

DOWNTOWN – AIRPORT TRANSIT CORRIDOR ALTERNATIVES ANALYSIS AND ENVIRONMENTAL SCREENING REPORT

CHAPTER 7.0 – COMMENTS, CONSULTATION AND COORDINATION

DRAFT
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This is a draft document that has not been reviewed by the Federal Transit Administration (FTA). If the FTA has comments, changes will be made to address those comments.

Additional analysis is underway on ridership forecasts. Changes will also be made, as appropriate, to incorporate more current information that becomes available.

On May 22, 2006, the MATA Board of Commissioners voted to eliminate Alternative 1 and Alternative 1/Fairgrounds. References to these alternatives remain because this working file was prepared prior to the Board action.

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7.0 COMMENTS, CONSULTATION, AND COORDINATION

Building upon the public involvement process initiated during the Corridor Selection Phase of this program, MATA has continued to implement activities for public information and agency coordination. Community and stakeholder participation will continue as the project advances through the project development process, including community and stakeholder review of the DEIS document, formal regulatory agency review, and the public hearing.

This chapter describes the on-going community and stakeholder participation and coordination program that has been conducted during the alternatives analysis and DEIS process.

7.1 Public Involvement Program

MATA has recognized that public involvement and input is a vital component of the alternatives analysis and environmental evaluation of the Downtown-Airport Transit Corridor project. A Public Involvement Program (PIP) has been developed to encourage an open, proactive and participatory process for the public, affected agencies and other interested parties. The PIP is intended to educate the citizenry on all aspects of the Corridor project, to provide a variety of tools and opportunities for people to participate in the process and to help build consensus that best meet the needs of the diverse public that is Memphis.

The outreach strategies and activities used in the Downtown-Airport Transit Corridor program are described below.

7.1.1 Notice of Intent and Scoping

Scoping is a process defined by the regulations of the Council of Environmental Quality (CEQ); it is required for all Environmental Impact Statements (EIS), as a part of early coordination. The purpose of scoping is to invite participation by all affected federal, state and local agencies, Indian Tribes, other interested parties, and the public in the development of the project and the EIS. The scoping process helps to determine the scope and significant issues to be analyzed in depth during the EIS and to eliminate insignificant issues. The scoping process is used to determine agency responsibilities for preparing the EIS, to identify related NEPA studies and other environmental requirements, and to indicate a tentative time-line for the project.

7.1.1.1 Notice of Intent

The scoping process was officially initiated on August 3, 2001 with the publication in the *Federal Register* of the Notice of Intent (NOI) to study transportation alternatives, to prepare an EIS and to conduct public scoping meetings. A copy of the NOI is contained in Appendix A of this DEIS.

7.1.1.2 Early Coordination Letters

In addition to the August 3, 2001 NOI, MATA distributed early coordination letters to 42 Federal, state and local agencies, to 143 community leaders, and eight Indian Tribes. The early coordination letters provided a summary of the project and an invitation to the August 2001 scoping meetings to provide input for the project.

Written responses to the scoping packages were received from the following agencies:

- US Fish and Wildlife Service
- Tennessee Department of Transportation, Planning Division
- Tennessee Department of Environment and Conservation,
 - Division of Water Pollution Control
 - Recreation Education Services Division
 - Division of Solid Waste Management
 - Tennessee Historical Commission
- Tennessee Wildlife Resources Agency
- City of Memphis, Division of Public Works, Wastewater Collection Systems

Issues raised in the written responses submitted by the various agencies included:

- The need to consider impacts of proposed transportation improvements to Interstate 240 (Midtown Interchange and between Midtown Interchange and I-55) and the I-69 Corridor Study between Millington and the Mississippi State line;
- The need for various water related permits during construction activities;
- The need for coordination of the selected alternative with existing and planned sewer service and facilities;
- Incorporate recreation priorities into Corridor project plans;
- The need for consultation with TN Historical Commission regarding eligible or listed National Register properties; and
- Location of several hazardous and solid waste sites in the corridor.

7.1.1.3 Scoping Meetings

Two scoping meetings were held on August 23, 2001. The first meeting was held at Central Station on Main Street from 1:30 to 3:30 PM; the emphasis of this meeting was agency coordination. Representatives of three agencies (Memphis Landmarks Commission, Memphis Housing and Community Development Division, and Memphis Police Department) attended the meeting.

Issues rose during the agency scoping meeting included:

- The need for emergency access – an isolated guideway such as an elevated monorail would make access to emergency situations more difficult.

- An application has been filed by the City of Memphis for designation of a Federal Empowerment Zone within the corridor.
- In National Register Historic Districts, alignments that use commercial streets for high capacity transit would be preferable to using residential streets.
- The Memphis Police Department is planning a Southeast Precinct at the Memphis Depot (to open in 2004)

The second scoping meeting was held from 6:00 to 8:00 PM at the New Salem Baptist Church on South Parkway in Memphis. The meeting was intended to provide members of the public with an opportunity to review the current information on the project and to ask for their input concerning the project. A total of 12 people attended the meeting.

Typical questions and comments raised by the public included:

- How can existing rail infrastructure best be used?
- What will the process be for selecting the alignment?
- How does light rail impact crime?
- Will the number of transit stops and stations impact ridership, especially for tourists?
- How can Memphis, particularly near transit stations, be made more pedestrian friendly?
- What is the time frame for expanding into other corridors in the region?

7.1.2 Public Meetings

Since 2001, MATA has held two rounds of public meetings to inform the public about the program and to solicit input throughout the Regional Rail program development.

7.1.2.1 July 2001 Public Meetings

Three public meetings were held in July 2001 to gather public input to assist MATA and its study team in making decisions about routes and technologies for high capacity transit service in the Downtown-Airport Transit Corridor. The public meetings were advertised in the *MATATRAC* Summer 2001 newsletter, *The Commercial Appeal*, the *Silver Star News*, and over 1,400 notices were mailed to members of the community. The meetings were held on consecutive days, July 23rd, 24th and 25th in three different places within the corridor. The meeting schedules and locations are shown below:

- Monday, July 23, 2001, 6:00 – 8:00 PM, at the Memphis Interfaith Association (MIFA) on Vance Avenue.
- Tuesday, July 24, 2001, 10:00 AM to Noon, at the Radisson Hotel on Winchester Road at the Airport.
- Tuesday, July 24, 2001, 6:00 – 8:00 PM, at the Shelby County Board Of Education Auditorium on Avery Avenue.

A total of 38 people attended the three meetings. The purpose of the meetings was to explain the study and show the public the route alternatives and technologies being studied, and the sets of criteria that were suggested to evaluate the alternative technologies and alignments. The public was encouraged to ask questions and offer comments and suggestions regarding both the alignment and mode alternatives and the criteria used to evaluate those alternatives during this phase of work.

Questions and comments raised by the public during the meetings and in written comments submitted at or after the meetings included the following:

- What are estimated costs for the service, and what are the differences in cost among the alternative modes?
- What impact will each transit mode have on transit fares?
- What population groups are targeted for ridership?
- The new system should be useful for employees of major businesses, such as FedEx and the airport.
- How will sufficient parking be provided at the transit stations?
- How will existing bus service change or integrate with a new transit mode?
- How can the transit system be expanded to the region as a whole?
- Will the City work with the railroad companies?
- Can the City have right-of-way access to the Interstates? How is this coordinated with TDOT?
- The system should be accessible to major activity centers (such as high schools, the Depot, Medical Center, airport, neighborhoods, and tourist sites).
- When will the new service be completed?
- What impact will the new transit service have on redevelopment and economic growth?
- How will MATA build support for transit throughout the region?
- What are the environmental benefits (air quality)?
- How will the system be paid for?
- What are the other corridors in the region?

7.1.2.2 February 2002 Public Meetings

A second round of public meetings were held on February 25 and 26, 2002 to present the preliminary results of the evaluation on the four alternative alignments and to solicit public input for the alignments to be carried forward into the DEIS. The public meetings were advertised in the *MATATRAC* Winter 2002 newsletter, The Commercial Appeal, the Tri-State Defender, and over 1,400 notices were mailed to members of the community. The meeting schedules and locations are shown below:

- Monday, February 25, 2002, 6:00 – 8:00 PM, at the Memphis Interfaith Association (MIFA) on Vance Avenue.

- Tuesday, February 26, 2002, 10:00 AM to Noon, at the Radisson Hotel on Winchester Road at the Airport.

Thirty citizens attended the two meetings. The public was encouraged to ask questions and offer comments and suggestions regarding the four alignment alternatives proposed for light rail transit service.

Questions and comments raised by the public during the meetings and in written comments submitted at or after the meetings included the following:

- Impacts to businesses during construction must be addressed.
- What type of light rail transit vehicle will be used? Would MATA consider using traditional trolleys rather than contemporary light rail vehicles through historic areas, in particular the Cooper Young neighborhood?
- Will the rail vehicles be high floor or low floor?
- The LRT system, including stations, should be designed with attention to the visual character of the community, particularly the historic neighborhoods.
- Feeder bus service will be necessary to connect residents and employers to the system and to serve areas outside the rail alignment.
- Trains running in the street should have signal priorities to reduce travel times.
- What are the current modes of travel for expected riders?
- What are the travel times between the downtown and the airport for each alignment?
- What are the differences in estimated capital costs among the four alternatives?
- Has MATA considered subway locations rather than at-grade locations?
- What is the expected fare structure?
- Will the system provide point-to-point service between the Medical Center/Downtown and the Airport, or will it stop along the route to serve neighborhoods?
- Will there be any express trains between the Medical Center/Downtown and the Airport?
- Will street widening be required? Which alignments will require the most acquisition of new right-of-way?
- If on-street parking is eliminated to make room for the LRT tracks, will MATA consider replacement parking as mitigation, particularly along Madison Avenue and Cooper Street?
- Would not an increase in bus service be more cost effective than the proposed LRT service that would run in the streets rather than in a separate right-of-way?
- Rail tracks embedded in the street will make changes in routes difficult or impossible.

- What is the schedule for start-up of this segment, and for service in the other corridors?
- Which alternatives provide the best opportunities to encourage neighborhood redevelopment?
- What will the impacts of the regional rail system and individual stations on shopping opportunities?
- Opportunities for work force development for people living in the other corridors (the North Corridor was specifically mentioned).
- How will the first leg of the system be expanded to provide regional service?
- How will this project be funded?

Sixteen written comment forms were received at or immediately following the meetings as of March 1, 2002. One of the questions on the form asked the public to indicate a preference for an alternative. Of those who responded to that question, nine people indicated a preference for Alternative 1, two people chose Alternative 2A, two people chose Alternative 2B, one person circled both 2A and 2B, and one person chose Alternative 3.

7.1.3 Community Meetings

During the conduct of the study, MATA staff members have attended meetings of a variety of community organizations to make a presentation on the study process and possible outcomes. The organizations to which MATA staff made presentations during this phase of the study are:

<u>Date</u>	<u>Organization / Event</u>
<i>April 24, 2001</i>	<i>Society of American Military Engineers</i>
<i>May 7, 2001</i>	<i>Engineer's Club of Memphis</i>
<i>May 11, 2001</i>	<i>Rotary Club</i>
<i>June 21, 2001</i>	<i>Downtown Neighborhood Association</i>
<i>July 10, 2001</i>	<i>Cooper-Young Neighborhood Association</i>
<i>July 19, 2001</i>	<i>Memphis Exchange Club</i>
<i>August 28, 2001</i>	<i>Glenview Neighborhood Association</i>
<i>October 22, 2001</i>	<i>Tucker-Jefferson Neighborhood Association</i>
<i>November 13, 2001</i>	<i>Mt. Zion Church Seniors</i>
<i>November 14, 2001</i>	<i>Community Development Council</i>
<i>January 23, 2002</i>	<i>Northeast Memphis Optimist Club</i>
<i>February 7, 2002</i>	<i>Historic Neighborhoods Council</i>
<i>July 16, 2002</i>	<i>Associated General Contractors of West Tennessee</i>
<i>July 23, 2002</i>	<i>Cooper Young Community Association</i>
<i>August 1, 2002</i>	<i>Airways-Lamar Business Association</i>

Date	Organization / Event
September 14, 2002	Cooper Young Festival (booth)
September 17, 2002	Coalition of Midtown Businesses
September 28, 2002	Taste of Midtown Festival (booth)
October 1, 2002	Annesdale Park Neighborhood Association
October 16, 2002	Orange Mound Community Development Corporation
October 24, 2002	Annesdale-Snowden Neighborhood Associations
October 29, 2002	Glenview Community Development Corporation
November 4, 2002	Cherokee Heights Civic Club
November 18, 2002	Cooper Young Business Association
January 16, 2003	Overton Square Business Association
January 15, 2003	FedEx Retirees (Luncheon)
January 22, 2003	East Memphis Rotary (Luncheon)
April 5, 2003	Glenview Neighborhood Association
April 14, 2003	National Railway Historical Society
May 9, 2003	Memphis Central Rotary Club
May 28, 2003	Associated Transportation Club of Memphis
September 4, 2003	Raleigh Seniors Group
October 2, 2003	Airways Lamar Business Association
December 10, 2003	Mid South Transportation Organization
January 12, 2004	Cooper Young Business Association
April 12, 2004	Rozelle Annesdale Area Association
June 18, 2004	Idlewild Neighborhood Association
September 9, 2004	Exchange Club
August 11, 2005	Memphis Civitan Club

During the period between April 2002 and August 2005, a total of 407 completed comment forms, email comments and letters have been received by MATA as a result of the MATA's community outreach program. The comment forms allowed respondents to indicate their preference for Alternative 1 or 2, or improved bus service. In general, the issues that were expressed in these comments focused on:

- Transit Technology: 83 percent of the comments indicated a preference for LRT improvements while 17 percent expressed a preference for expansion of the existing bus system.
- Timing: Five respondents suggested that LRT would be a positive benefit to the city, and should be completed as quickly as possible.
- Alignment Selection: Half of the respondents (50 percent) indicated that they favored Alignment 2 (197 comment forms) as opposed to 23 percent that favored

Alignment 1 (91 comment forms). These numbers include individuals who believed that the alignment(s) within their own neighborhood would be too disruptive, but stated that the other alignment would better serve the entire study area. Others felt that Alternative 2 would enhance their neighborhoods. A total of 68 respondents (17 percent) indicated that they preferred improved bus service. Several comments offered alignments other than Alignment 1 or 2, including the suggestion that Alignment 1 include an extension along East Parkway with a stop at the Fairgrounds.

Of those that stated a preference for an alignment, long-term benefits to neighborhoods, businesses, and ridership were cited as reasons for the selection.

Of the comments that addressed redevelopment possibilities, Alignment 2 was singled out because of a belief that it would create better opportunity for spurring community revitalization and redevelopment, while creating a better-balanced public transportation system.

- **Business Development:** Numerous respondents cited concerns regarding the impact of the project on local businesses. The concerns that addressed local businesses within the study areas were divided into long-term positive impacts from the LRT line, long-term negative impacts from the LRT line, and the short-term negative impacts resulting from construction of the line.

Some respondents expressed their opinion that the LRT line could, in the long term, positively spur businesses and redevelopment within the study area. This is in contrast with other comments that focused on the long-term negative impacts associated with the development of the LRT system. In this group, there was the belief that there would be permanent loss of available parking spaces, and the reduction of delivery truck routes. It is interesting to note that some of these respondents also stated that the LRT track system should not be separated from the existing roadways to allow mixing of traffic with LRT and vehicles. Some respondents expressed their belief that an exclusive or semi-exclusive track system would completely disrupt travel patterns in the vicinity of the line.

In addition to the long-term impacts to businesses, respondents were concerned about the short-term impacts to businesses during construction of the LRT line. In these comments, there was a strong sentiment that the temporary reduction of available parking spaces and restricting access to the businesses would diminish the overall business viability.

- **Community and Neighborhood Aesthetics:** Numerous comments focused on the effect of the LRT on community/neighborhood aesthetics. While many respondents expressed concern that the LRT alignments would negatively impact a neighborhood's character, especially in the Cooper Young area, there were persons who expressed the belief that neighborhood aesthetics could be enhanced especially if the neighborhoods were directly involved with design including, development of artwork and locations of park and ride facilities and LRT stops.

7.1.4 Other Community Participation Activities

In addition to public meetings, several other techniques have been used to generate interest in the study and to encourage public involvement in the process.

7.1.4.1 Newsletters

Six editions of the *MATATRAC* newsletter (Winter 2001, Summer 2001, Winter 2002, Fall 2002, Summer 2003 and Spring 2004) were prepared and distributed.

- Winter 2001 newsletter announced the adoption by MATA of the Southeast Corridor as the top priority corridor, and the first segment to be studied is the connection between the existing downtown rail system and the Airport.
- Summer 2001 newsletter described the possible routes and technologies under consideration for the Downtown-Airport Transit Corridor and announced the July 2001 public meetings.
- Winter 2002 newsletter announced the February 25 and 26, 2002 public meetings and described the modal and alignment alternatives currently under study.
- Fall 2002 newsletter described the two route alternatives selected for further study.
- Summer 2003 newsletter explained the concept and some misconceptions of modern light rail, described the two build alternatives, and explained the status of the ongoing study.
- Spring 2004 newsletter discussed the results of an attitudinal survey conducted by MATA regarding future transit options in Memphis and providing Frequently Asked Questions (FAQs) on the high capacity transit alternatives under consideration in the AA/ES.

7.1.4.2 Informational Video

As a part of the Alternatives Analysis, MATA commissioned the production of a short video to introduce and explain the regional rail program. The video, approximately six minutes in length, was presented at the February 2002 public meetings and has been made available to civic groups, agencies and members of the public.

7.1.4.3 Telephone Surveys

Between 2001 and 2003, MATA commissioned two telephone surveys related to future MATA high capacity transit services.

December 2001 Survey

In December 2001, a MATA-commissioned telephone survey was conducted of city and county residents. A total of 503 telephone interviews were conducted in 27 zip codes in Memphis and Shelby County, including the cities of Germantown, Bartlett and Collierville. The objectives of this survey were:

- To gauge the perception and interest level in the proposed regional rail system;

- To obtain the public's opinions about the benefits of the proposed transit improvements; and
- To obtain current attitudes and perceptions of MATA.

Reactions to the concept of a proposed rail system were generally very favorable. The following observations were among the results of the polling:

- 70 percent of the respondents had positive reactions to the question, "Is it a good use of transportation funds?"
- 50 percent of respondents indicated they would definitely or probably use the new rail system.
- 54 percent of respondents chose the development of a new light rail system as the preferred improvement to mass transit.

The results of the survey are presented in the memorandum, *Memphis Regional Rail Research Report* (NextResearch, Inc., January 2002).

2003 Survey

In mid 2003, MATA commissioned a telephone survey of City of Memphis residents, to conduct a Value Analysis of the proposed Light Rail system. Persons interviewed specifically included residents living in each of the alternative corridors, as well as random city residents. In addition, in-person intercept surveys were conducted at the American Way Terminal and the North Main Terminal. Specific objectives of that survey were:

- Identify key issues affecting satisfaction from the Memphis residents' perspective;
- Measure the proposed Light Rail system on each issue;
- Determine basis issues expected of the Light Rail system;
- Determine key issues that have a high contribution to residents' value perception;
- Determine which issues are irritations to residents; and
- Determine which issues are unimportant to residents.

The following observations were made from the responses received in the 665 completed surveys:

- In total, 73 percent of respondents support the addition of the proposed Downtown-Airport Transit Corridor to the city's transportation system, while 10 percent do not support the addition.
- Of those respondents whose primary mode of transportation is MATA's bus service, 88 percent support the Downtown-Airport Transit Corridor project. Of those persons, whose transportation mode is personal automobile, 69 percent support the project.
- Half (51 percent) of total respondents felt that the system will be "very valuable" to the city.

7.1.4.4 MATA Website

Information regarding the regional rail program is posted on MATA's website (www.matatransit.com). Individuals are encouraged to submit comments and questions via email.

7.2 Agency Coordination

7.2.1 State and Local Agency Coordination

During the course of the project, contact was made with several public agencies and utilities in order to coordinate efforts, to inform agencies of issues and aspects of the project, and to address agency concerns about the project. Listed below are the public agency meetings conducted during the progress of the DEIS, followed by a brief overview of meeting subjects for each agency/utility.

- Memphis City Engineer - location of utilities in the path of the alternatives; use of existing traffic lanes for exclusive or shared transit lanes; locations of congested intersections; traffic count data.
- Bell South – location of utilities in the path of the alternatives.
- Memphis Light, Gas and Water – location of utilities in the path of the alternatives.
- Metropolitan Planning Organization/Office of Planning and Development – travel projections and model results; community and neighborhood information.
- Memphis Division of Park Services – location of parks and recreation areas along the alignments, land uses in Fairgrounds property.
- Memphis City Council Public Works and Transportation Committee – briefing on project.
- Memphis City Schools – use of school lands for alignment.
- Memphis Landmarks Commission – location of historic properties and resources.
- Tennessee Department of Transportation – use of existing state highway lanes for shared or exclusive transit lanes; plans for improvements to state highways.
- Memphis Housing and Community Development/Housing Authority – plan for Lamar Terrace and other potential redevelopment projects.

7.2.2 Section 106 Coordination

Coordination with the SHPO has been on-going during the alternatives analysis and DEIS phase of the Downtown-Airport Transit Corridor study, beginning with the scoping letter that was sent by MATA to the SHPO in August 2001. In response to that letter, the SHPO requested that MATA consult with the agency during the DEIS. Since then the draft cultural resources survey and determinations of eligibility have been submitted to the SHPO, and the SHPO has reviewed and commented on the draft report of cultural resource investigations. The Section 106 effects assessment has been coordinated with the SHPO and the draft report has been submitted to the SHPO for review and comment.

During the scoping process, letters were sent describing the proposed project and inviting the letter recipients to serve as Section 106 Consulting Parties for this project. Pursuant to 36 CFR 800.3, the following were invited:

- Honorable Willie W. Herenton, Mayor, City of Memphis
- Eastern Band of Cherokee Indians
- Chickasaw Nation
- Muscogee (Creek) Nation
- United Keetowah Band of Cherokee
- Cherokee Nation of Oklahoma
- Choctaw Nation of Oklahoma
- Seminole Nation of Oklahoma
- Eastern Shawnee Tribe of Oklahoma

No parties responded in the affirmative to the request. It is possible that other consulting parties will be identified as the project progresses.

7.3 Public Review and Public Hearing

The AA/ES report will be made available for public comment and one or more public hearings will be held to obtain comments on the results of the Alternatives Analysis.

Copies of the report will be sent to affected and interested local, regional, state, and federal agencies. Parties with interest in the project will be notified via the MATA website, legal notices and advertisements in local media of the availability of the report and the public comment period. The public comment period will be a minimum of 30 days, and at least 15 days notice will be provided for the public hearing(s). Following the public hearing, MATA will receive public comments for 15 days.

A decision on the Locally Preferred Alternative will not be made until after the close of the comment period and all comments have been reviewed and taken into consideration. The MATA Board will make a recommendation on the LPA to the Memphis City Council, which will make the final decision.

APPENDIX A

A. LIST OF ACRONYMS AND ABBREVIATIONS

Acronym / Abbreviation	Name
ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AGT	Automated Guideway Transit
Airport	Memphis International Airport
APE	Area of Potential Effect
ARAP	Aquatic Resource Alteration Permit
ASTM	American Society for Testing and Materials
BNSF	Burlington Northern Santa Fe
BRT	Bus Rapid Transit
CAAA	Clean Air Act Amendments
CBD	Central Business District
CEQ	U.S. Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation and Liability Information System
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality
CN/IC	Canadian National/ Illinois Central
CO	Carbon Monoxide
COGIC	Church of God in Christ
CORRACTS	Corrective Action Reports
dB	Decibels
dBA	A-Weighted Decibels
DASH	Downtown – Airport Shuttle
DEIS	Draft Environmental Impact Statement
DOI	United States Department of Interior
EDR	Environmental Data Resources, Inc.
EIS	Environmental Impact Statement

Acronym / Abbreviation	Name
EPA	United States Environmental Protection Agency
ERNS	Emergency Response Notification System
FedEx	Federal Express
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FFA	Federal Facilities Agreement
FHWA	Federal Highway Administration
FIRMS	Flood Insurance Rate Maps
FTA	Federal Transit Administration
GIS	Geographic Information System
GTC	Ground Transportation Center
HC	Hydrocarbons
HCM	Highway Capacity Manual
HMIRS	Hazardous Materials Incident Report System
HOV	High Occupancy Vehicle
HSWA	Hazardous and Solid Waste Amendments
Ldn	Day-Night Sound Level
Leq	Equivalent Continuous Noise Level
Leq(h)	Hourly Equivalent Sound Levels
LOS	Level of Service
LPA	Locally Preferred Alternative
LQG	Large Quantity Generator
LRT	Light Rail Transit
LRTP	Long-Range Transportation Plan
LT	Long-term (noise measurement)
LUST	Leaking Underground Storage Tank
MATA	Memphis Area Transit Authority
Memphis Depot	Memphis Defense Distribution Depot
MHA	Memphis Housing Authority
MIFA	Memphis Interfaith Association
MLGW	Memphis Light Gas and Water
MOA	Memorandum of Agreement

Acronym / Abbreviation	Name
MPO	Metropolitan Planning Organization
N/A	Not applicable (does not apply)
NAAQS	National Ambient Air Quality Standards
NBA	National Basketball Association
NEPA	National Environmental Policy Act
NFRAP	No Further Remedial Action Planned
NHPA	National Historic Preservation Act
NOI	Notice of Intent
NO _x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System Permit
NPL	National Priority List
NRHP	National Register of Historic Places
NSA	Noise Sensitive Area
NWI	National Wetland Inventory
O&M	Operating and Maintenance
O ₃	Ozone
OCS	Overhead Contact System (catenary system)
PADS	PCB Activity Data Base System
Pb	Lead
PCB	Polychlorinated Biphenyl
pcphpl	passenger cars per hour per lane
PE	Preliminary Engineering
PIP	Public Involvement Plan
Phase I ESA	Phase I Environmental Site Assessment
Phase2 ESA	Phase 2 Environmental Site Assessment
PM ₁₀	Particulate Matter sized 10 microns or less
PM _{2.5}	Particulate Matter sized 10 microns or less
PPM	Parts Per Million
RCRA	Resource Conservation and Recovery Act
RCRIS	Resource Conservation and Recovery Information System
REC	Recognized Environmental Conditions
RMS	Root-Mean-Squared

Acronym / Abbreviation	Name
ROD	Record of Decision
R.O.W	Right-Of-Way
RRSC	Regional Rail Steering Committee
RTP	Regional Transit Plan
SARA	Superfund Amendment and Reauthorization Act
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SO _x	Sulfur Oxides
SO ₂	Sulfur Dioxide
SQG	Small Quantity Generator
ST	Short-term (noise measurement)
TAZ	Transportation Analysis Zone
TCA	Tennessee Code Annotated
TDEC	Tennessee Department of Environmental and Conservation
TDEC-MEAC	Tennessee Department of Environmental and Conservation, Memphis Environmental Assistance Center
TDOT	Tennessee Department of Transportation
TIP	Transportation Improvement Program
TPSS	Traction Power Substation
TSD	Transportation, Storage, and Disposal
TSM	Transportation System Management
UPS	United Parcel Service
USDA	United States Dairy Association
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UP/SP	Union Pacific / Southern Pacific
UST	Underground Storage Tank
VdB	Vibration Velocity Levels
Vdc	Volts of Direct Current
VRH	Vehicle Revenue Hours