

# Modern Streetcar Project

## Tucson, Arizona

(November 2009)

The City of Tucson (COT) Department of Transportation proposes to build a Modern Streetcar Project in the downtown Tucson Urban Corridor. The corridor includes many of Tucson's major activity centers including downtown Tucson, the Rio Nuevo master plan development area, the University of Arizona Tucson campus, the 4<sup>th</sup> Avenue and University Main Gate business district, and the Arizona Health Sciences Center. The Tucson Modern Streetcar will serve 18 stations along a 3.9-mile double track route. Streetcars will operate at grade—in most locations on surface streets in mixed traffic with some reserved right-of-way, where available. Track placement will primarily be in the center of shared travel lanes with stations located either in the roadway median or on the outside of roadways. Station platforms will be designed so that they can be used by buses as well as by streetcars, where possible. Streetcars will operate with 10-minute frequency during peak periods and 20-minute frequency during off-peak periods and on weekends. The project will require eight modern streetcar vehicles.

The total capital cost of the Tucson Modern Streetcar Project is estimated to be \$182.52 million, with a proposed Section 5309 New Starts share of \$24.99 million. *Because the proposed New Starts share is less than \$25 million, the project is exempt from the New Starts criteria and is thus not subject to FTA's evaluation and rating (49 USC 5309(e)(1)(B)).*

Summary Description	
<b>Proposed Project:</b>	Modern Streetcar 3.9 Route Miles 18 Stations
<b>Total Capital Cost (\$YOE):</b>	\$182.52 Million
<b>Section 5309 New Starts Share (\$YOE):</b>	\$24.99 Million (13.7%)
<b>Ridership Forecast (2012):</b>	3,600 Average Weekday Boardings

## Project Development History and Current Status

COT conducted a Tucson Urban Corridor Alternatives Analysis in August 2004 to identify potential transit alternatives connecting major activity centers in the Tucson central core. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in January 2005. Based on the results of the AA, the Tucson mayor and city council adopted the Modern Streetcar Project as the Locally Preferred Alternative (LPA) for the Tucson Urban Corridor in January 2006. The LPA was adopted in the Pima County Association of Governments' (PAG) 2030 Regional Transportation Plan in June 2006. The LPA was also included in the adopted 2009-2013 PAG Transportation Improvement Program. Local funding for the Tucson Modern Streetcar was a component of the Regional Transportation Authority Plan that was adopted by Pima County voters in May 2006.

Although FTA issued a NOI to prepare an EIS in 2005, during scoping it was determined that the project was unlikely to have significant environmental impacts. Accordingly, in March 2007, FTA decided that an Environmental Assessment (EA) would suffice. A draft EA was submitted to FTA in January 2008, and a Final EA was completed in February 2008. FTA issued a Finding of No Significant Impact (FONSI) in January 2009. FTA approved the project into preliminary engineering in December 2008, and into final design in September 2009.

<b>Locally Proposed Financial Plan</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funds (\$million)</u></b>	<b><u>Percent of Total</u></b>
<b>Federal:</b> Section 5309 New Starts	\$24.99	13.7%
<b>Local:</b> Regional Transportation Authority Sales Tax City of Tucson Collateralized Debt Financing; Debt Service to be Paid by: STP-Flex Federal Funds Local Matching Funds Municipal Improvement District (MID) Tax	\$74.99    \$66.30 \$ 4.23 \$12.00	41.1%    36.3% 2.3% 6.6%
<b>Total:</b>	<b>\$182.52</b>	<b>100.0%</b>

**NOTE:** The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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