properties, public notice and comment, beyond that required in 36 CFR 800, is not obligatory ([23 CFR 774.5 \(b\)\(1\)\(iii\)](#)).

### ***Historic de minimis***



For historic de minimis the public involvement process mirrors the Section 106 public involvement process ([EPG 129.9](#)).

***Parks, recreation areas, wildlife and waterfowl refuge de minimis***

Parks, recreation areas, wildlife and waterfowl refuges shall have, at a minimum, a public notice and an opportunity for public review and comment. If the project does not require a public meeting, other means must be made to provide the public information on the Section 4(f) resource, impacts on it, and an opportunity to comment on the proposed de minimis determination. The notice shall be a minimum 10-day public notice and comment period and looks similar to the public meeting advertisement. Consult your CR manager for what is most appropriate for the area in question. This information can be made public through a press release in a newspaper, social media posts, comment cards left at the facility, sign-boards, hand-outs, etc. The notice should consider the resource and how the users of that resource are most likely to be reached. The public notice or opportunity for comment may be combined as part of other public involvement for the project, such as for NEPA, if the proposed impacts and findings related to the Section 4(f) properties have been determined.

If a public meeting is held, the materials at the public meeting should include information that identifies parks as Section 4(f) properties, identifies the characteristics of any parks in the project area, and include that a de minimis determination will be sought under 23 CFR 774.

The 4(f) evaluation shall be provided to the official with jurisdiction (OWJ) over the 4(f) property for coordination and comment. The OWJ(s) cannot approve the use of the property until after the public comment period has ended and public feedback has been provided. Any comments shall be addressed in the de minimis documentation. The public feedback must be provided to the OWJ(s) for consideration as part of the evaluation. The de minimis evaluation form, maps, OWJ concurrence, and the public involvement materials are submitted to FHWA for comment and approval. The materials are then included in the NEPA administrative record and/or the RES for the project.

***Programmatic Evaluation:***

The project shall include public involvement activities that are consistent with the specific requirements of 23 CFR 771.111, Early coordination, public involvement and

project development. For a project where one or more public meetings or hearings are held, information on the proposed use of the Section 4(f) property shall be communicated at the public meeting(s) or hearing(s).

### ***Temporary Occupancy***

There are no regulatory requirements for public involvement for the temporary occupancy of a Section 4(f) resource. If a Section 4(f) resource will be used in such a matter, and it is known prior to a public meeting, the public meeting should include information on the Section 4(f) resource and the nature of impacts and how the resource will not be permanently damaged by the project.

### ***Individual Section 4(f)***

If an Individual Section 4(f) Evaluation is part of an EA or EIS, the draft Section 4(f) is included in the document which is made available for the public, and the public comment periods and methods overlap. For an EA or EIS, the draft Section 4(f) Evaluation must be included in the EA or draft EIS (DEIS) and FHWA must approve the draft Section 4(f) Evaluation as part of the approved EA or DEIS before the location public hearing can be held. The approved draft Section 4(f) Evaluation is provided to the U.S. Department of the Interior (DOI) for comment. A 45-day public comment period runs concurrently with the DOI review and comment. Typically, the notice is similar to a public meeting advertisement. For EISs, this occurs automatically with circulation of the DEIS. The environmental specialist circulates the approved Draft Section 4(f) Evaluation accompanying an EA or separate Section 4(f) Evaluations prepared for projects classified as CEs to DOI for comment. A Final Section 4(f) Evaluation that addresses any substantive comments is included with the Finding of No Significant Impact (FONSI) or Final EIS (FEIS).

If the project is a CE, there is a 30-day public comment period during the 45-day DOI review period, usually they end on the same date. A notice about the availability of the document is placed in the local newspaper and MoDOT website, an electronic copy of the document is placed on the project website, and a hard copy is placed in a local repository (city hall, county courthouse or public library). For CE projects, the environmental specialist prepares a separate Final Section 4(f) Evaluation. Comments should be sent by letter to the District Engineer. FHWA approval of the Final Section 4(f) Evaluation is integrated with location approval, which allows detailed design to begin.

## **129.9 Section 106 and Tribal Consultation**

Section 106 of the National Historic Preservation Act requires that the public be offered the opportunity to receive information about and comment on the project's effect on historic properties. Section 106 also requires a federal agency to notify the public of proposed projects and offer the public an opportunity to provide input in a timely manner. The project's impacts on historic properties should be identified and discussed at public meetings. Documentation of public input or knowledge regarding these impacts is required in eProjects or the RES. A member of the public with a demonstrated interest in an undertaking may request and receive consulting party status from the federal agency. The District should work with the Historic Preservation Section to coordinate HP involvement in public meetings when there are historic properties present on a project.

Below is the guidance provided by the Advisory Council on Historic Preservation on what are the minimum standards for public involvement, public notice and information standard [36 CFR PART 800 2(d) & 6(a)(4)]:

“At a minimum, the Agency Official has to provide an opportunity for the public to examine the results of the agency's effort to identify historic properties, evaluate their significance and assess the undertaking's effects upon them. When adverse effects are found, the Agency Official must also make information available to the public about the undertaking, its effects on historic properties and alternatives to resolve the adverse effects and must provide the public an opportunity to express their views on resolving adverse effects. The precise method of meeting these standards is left up to the Agency Official and may be guided by other applicable agency public involvement procedures. The agency can adjust the level and method based on the circumstances of the undertaking, as provided for in Sections 800.2(d) and 800.6(a)(4).”

“At a minimum, public notice should be designed to effectively inform the public about the nature of the undertaking, its effects and the public's likely interest in it. As for information, the documentation standards of Section 800.11 set requirements for the record at various steps in the process. These materials should be available to the public, unless constrained by legitimate confidentiality concerns. Other than Section 800.11's documentation

standards, there is no special prescribed public notice and information standard for Section 106. Efforts to inform the public for other planning and environmental review purposes should be a guide to adequate efforts to meet Section 106 needs.”

Besides the public, Section 106 also requires federal agencies to consult on a “government-to-government” basis with federally-recognized tribes and nations with ancestral, historic, and ceded land connections to Missouri to facilitate avoiding or minimizing project impacts to cultural resources that a tribe considers of historical or religious significance. Consultation means the process of seeking, discussing, and considering the views of others, and where feasible, seeking agreement with them on how historic properties should be identified, considered, and managed. The federal government's unique relationship with tribes is derived from the U.S. Constitution, treaties, Supreme Court decisions, federal statutes, and executive orders. The Federal Highway Administration cannot delegate its government-to-government responsibility and overall consultation and coordination duties. However, if a tribe agrees in advance, FHWA may rely on MoDOT to carry out day-to-day, project-specific coordination and consultation. FHWA remains legally responsible for all findings and determinations.

## **129.10 Railroads**

The district advises all railroads in the affected project area by sending a notice to the railroads' chief engineers when the project affects railroad lines, railroad yards or industrial properties belonging to the railroad. Preliminary layouts through yards or industrial areas are discussed with the railroads to ensure their current plans are not in conflict with the proposed project. This is done in coordination with the [Multimodal Operations Division](#).

## **129.11 Public Involvement for Stormwater**

Refer to [EPG 127.29.9 Public Involvement for Stormwater](#).

## **129.12 Glossary of Terms**

**Categorical Exclusion (CE):** A category of actions that based on past experience with similar actions, do not individually or cumulatively have a significant effect on

the human environment and have been found to have no such effect in procedures adopted by a Federal Agency pursuant to the National Environmental Policy Act (NEPA), and for which neither an environmental assessment or an environmental impact statement is required. They are actions which: do not induce significant impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; and do not otherwise have any significant environmental impacts either individually or cumulatively.

**Emergency situation:** A health or other emergency situation as declared by the Governor, and/or President, and/or a local government jurisdiction which determines an in-person public hearing and/or in-person inspection of documents should be limited out of concerns for public health and/or safety, and/or MoDOT in coordination with FHWA determines that an in-person public hearing should not be held out of concerns for public health or safety.

**Environmental Assessment (EA):** A concise public document prepared in compliance with the National Environmental Policy Act (NEPA), that briefly discusses the purpose and need for an action, alternatives to such action, and provides sufficient evidence and analysis of impacts to determine whether to prepare an environmental impact statement (EIS) or a finding of no significant impact (FONSI).

**Environmental Impact Statement (EIS):** A detailed written statement required by section 102 (2) (C) of the National Environmental Policy Act (NEPA), analyzing the environmental impacts of a proposed action, adverse effects of the project that cannot be avoided, alternative courses of action, short-term uses of the environment versus the maintenance and enhancement of long-term productivity, and any irreversible and irretrievable commitment of resources.

**Finding of No Significant Impact (FONSI):** If after the completion of an EA it is determined there will be no significant impacts on the quality of the environment, a finding of no significant impact (FONSI) will be prepared to conclude the process and document the decision.

**Limited English Proficiency (LEP):** Individuals who cannot speak, read, write, or understand the English language at a level that permits them to interact effectively.

**Location Study:** Prepared to determine the most advantageous location for a proposed highway improvement based on project purpose and need and on engineering and environmental constraints. The location study and the environmental analysis are developed concurrently.

**Low-Income:** A person whose median household income is at or below the Department of Health and Human Services poverty guidelines.

**Low-Income Population:** Readily identifiable groups of low-income persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient person (such as migrant workers or Native Americans), who will be similarly affected by a proposed DOT program, policy, or activity.

**Major Infrastructure Project:** An infrastructure project for which multiple Federal authorizations will be required to proceed with construction, the lead Federal agency has determined that it will prepare an EIS under NEPA, and the project sponsor has identified the reasonable availability of funds sufficient to complete the project.

**Minority:** A person who is:

- (1) Black: a person having origins in any of the black racial groups of Africa;
- (2) Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
- (3) Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;
- (4) American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
- (5) Native Hawaiian and Other Pacific Islander: people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

**Minority Population:** Any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient person (such as migrant workers or Native Americans) who will be similarly affected by a proposed Department of Transportation (DOT) program, policy or activity.

**National Environmental Policy Act (NEPA):** Requirement of Federal agencies to assess the environmental effects of their proposed actions prior to making decisions. Under the NEPA process, agencies evaluate the environmental and related social and economic effects of their proposed actions and provide opportunities for public review and comment on those evaluations. NEPA applies to a broad range of federal actions that include, but are not limited to, constructing highways and other publicly owned facilities, adopting federal land management actions, and federal permitting.

**Notice of Intent (NOI):** A notice published in the federal register that an environmental impact statement will be prepared and considered.

**Pre-Location Study Meeting:** A meeting conducted for projects that require an EA, EIS, or CE2 held prior to the preparation of a location study/environmental report or conceptual study, or a CE2 to gain public input on the draft purpose and need, the range of alternatives and the impact on the local communities and the environmental of the area.

**Programmatic Agreement (PA):** A document that spells out details the terms of a formal, legally binding agreement between a state DOT and other state, local and/or federal agencies.

**Programmatic CE (PCE):** An agreement between FHWA and the State DOT to make Categorical Exclusions (CE), (most of which are listed under 23 CFR Part 771.117(d)), more efficient and faster. The PCE agreement allows the State DOT to document, review, and approve CEs without requiring FHWA Division Office review in order to proceed to the next step of the-project development process.

**Public Hearing:** 23 U.S.C. 128. A public gathering for the express purpose of informing and soliciting input from interested individuals regarding transportation issues.

- A formal hearing consists of an opening statement, a period for statements and questions from the public, and a closing statement.
- An open house format public hearing is one where the public can come and go and are able to ask questions of project representatives as well as a station where public comments can be officially recorded. Visual aids, display and handouts are often provided.

**Public Involvement (PI):** An integral part of the transportation process which helps to ensure decisions are made in consideration of and to benefit public needs and preferences. It involves seeking public input at key points in the decision-making process where such input has a real potential to help shape the final decision or set of actions. This includes early and continuing opportunities during project development for the public to be involved in the identification of social, economic, and environmental impacts, as well as impacts associated with relocation of individuals, groups, or institutions.

**Public Involvement Plan (PIP):** An announced meeting conducted by transportation officials designed to facilitate participation in the decision-making process and to assist the public in gaining an informed view of a proposed project at any level of the transportation project development process; also, such a gathering may be referred to as a public information meeting.

**Public Meeting:** A public gathering for the express purpose of informing and soliciting input from interested individuals regarding transportation issues.

**Purpose and Need:** A clear and well documented section of an EIS or EA or some CEs defining the need for the project and how that need will be fulfilled. The purpose and need drive the development of the range of alternatives.

**Virtual Public Involvement (VPI):** The use of digital technology to engage individuals or to visualize projects and plans.





# PUBLIC INVOLVEMENT/COMMUNICATIONS PLAN

## I. PROJECT OVERVIEW

Answer questions below or indicate N/A if not applicable:

Today's Date:	
Communications OR Consultant Staff Assigned to Project:	
Project Name (County/Route):	
MoDOT Project Number:	Federal Project Number:
<u>Letting Date:</u>	<u>NTP Date:</u>
Total Project Cost:	
Project Category (access management, CSR, or other study; CE; EA; EIS):	
Major or Minor Project:	ADT (Const):
Project Information – What is being done?	
Project Area (include location/intersection/boundaries, city or town and county):	
What Is the Public Involvement/Outreach Radius (e.g. residents, businesses, schools etc. within XXX miles/feet of project)?	
Purpose & Need (include what is the problem that prompted the project):	
Delivery Method (Design-Bid-Build, Design-Build, P3, etc.)	
Design/Engineer(s):	
Contractor(s):	
Study phase timeframe?	
Design phase timeframe?	
When is construction scheduled to start and end?	
Total funding allocated for <i>public involvement/outreach</i> :	
Detour Information?	
<u>Expected traffic control?</u>	



## PUBLIC INVOLVEMENT/COMMUNICATIONS PLAN

Additional PI consultant contact person (s) (name, email and phone number):

Name, phone number and email address of **primary MoDOT contact** for stakeholders:

### II. PUBLIC MEETING AND PUBLIC HEARING REQUIREMENTS *\*Public involvement is required for every project\**

#### Public Hearing or Opportunity for a Public Hearing

New right of way of ~~5 parcels or more, or~~ permanent easements greater than or equal to 20 acres rural, greater than or equal to 100,000 square feet urban.

Environmental Assessment (EA) or Environmental Impacts Statement (EIS)

At least one public hearing or the opportunity for a public hearing(s) offered by MoDOT at a convenient time and place for any Federal-aid project that includes any of the following:

Significant right of way ☒ 20 acres of new RW or permanent easements in rural areas or ☐ 100,000 square feet new RW or permanent easements urban...

Substantial changes to the layout or functions of connecting roadways or the facility being improved

Considerable adverse impacts to adjoining property

Significant social, economic, environmental, or other effects

When FHWA determines a public hearing is in the public interest

#### Public Meeting or Opportunity for a Public Meeting

At the District Engineer's discretion

#### Other Means of Public Involvement

### III. AUDIENCE OVERVIEW

Check all that apply. Indicate N/A if not applicable:

☐ Local government officials including city, county, public housing authorities

☐ Emergency service providers/Utility providers

☐ State and Federal agencies/State Senators/Representatives

☐ Hospitals/urgent care centers/Nursing homes

☐ Residents/HOAs

☐ Civic organizations (Lions Club, VFW, etc)



## PUBLIC INVOLVEMENT/COMMUNICATIONS PLAN

<input type="checkbox"/> Businesses/commercial interests
<input type="checkbox"/> Churches/religious centers
<input type="checkbox"/> Chambers of Commerce or Visitor Centers
<input type="checkbox"/> Airports
<input type="checkbox"/> Transit providers
<input type="checkbox"/> Railroad
<input type="checkbox"/> Missouri Trucking Association and/or other freight-related interests
<input type="checkbox"/> Other industry or professional association(s)? ○ If yes, identify:
<input type="checkbox"/> Schools, colleges and universities
<input type="checkbox"/> Event venue(s)
<input type="checkbox"/> MPO/RPC/RCOG
<input type="checkbox"/> Parks (local/state/federal 4F/6F)/Recreational facilities/Wildlife Refuges
<input type="checkbox"/> Traveling public
<input type="checkbox"/> Other? ○ Identify others affected by project:
<b>Best Practice Example in SE District</b> – signage added where closures are anticipated with PM phone number for comments/concerns.

### IV. STAKEHOLDER ANALYSIS – Part 1 (INCLUDE [Area Engineer](#) OUTREACH)

PROVIDE INFORMATION GATHERED DURING MEETINGS/INTERVIEWS WITH COMMUNITY AND/OR FROM PRE-PROJECT SURVEYS:

Stakeholder	Category (elected official/ ER/ business/ resident/ school)	Concerns – before or during project	Expectations – during and after project	Level of Participation (low, med, high)	Best communication method	Meeting time preference



## PUBLIC INVOLVEMENT/COMMUNICATIONS PLAN


### III. STAKEHOLDER ANALYSIS – Part 2 (critical contacts)

1. Which local government(s) is affected and/or involved?
2. Which specific emergency responders will be included in outreach?
3. Which specific hospitals or urgent care centers will be included in outreach?
4. Which specific schools/school districts, colleges, universities or other educational centers will be included in outreach?
5. Which specific business districts/chambers/organization will be included in outreach:
6. List other specific critical contacts that will be included in outreach (**include AE outreach**):



## PUBLIC INVOLVEMENT/COMMUNICATIONS PLAN

### IV. TITLE VI ANALYSIS – Part 1:

DOCUMENTATION OF COMMUNITY INTERVIEWS REGARDING LIMITED ENGLISH PROFICIENCY (LEP):

Name & Title of Person Interviewed	Interview Date	Notes

### IV. TITLE VI ANALYSIS – Part 2:

LEP & CENSUS DATA ANALYSIS (Environmental Specialist can provide assistance):

1. Did the LEP analysis and/or interviews with community leaders indicate the need to accommodate another language?

2. If YES, which language(s)?

Percentages of population in project area:

#### **Race**

% White:

% Black or African American:

% American Indian or Alaska Native:

% Asian:

% Native Hawaiian or other Pacific Islander:

#### **Sex**

% Male:

% Female:

#### **Disability**



## PUBLIC INVOLVEMENT/COMMUNICATIONS PLAN

% Disabled:

Age

% 40 and older:

**Income**

% Below the poverty level per federal guidelines for the contiguous 48 states:

### V. COMMUNICATION GOALS:

What does MoDOT ultimately hope to achieve through this communication/public involvement plan?

### VI. STRATEGIES AND TACTICS:

Strategy	Tactic(s)	Target Audience	Title VI Accommodation?



## PUBLIC INVOLVEMENT/COMMUNICATIONS PLAN


### VII. COMMUNICATION TOOLS ACTION PLAN:

<b>Deliverable/Action/Outcome</b>	<b><del>Due</del> DateTimeline</b>	<b>Implementation</b>	<b>Responsible Party</b>	<b>Status</b>	<b>Notes</b>
<u>Example: Information on website</u>	<u>By May 20</u>	<u>US 61 project page, Lincoln County web page, US 61/MO 47 Interchange improvements</u>	<u>Marisa E/Gerri</u>	<u>Completed May 15</u>	

**Missouri Department of Transportation**

1590 Woodlake Drive  
Chesterfield, Missouri 63017-5712  
314.275.1500  
Fax: 573.522.6475  
1.888.ASK MODOT (275.6636)

February 3, 2020

Dear Property Owner/Business Owner:

You are invited to attend a public hearing on Thursday, March 12, 2020 concerning the I-270 North Project. Your property has been identified as land MoDOT may need to purchase right of way or easements from to construct the I-270 North Project. The hearing will be held from 4:00 p.m. to 8:00 p.m. at St. Louis Community College-Florissant Valley, Student Center Multi-Purpose Room, 3400 Pershall Road, Ferguson, MO 63135.

The public hearing is an open-house meeting, which means no formal presentations will be made. You may attend the hearing any time during the advertised hours to discuss the project and offer your comments. You will have the opportunity to document your comments. The Notice of Open-House Public Hearing is enclosed to help familiarize you with this project.

MoDOT will be hosting a Virtual Public Meeting for the I-270 North Project on the project website from March 12 to March 23, 2020. All material from the public hearing will be available online at:

<http://www.i270north.org>

We understand transportation is important to the residents in this area and I will be glad to answer any questions you might have about this project or other transportation matters. If you are not able to attend this meeting, please feel free to contact me at 1-314-453-5057.

Sincerely,

Justin A. Wolf, P.E.  
I-270 North Project Director

Attachments

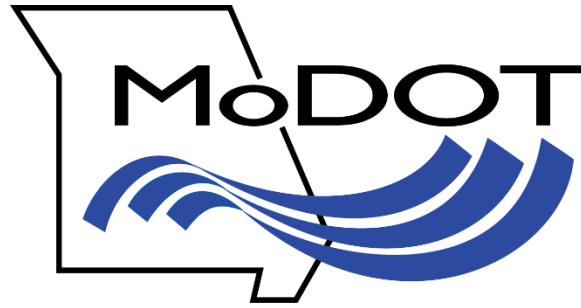


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*Our mission is to provide a world-class transportation experience that  
delights our customers and promotes a prosperous Missouri.*

[www.modot.org](http://www.modot.org)





## Notice of Opportunity to Comment, I-70 Missouri River Bridge at Rocheport

### Boone County –

MoDOT is in the process of completing a re-evaluation under the National Environmental Policy Act (NEPA) of the 2005 Finding of No Significant Impact (FONSI) for the Second Tier Final Environmental Assessment (EA) and Final Section 4(f) Evaluation of Independent Utility 3 for the replacement of I-70 Missouri River Bridge at Rocheport. It is anticipated that the NEPA re-evaluation will be completed by February 2020.

MoDOT is currently seeking public comment on the project. Previously completed documents may be reviewed by going to the project website: [http://www.improvei70.org/environmental\\_3.htm](http://www.improvei70.org/environmental_3.htm)

Individuals and organizations wishing to comment may submit them to MoDOT's Central District in the following ways:

- Website: [www.modot.org/modot-central-district](http://www.modot.org/modot-central-district)
- E-mail: [brandi.baldwin@modot.mo.gov](mailto:brandi.baldwin@modot.mo.gov)
- Facebook: [www.facebook.com/MoDOTCentral](https://www.facebook.com/MoDOTCentral)
- Twitter: [www.twitter.com/MoDOT\\_Central](https://www.twitter.com/MoDOT_Central)
- Phone: (888) 275-6636

Comments will be taken until Wednesday, October 9, 2019.

END

For more information, call MoDOT in Jefferson City at 888-275-6636 or visiting [www.modot.org/modot-central-district](http://www.modot.org/modot-central-district)

Follow MoDOT's Central District: [Facebook](#) | [Twitter](#) | [YouTube](#)

## Example Notice of Public Hearing

### NOTICE OF OPEN-HOUSE PUBLIC HEARING ON DESIGN AND CONSTRUCTION OF PAVEMENT, BRIDGE, AND SIDEWALK IMPROVEMENTS ON I-270 FROM JAMES S. MCDONNELL BOULEVARD TO BELLEFONTAINE ROAD IN ST LOUIS COUNTY

Notice is hereby given to all interested persons that a public hearing will be held at the Student Center Multi-purpose Room of St. Louis Community College – Florissant Valley, 3400 Pershall Road, St. Louis, MO 63135, on Thursday March 12, 2020, between the hours of 4:00 p.m. and 8:00 p.m., Daylight Savings Time. Parking at the meeting is available in lots P3, P4, P6 and P7. Access for people with disabilities is available. All interested persons will be given an opportunity to be heard concerning their views on the design and construction of I-270, St. Louis County, with reference to the economic and social effects of such design, its impact on the environment, and its consistency with the goals and objectives of the community. An open-house format will be used, and persons may discuss the project and offer comments at any time between the prescribed hours. The presently contemplated improvement is as follows:

The I-270 North project runs along I-270 from James S. McDonnell Boulevard to Bellefontaine Road. It will replace aging infrastructure, link communities, improve accessibility for bicyclists and pedestrians, and enhance traffic operations and safety throughout the corridor. At \$278 million, this is the largest project that MoDOT has undertaken in the last decade. The total length of the improvements is 8.619 miles. Right of way and easements will be acquired for this project.

Maps, plats, and other detail information prepared by the Missouri Department of Transportation, or interested agency, will be available for public inspection and copying at the office of the District Engineer of the Missouri Department of Transportation, 1590 Woodlake Drive, Chesterfield, Missouri, 63017. Written statements and exhibits as well as oral statements will be received at the hearing. Written statements and exhibits will be made a part of the public hearing transcript if received within ten working days after the date of the hearing. Comments will be accepted in the form of writing or providing a recorded statement. In addition, a virtual public hearing will be available online at: <http://www.i270north.org/> from March 12 to March 23.

Tentative schedules for right of way acquisition and construction will be discussed at the hearing. Construction is expected to begin in spring 2020, with a December 2023 completion date.

People with disabilities who require special services at the public hearing should notify Project Communications Coordinator Nina Thompson by March 5, 2020 at (314) 370-4187 so arrangements for those services can be made.

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

BY: Thomas Blair, District Engineer

## MEMORANDUM



### Missouri Department of Transportation

#### St. Louis District

---

**TO:** Travis Koestner  
State Design Engineer

**CC:** Dave Simmons  
Design Liaison Engineer

**FROM:** Jenn Becker  
I-270 North Design Build Design Coordinator

**DATE:** April 1, 2020

**SUBJECT:** Route I-270, St. Louis County  
Interstate and Outer Road Reconstruction from w/o US 67 (North Lindbergh Blvd.) to east of Bellefontaine Rd.  
Project Length: 8.583 miles  
Job No. J6I3020  
Design Approval

A public hearing was scheduled to be held for J6I3020B on Thursday, March 12, 2020 from 4:00 p.m. to 8:00 p.m. at the St. Louis Community College – Florissant Valley Student Center (3400 Pershall Road, St. Louis, Missouri, 63135), located immediately adjacent to the project corridor. However, due to concerns with the public hearing having the potential to attract hundreds of visitors during the COVID-19 outbreak, the in person public hearing was canceled at 8:00 a.m. on Thursday, March 12, 2020. Notice of the cancellation was given to media outlets and posted on the project's website ([www.i270north.org](http://www.i270north.org)). MoDOT hosted a virtual public hearing online which was available on the project's website until March 26, 2020. Additional descriptions of the proposed displays were added to the website to substitute for the in person explanation that would normally occur at a public hearing. MoDOT also hosted a moderated chat on the website Tuesday, March 24, 2020 to Thursday, March 26, 2020.

A previous public hearing had been held on Tuesday, December 15, 2016 at McCluer High School (1896 New Florissant Rd., Florissant, MO 63031), located immediately adjacent to the project corridor as part of the Environmental Assessment (EA) process. At that time, potential right of way impacts including total and partial acquisitions were shown on the boards presented at the public hearing. All changes to the design of the project were made within a smaller footprint than the EA public hearing showed and all proposed right of way acquisitions are equal to or less than what the EA public hearing displays showed. The Missouri Highways and Transportation Commission approved the location of the project on May 3, 2017.

The project traverses through four communities, Hazelwood, Florissant, Ferguson, and Bellefontaine Neighbors, in addition to unincorporated portions of St. Louis County and is 8.583 miles in length.

The purpose of the project is:

- Improve aging infrastructure along I-270
- Improve mobility and operations for all users
- Improve safety within the corridor; and
- Improve access consistent with the designated uses of the corridor

Approximately 60 local residents, business representatives, and stakeholders still arrived at the public hearing site despite the cancelation. MoDOT representatives received 8 comments from these individuals and directed them to the website. One person arrived in-person at the St. Louis District Office. A total of 2,615 views were made of the online-public hearing representing 1,819 unique visitors. Ninety-two comments were received via comment forms on the website and four comments were received as part of the moderated chat.

The virtual public hearing was held in accordance with established MoDOT procedures. The department has considered possible social, economic, and environmental effects of the proposed improvements. The project is consistent with local planning goals and objectives.

Enclosed is one copy of the public hearing transcript.

Enclosures

### REQUEST FOR APPROVAL OF DESIGN OF HIGHWAYS

– Presented by Thomas Blair, St. Louis District Engineer, 314-453-1800.

**ISSUE:** The public hearing process has been completed for the following project. Commission action regarding the roadway design is required prior to acquisition of right-of-way.

- **Location:** Interstate 270, St. Louis County, from west of US 67 (North Lindbergh Boulevard) to east of Bellefontaine Road including outer roads and Interstate 170, St. Louis County, southbound only, from Nyflot Avenue to south of Frost Avenue.
- **Project Description:** This project is a design-build project awarded to Millstone Weber, LLC. at the November 6, 2019 Commission meeting. The project will reconstruct interchanges at US 67 (North Lindbergh Boulevard), Rte N (New Florissant Road), Washington Street/Elizabeth Avenue, West Florissant Road, Rte AC (New Halls Ferry Road), Old Halls Ferry Road, Rte 367 (Lewis and Clark Boulevard), and Bellefontaine Road; add an additional driving lane in both directions on I-270 from US 67 (North Lindbergh Boulevard) to Rte 367 (Lewis and Clark Boulevard); rehabilitate existing I-270 and Dunn and Pershall Road pavement; improve accessibility for bicyclists and pedestrians with a multi-use path from Lindbergh Boulevard to Breezy Point Lane along Dunn Road and from Hanley Road/Graham Road to Old Halls Ferry Road along Pershall Road; improve safety with an updated outer road system that includes removal of all existing cross over slip ramps by converting Dunn Road and Pershall Road to a one-way outer road system from Hanley Road/Graham Road to Old Halls Ferry Road and adding roundabouts west of Hanley Road/Graham Road and west of Bellefontaine Road along Dunn Road; install signal updates and replacements; remove and replace all bridges from Lindbergh Boulevard through Old Halls Ferry Road (with the exception of the I-270 bridge over Hanley Road/Graham Road and the bridges within the I-170/I-270 interchange which remain in-place) and add a new bridge connection between Pershall Road and Dunn Road east of Old Halls Ferry Road; improve pavement and shoulders along I-170 southbound from Nyflot Ave. to Frost Ave. to support a third lane of traffic.
- **Project Length:** 8.583 miles
- **Right of Way Type:** Normal access right of way along I-270 north and south outer roads.
- **Traffic:** Various long term road closures are necessary for replacement of bridges over I-270 at Washington Street/Elizabeth Avenue., West Florissant Avenue, and Old Halls Ferry Road. Various weekend closures of I-270 are necessary for demolition of bridges at US 67 (North Lindbergh Boulevard), Washington Street/Elizabeth Avenue, West Florissant Avenue, and Old Halls Ferry Road. Various off-peak lane closures of I-270 will be required, but three thru-lanes of traffic will be maintained during all peak hours. Various ramp and lane closures along the outer roads will be also be required. Adequate signing will be provided to control traffic flow in the area and will be augmented through public information and outreach efforts to advise motorists of the various traffic situations.
- **Hearing Held:** In person Hearing scheduled, canceled due to Covid-19 concerns: Thursday, March 12, 2020, 4:00 p.m.-8:00 p.m.

St. Louis Community College – Florissant Valley Student Center  
3400 Pershall Road, St. Louis, MO 63135  
Online Hearing Held:  
March 12, 2020 – March 26, 2020

- **Attendance:** 60 still arrived to Public Hearing site despite cancelation; MoDOT staff directed individuals to website.  
1,819 unique visitors of the online hearing (2,615 total visitors)  
4 participants in a virtual chat
- **Job No.:** J6I3020B

**RECOMMEND that the Commission:**

- Approve the design of the proposed project as presented at the virtual public hearing.

**DEPARTMENT VIEW:**

- The project is consistent with the location approved by the Missouri Highways and Transportation Commission at its May 3, 2017 meeting.
- The project is a necessary step to improve the I-270 North Corridor consistent with Environmental Assessment and Finding of No Significant Impact between Lindbergh Boulevard and Bellefontaine Road to address safety, operational, and infrastructure conditions.

**OTHER VIEWS:**

- Public was in favor of adding a lane to I-270.
- Public was in favor of providing new multi-use paths along Dunn and Pershall Roads.
- Opinions were split on converting the current two-way outer roads of Dunn Road and Pershall Road to a one-way westbound Dunn Road and a one-way eastbound Pershall Road. Some comments were in favor of the safety benefits the change would provide. Some comments expressed concern with the adverse travel, particularly between Washington St./Elizabeth Ave. and West Florissant Road. The department recognizes that some users may be adversely impacted, but the conversion to a one-way outer system provides a substantial safety benefit with minimal purchase of new right-of-way and is consistent with the previously approved location of the project.
- Several questions and concerns were received related to the length of the construction schedule, mobility throughout the projects, and detour routes. MoDOT is committed to a robust public information campaign to provide advance notice of all stages of construction.
- Several questions were received concerning noise walls and where they may be built or not and how that is determined. MoDOT is committed to constructing all noise walls that are determined to be reasonable and feasible in accordance with department policy.

**MHTC POLICY:**

- Highways – Location and Design – Location and Design Approval.

**OTHER PERTINENT INFORMATION:**

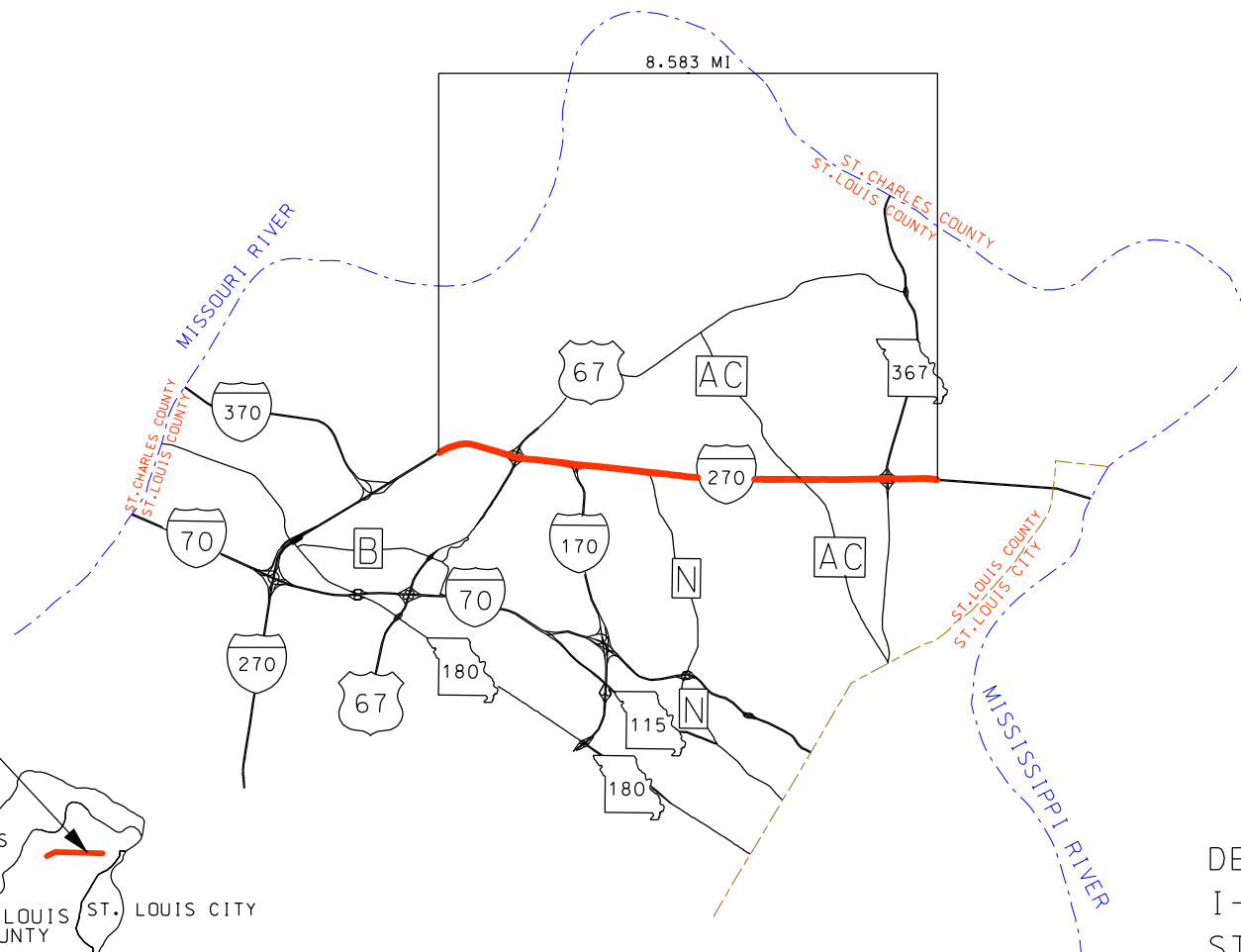
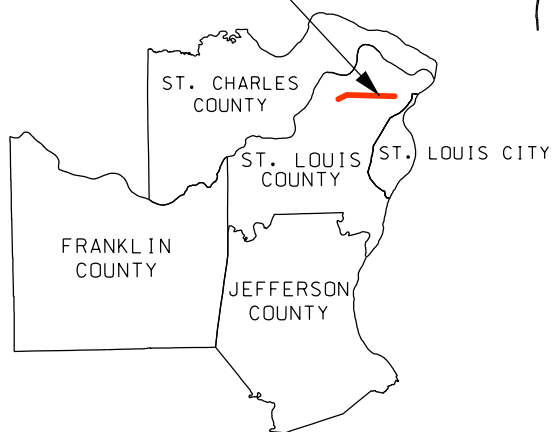
- The Revised Statutes of Missouri charge the Commission with the responsibility for approving roadway locations and/or designs; based on that approval, property needed for the improvement is acquired by negotiations and/or condemnation.
- This design-build project was awarded by the Commission to Millstone Weber, LLC. at its November 6, 2019 meeting.
- There are known hazardous waste sites on the Corridor. Coordination with the United States Corps of Engineers is ongoing to ensure required excavation or other land disturbances are appropriately handled.

**SOURCE OF FUNDING:**

Funds to accomplish this improvement have already been committed in the award of the project on November 6, 2019. No additional funds need to be committed as a result of this particular action.



PROJECT LOCATION



DESIGN APPROVAL  
I-270  
ST. LOUIS COUNTY  
JOB NO.: J6I3020B

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.



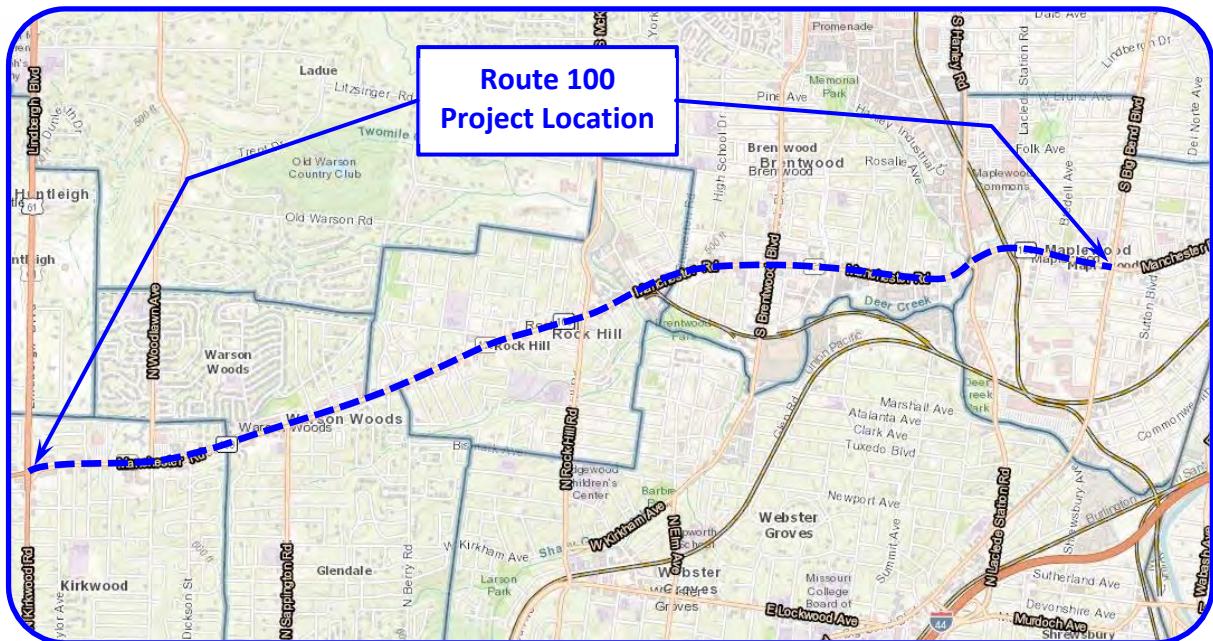


ROUTE 100 / MANCHESTER ROAD  
PAVEMENT REHABILITATION AND  
ADA IMPROVEMENTS

PUBLIC HEARING TRANSCRIPT  
MARCH 27, 2018

MISSOURI DEPARTMENT OF TRANSPORTATION

St. Louis District Office  
1590 Woodlake Drive  
Chesterfield, MO 63017  
314.275.1500



CONSULTING ENGINEER

THOUVENOT, WADE & MOERCHEN, INC.  
720 Olive Street, Suite 200A  
St. Louis, MO 63101  
314.241.6300  
[jlandeck@twm-inc.com](mailto:jlandeck@twm-inc.com)



# **PUBLIC HEARING TRANSCRIPT**

**Route 100 (Manchester Road)  
Pavement Rehabilitation and  
ADA Improvement Project  
Job No.: J6S1718  
St. Louis County**

**Date of Public Hearing:  
Tuesday, March 27, 2018**

**Prepared for:  
The Missouri Department of Transportation**

**Prepared by:  
Thouvenot, Wade & Moerchen, Inc.  
[www.twm-inc.com](http://www.twm-inc.com)**





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SECTION 2 .....	Public Hearing Exhibits
SECTION 3 .....	Public Hearing Hand-outs
SECTION 4 .....	Public Comments



# **SECTION 1: EXECUTIVE SUMMARY**

**Route 100 (Manchester Road)  
Pavement Rehabilitation and  
ADA Improvement Project  
Job No.: J6S1718  
St. Louis County**





## Executive Summary

This project is located on Route 100 (Manchester Road) in west St. Louis County. The limits of the project extend from just west of Big Bend Boulevard at its eastern extent to Lindbergh Boulevard/Kirkwood Road (US-61/67) at its western extent. The improvements are approximately 4.6 miles long and the project passes through the communities of Maplewood, Brentwood, Rock Hill, Warson Woods, Glendale, and Kirkwood.

The purpose of the project is to:

- Rehabilitate the aging pavement surface on Route 100
- Provide accessible sidewalks, curb ramps, driveway entrances, and equipment at signalized intersections that are compliant with the current ADA guidelines and conform to MoDOT's ADA Transition Plan
- Improve drainage along the corridor
- Replace an aging bridge and rehabilitate another bridge
- Replace or make upgrades to several traffic signals along the route

The Route 100 (Manchester Road) corridor has begun to show its age as the pavement, curbs, and existing sidewalks are in a moderate state of deterioration. The main objectives of this project are to provide a pavement rehabilitation treatment that will preserve the life of the existing roadway pavement on Route 100 and increase overall safety by providing accessible pedestrian facilities along the corridor. The project will also include a bridge rehabilitation of Route 100 over Deer Creek and will replace the aging Route 100 arch bridge over Black Creek near the Hanley Road intersection. The existing traffic signals along the corridor will each be analyzed and upgrades or adjustments will be made according to changes to intersection geometrics and will be brought up to current ADA accessibility standards where needed. In order to accomplish a fully pedestrian accessible corridor, underground utilities will be adjusted to the proper grades and above-ground utilities will be relocated where required. Proper connections between sidewalks and transit stops will be provided through accessible bus stops and bus pads. Additionally, access management guidelines will be utilized in locations where open access to parking areas across the frontage of parcels exists. Thus, access points will be consolidated in an effort to focus vehicular and pedestrian traffic at defined entrance points, limiting the potential for vehicle-pedestrian incidents and increasing overall safety along the corridor.

## Public Outreach

- A public hearing notification letter was distributed to the mailing addresses along the project corridor.
- An announcement of the public hearing was placed on MoDOT's website.





- A legal notice of the public hearing was published in the St. Louis Post-Dispatch.
- An announcement was published in the Webster-Kirkwood South County Times newspaper.
- An announcement was posted on the Cities' of Kirkwood and Brentwood websites.
- A press release about the public hearing was distributed to local media.
- A Rider Alert was posted by Metro Transit at affected bus stops and on its website.

## Public Hearing

A public hearing was held on Tuesday March 27, 2018, from 12:00 noon to 7:00 P.M at the Brentwood School District Conference Center located at 1201 Hanley Industrial Court, St. Louis, Missouri, 63144, to share information about the project. This venue was chosen for its generally centralized location with respect to the project corridor and because it contains a meeting room that was large enough to hold the capacity of crowd that was expected to attend. Approximately 170 local residents, business representatives, elected officials, stakeholders, and other interested parties attended the public hearing. The public hearing was conducted in an open house format.



**Figure 1: Photo from the Public Hearing.**

### Public Hearing Objectives:

- Present the current project design and share project-specific information with the public.
- Be available to answer questions from those in attendance.
- Solicit project-related feedback from the public based on material presented.
- Begin a two-week period during which those who did not attend the public hearing could provide their comments via the virtual public hearing.





**Inside the meeting room, the following stations were available for the public to participate:**

- Welcome/sign-in table - Provided a central greeting area for guests, where they signed the guest book and were given a project fact sheet and a public comment form.
- Project exhibit boards – 2 sets of 6 boards with a strip map illustrating the proposed improvements.
- Tables with pens and comment sheets
- Tables with preliminary plans for more in-depth review compared to the overview on the display boards
- A location with a voice recording device was provided to capture any verbal comments that may be provided in lieu of written comments.

The information for MoDOT's improvements was available on the project's virtual public hearing website at:

[http://www.modot.org/stlouis/major\\_projects/ManchesterResurfacing2018virtualhearing.htm](http://www.modot.org/stlouis/major_projects/ManchesterResurfacing2018virtualhearing.htm)

MoDOT accepted comments by way of their on-line comment platform administered through Survey Monkey until April 10, 2018. There were 837 unique visitors of the on-line hearing (1,267 total visitors).

The Cities of Brentwood and Kirkwood each had an area where interested individuals could visit to see preliminary layouts for enhancements those two communities have planned for the Route 100 corridor.

#### **Public Hearing Results & Comments:**

Public comments were solicited, and responses were received in a number of ways during the comment period:

- Twenty-two (22) written public comments were received at the Public Hearing, including one two-page document from a local organization whose comments were not on the standard comment sheet provided at the public hearing.
- Three (3) written public comments were received via USPS Mail during the comment period
- Forty-eight (48) comments were received by way of the on-line comment survey provided through MoDOT's website as a part of the virtual public hearing

The public was asked to provide a primary subject or subjects to better classify their comments by checking a box next to one or more of the following:

- Questions/comments about the resurfacing project





- Questions/comments about sidewalk improvements
- Questions/comments about access to businesses or properties
- Questions/comments about property/easement acquisition
- Are there other issues MoDOT should consider?

Below this section of the form, space with lines was provided for the individual to record his or her comments, with a location to print their name and address.

A copy of comments received are included in the public transcript.

**General Themes of Public Comments:**

- Support of MoDOT's plan to rehabilitate the existing pavement surface and curbs.
- Support of providing accessible sidewalks along both sides of the Route 100 corridor.
- Questions regarding access to and from their property or place of business during and after construction of the project has been completed.
- Questions about MoDOT's Right-of-Way acquisition process.
- Concerns with not providing a center turn lane in the existing 4-lane section of Route 100.
- Concerns that a road diet and bike lanes would not be provided along the corridor.

**Conclusion:**

This public hearing was a useful tool for MoDOT to communicate its current plan for improvements along the Route 100 (Manchester Road) corridor to the public. Many stakeholders were effectively reached and MoDOT would like to thank all those who attended the public hearing and those who provided, their comments. This feedback provides a start for the dialogue and is paramount to a successful project because they help contribute to the decision-making process as the design of the project progresses. In summary, this project will continue its focus of pavement preservation, improving safety, creating accessible routes for pedestrians, access management, and bridge improvements. The design will be submitted as the preliminary design for the project.

The rest of the transcript was intentionally not included.

