



# Route N Study

## Community Advisory Group (CAG)

### Meeting #1

November 8, 2018





# Agenda

- Introductions
- CAG Roles and Responsibilities
- Project Description
- NEPA History & Basics
- Types of Alternatives to be Considered
- Project Context/Issues
- Feedback Summary
- Schedule
- Questions & Discussion
- Adjourn





# Introductions

- Please share
  - Your name
  - Who you represent
  - Your interest in the Route N Study

# Community Advisory Group



# Request of all CAG Members

- Attend all meetings to the extent possible.
- Openly articulate your thoughts for the benefit of the entire group.
- Be respectful of the perspective of others.
- Serve as a two-way conduit of information.
- Keep your organization, or neighbors, informed of the CAG's work.
- Please arrive on time and try to stay through the entire meeting.
- Please avoid side conversations that might be disruptive.
- Please place your cell phones on mute.





# Decision Making

- The CAG's role is advisory in nature
  - Assisting MoDOT in ensuring that all pertinent information is being considered
  - Providing diverse perspectives on the project context and issues
  - Communicating feedback on the in-progress study and study milestones
- MoDOT and the FHWA have the responsibility of making final decisions related to the Route N NEPA Study





# Future CAG Meetings

- CAG Meeting #2
  - Winter 2018
  - Recap of Public Information Meeting #1
  - Approved Purpose and Need
  - Conceptual Alternatives
- CAG Meeting #3
  - Early 2019
  - Reasonable Alternatives
- CAG Meeting #4
  - Late Spring 2019
  - Preferred Alternative



# Project Description





# Route N NEPA Study

- Limits
  - From the proposed David Hoekel Parkway east to the I-64/Route 364 interchange
- Co-Lead Agencies – MoDOT and FHWA
- Transportation Corridor Improvement Group
  - MoDOT
  - St. Charles County
    - Partnering with MoDOT
    - Elevated Route N to a regional long-range plan priority
  - East-West Gateway Council of Governments (MPO)
    - Partnering with MoDOT
    - Ensuring the study fits into the regional vision





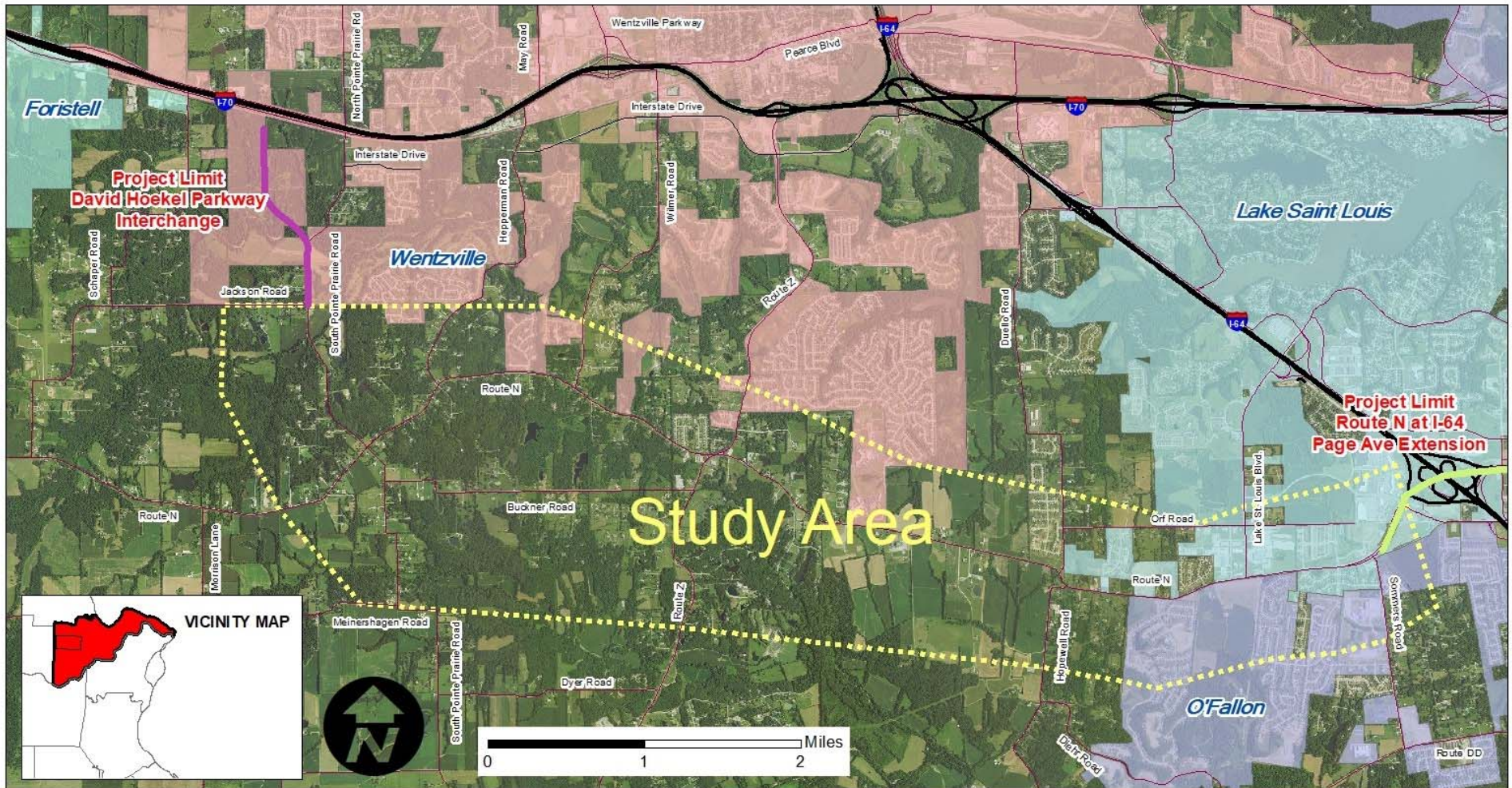
# Route N NEPA Study

- Consultant Team
  - Jacobs/CH2M – Lead consultant
  - HNTB – Traffic and engineering design support
  - Vector Communication – Community involvement
  - ARC of St. Louis – Cultural resources
  - Hg Consult – Hydraulic studies





# Project Study Area



# NEPA History and Basics





# Why do we have NEPA?

- National Environmental Policy Act (1969)
- Series of environmental-related acts
- Growing sensitivity to environmental and socioeconomic resources
  - The interstate highway program/freeway revolts
  - The effects of major infrastructure projects
  - The increasing use of toxic pesticides and fertilizers





# NEPA: The Basics

*“To declare a national policy which will encourage productive and enjoyable harmony between man and his environment; to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man; to enrich the understanding of the ecological systems and natural resources important to the Nation; and to establish a Council on Environmental Quality.”*

- National Environmental Policy Act (NEPA) (1969)
- National policy regarding the environment
- Established a national Council on Environmental Quality (CEQ) to oversee government activities that could affect the environment





# What is NEPA Anyway? Beyond the Basics...

- Labeled by the courts as an “environmental full disclosure law”
- A systematic, interdisciplinary approach during the planning process
  - Whenever federal actions have a potential impact on the environment
- Involves widespread coordination, review, and public disclosure



# When is NEPA Triggered?

- When federal funding is involved, or when federal permitting/approval is required
- Not all highway/ bridge projects may trigger NEPA







# NEPA Documents

- NEPA is primarily a **procedural** statute
  - NEPA document records that we followed the right process
- The right process may be simple or it may be very complex
  - Depending on the nature of the proposed action and the potential for significant impacts
- An EA or EIS is a **Federal** document
  - State DOTs or local transportation agencies may be delegated the role of leading or contracting for their development
- There are three basic types of NEPA documents





# General Characteristics of NEPA Document Types

|   | <b>CE</b>                        | <b>EA</b>   | <b>EIS</b>   |
|---|----------------------------------|---|--|
| <b>Impact significance</b>              | Not significant                  | Possibly not significant; need to determine                       | Potential to be significant                          |
| <b>Public Process</b>                   | Minimal                          | Some disclosure is required, as well as a location public hearing | A rigorous approach and a public hearing is required |
| <b>Level of detail in documentation</b> | Generally a “checklist” approach | Varies – from a checklist to a big narrative volume               | Varies, but not unusual to be 200-300 pages          |
| <b>Timeline</b>                         | A few weeks to several months    | A few months to multiple years                                    | Often multiple years                                 |



# NEPA “Umbrella”

## Other laws have established interlocking or overlapping requirements

- Solid Waste Disposal Act
- Resource Conservation and Recovery Act of 1976
- Comprehensive Environmental Response, Compensation and Liability Act
- Emergency Planning and Community Right to Know Act of 1986
- National Historic Preservation Act
- Economic, Social and Environmental Effects
- Highway Noise Standards
- State Noise Standard
- Public Hearing Requirements
- Section 9 - Bridge Permits
- Section 7, Endangered Species Act, (FWS)
- Rivers and Harbors Act, Section 10 (COE, USCG)
- Archaeological and Historic Preservation Act
- Archaeological Resources Protection Act
- Title VI of Civil Rights Act of 1964
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- Americans with Disabilities Act
- Executive Order 12898 (Environmental Justice)
- Section 4(f) of USDOT Act (49 USC 303)
- Clean Air Act
- Safe Water Drinking Act
- Farmland Protection Policy Act
- Section 6(f) of the Land and Water Conservation Fund Act (LWCFA).
- Conformity - (CAAA)
- Clean Water Act, Sections 401 & 404 – wetlands (States, COE)
- Executive Order 11988, Floodplains

# Essential Elements of NEPA Studies

- Scoping
- Purpose and Need
- Alternatives
- Impact Assessment
- Mitigation
- Public Involvement
- Interagency Coordination and...

**Documentation!**



# Type of Alternatives to be Considered



# Definition of Alternatives to be Considered

- Conceptual Alternatives
  - Wide range of potential solutions
- Reasonable Alternatives
  - Those Conceptual Alternatives that meet the project's Purpose and Need
- Preferred Alternative
  - The Preferred Alternative identified in the Environmental Assessment
- Selected Alternative
  - The approved alternative in the Finding of No Significant Impacts (FONSI)





# Types of Alternatives to be Considered

- No-build
  - No improvements, only routine maintenance
- Transportation System Management and Transportation Demand Management
- Improve existing Route N, and possibly other existing roadways
- New off-alignment roadway
- A combination of improving existing Route N, improving other existing roadways, and new off-alignment roadway





# Aesthetic Treatments

- Aesthetic specifics will not be identified in the Route N NEPA Study
  - Aesthetic details will be part of the design phase
- Consider baseline aesthetic enhancements
  - Cost effective & should complement the surrounding area
  - Aesthetic enhancements beyond what is required to accomplish the project goals would be funded by the local communities



# Project Context/Issues



# What issues do you see with the existing Route N in west St. Charles County ?

- Group exercise
- What do you love and enjoy about the Route N area?
- What are the issues you see with Route N currently and how does it make you feel?
  - Please be specific
  - Safety, condition, operations, etc.
- Think about the **other** places you love and enjoy, are there elements from those places you would like to see with the future of Route N?

# Feedback Summary



# Stakeholder Interview Summary

- In person and phone interviews were conducted with numerous community leaders, residents, emergency responders, and businesses
- Most frequent concerns identified:
  - Lack of shoulders on rural section
  - Lack of left turn lanes, especially at the schools
  - Lack of break in traffic for entering roadway
  - Bottleneck and configuration issues at Route N/Route Z
  - Lengthy traffic backups during the morning and evening rush hours
  - Rapid residential growth in parts of the corridor
  - Bends in road create blind spots
  - Traffic growth without changes/improvements to the roadway

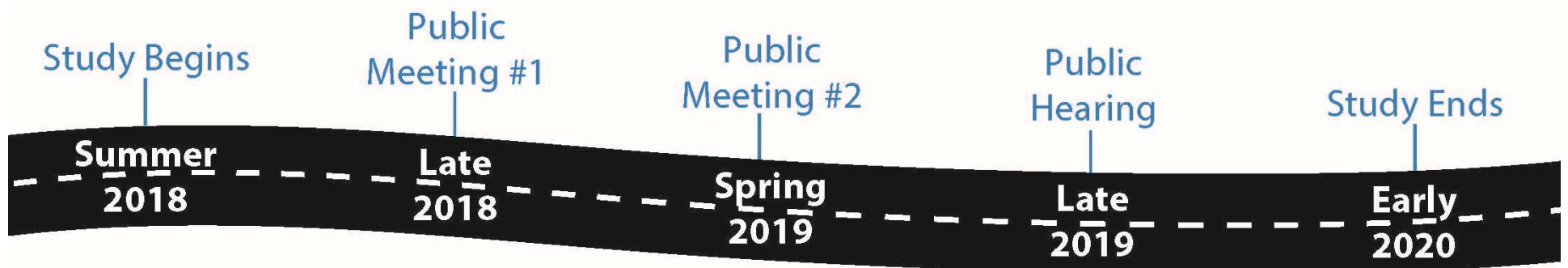


# Schedule



# Project Schedule

- Public Meeting #1 – Winter 2018
- Public Meeting #2 – Early 2019
- Approved Environmental Assessment – November 2019
- Study Complete – Early 2020



# Questions and Discussion

# Adjourn