

Maryland Parkway Bus Rapid Transit (BRT) Project
Las Vegas, Nevada
Small Starts Project Development
(Rating Assigned July 2022)

Summary Description	
Proposed Project:	Bus Rapid Transit 12.5 Miles, 29 Stations
Total Capital Cost (\$YOE):	\$305.01 Million
Section 5309 CIG Share (\$YOE):	\$149.99 Million (49.2%)
Annual Operating Cost (opening year 2025):	\$4.01 Million
Current Year Ridership Forecast (2020):	13,400 Daily Linked Trips 4,504,800 Annual Linked Trips
Horizon Year Ridership Forecast (2040):	15,000 Daily Linked Trips 5,053,100 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Regional Transportation Commission (RTC) of Southern Nevada proposes to implement bus rapid transit (BRT) in the Maryland Parkway corridor between the Las Vegas Medical District in the north and the Harry Reid International Airport in the south. The Project includes 7.3 miles of dedicated curb-side transit lanes, 15 hydrogen fuel cell articulated buses, transit signal priority, and improved pedestrian and bicycle access and facilities. The Project is planned to operate 24-hours a day, seven days a week, with buses every 12 minutes during the day Monday through Saturday and every 15 minutes during the day on Sundays. Buses will operate every 15 to 30 minutes at night.

Project Purpose: The Project is planned to provide high-capacity transit service, connecting urban activity centers including the Las Vegas Medical District, Downtown Las Vegas, Sunrise Hospital, Boulevard Mall, the University of Nevada at Las Vegas, and the Harry Reid International Airport. The Project is intended to improve transit operations, travel time, and ridership; alleviate traffic congestion; improve air quality; support local land use policies; increase multi-modal connectivity; and encourage new economic vitality near high activity centers.

Project Development History, Status and Next Steps: RTC selected BRT as the locally preferred alternative (LPA) in April 2019. The LPA was included in the region's fiscally constrained long-range transportation plan in April 2019. RTC completed the environmental review process with receipt of a Finding of No Significant Impact in December 2019. FTA approved the Project into New Starts Project Development on January 30, 2020. At the request of RTC, FTA redesignated the Project as a Small Starts project in November 2021, due to revisions RTC made to the Project scope, cost, and CIG funding request. RTC anticipates receiving a Small Starts construction grant in August 2023, and the start of revenue service in December 2025.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 CIG	\$149.99	49.2%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Improvement Program)	\$20.87	6.8%
Section 5307 Urbanized Area Formula Program	\$18.93	6.2%
Transit Infrastructure Grants – Community Project Funding	\$2.00	0.7%
Local:		
Clark County Fuel Revenue Indexing 2	\$97.71	32.0%
Clark County Option Sales Tax & Use Tax	\$15.51	5.1%
Total:	\$305.01	100.0%

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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LAND USE RATING: Medium

The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county.

- Average population density within one-half mile of all station areas is 6,092 persons per square mile, corresponding to a Medium rating. An estimated 94,292 jobs would be served by the project, which corresponds to a Medium rating. Average daily parking fees in the central business district average \$5, which rates Medium-Low. The ratio of station area to county LBAR housing is 1.22, corresponding to a Medium-Low rating.
- Development along the corridor is moderately dense with residential, commercial, mixed-use, and industrial development throughout the jurisdictions along the corridor. Employment is located primarily around the Airport, Downtown, and Medical districts, although there is employment throughout the corridor. Housing along the corridor includes single-family and multi-family residences with some student housing.
- The pedestrian environment includes no sidewalks or narrow sidewalks. It also includes both Americans with Disabilities Act (ADA) accessible and “dustpan-type” driveways that do not meet ADA standards.

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium

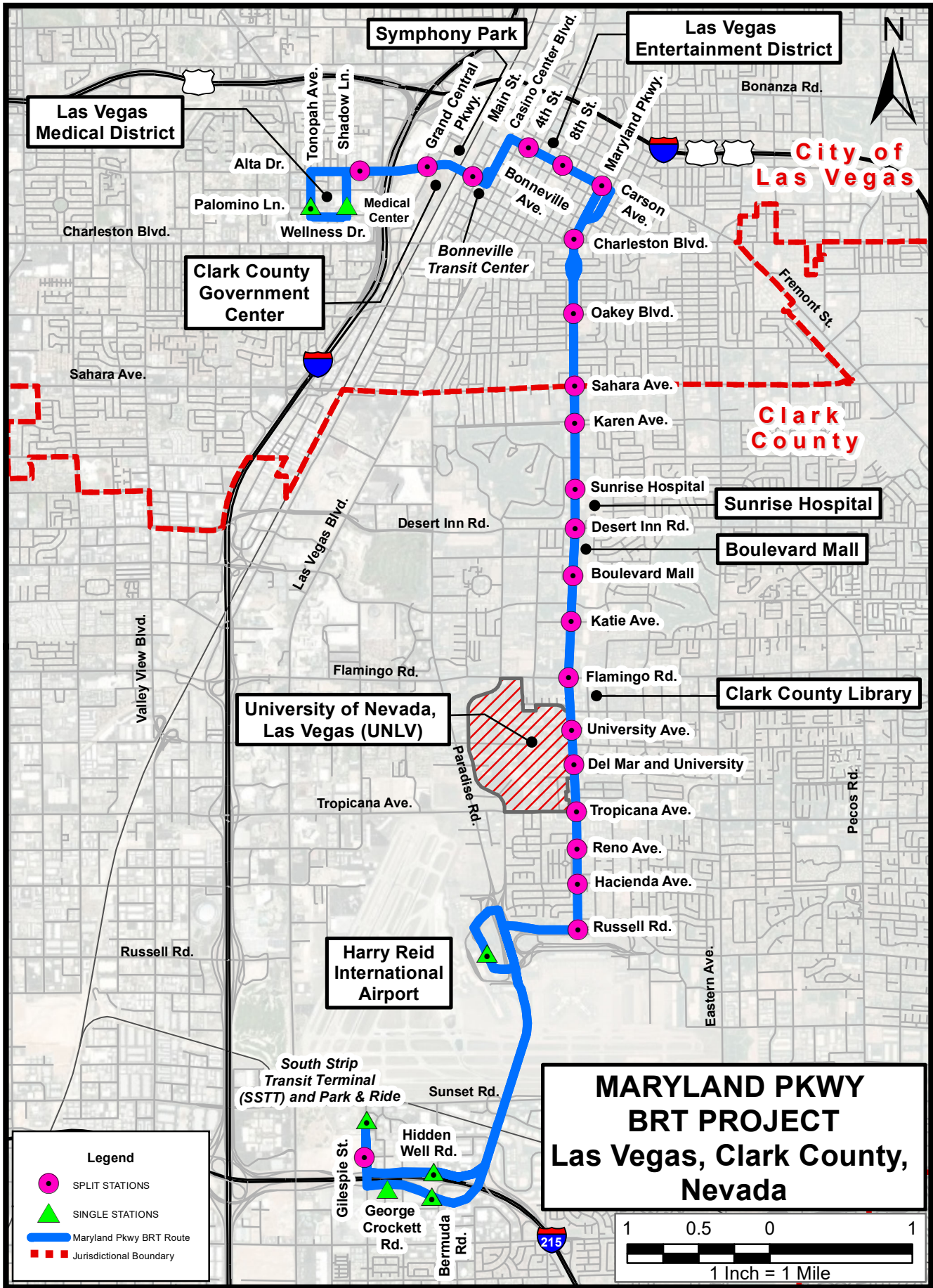
- *Transit-Supportive Corridor Policies:* Policies are moderately supportive of transit-oriented development. The local plans encourage increased development and support pedestrian facilities in the station areas as well as parking limits.
- *Supportive Zoning Near Transit Stations:* Station area zoning density varies greatly. There are significant areas with low density residential zoning rating Low to Medium-Low. However, there are also significant areas with permitted residential densities rating High and permitted commercial densities rating Medium-High.
- *Tools to Implement Land Use Policies:* The City of Las Vegas has a rebate program to provide property owners with financial assistance for renovation and expansion projects. Clark County incentivizes developers to implement transit-supportive development in exchange for expedited design reviews. Tax-increment financing districts and redevelopment areas exist within the corridor.

Performance and Impacts of Policies: Medium

- *Performance of Land Use Policies:* Several examples of recent transit-oriented developments and station area development proposals were provided. These include dense housing and redevelopment as well as hotels and office/retail spaces. No information was provided by the project sponsor on how the developments were influenced by land use policies.
- *Potential Impact of Transit Investment on Regional Land Use:* The corridor has 536 acres of vacant or underutilized parcels. Not all parcels can be redeveloped at transit-supportive densities due to zoning. Clark County is expected to add approximately 337,000 new residents between 2020 and 2030.

Tools to Maintain or Increase Share of Affordable Housing: Medium-Low

- Corridor-specific affordable housing supply is documented, but corridor-specific needs are not. Plans completed for Clark County and the City of Las Vegas within the past 5 years include several goals and policies to preserve or increase affordable housing. Financing tools include density bonuses, fee waivers, and Nevada state low income housing tax credits. There is little evidence of recent or proposed affordable housing development in the corridor, as well as little evidence of plans and tools to address long-term affordability and the needs of very and extremely low income households.



Las Vegas Medical District

Symphony Park

Las Vegas Entertainment District

Clark County Government Center

City of Las Vegas

Clark County

Sunrise Hospital

Boulevard Mall

Clark County Library

University of Nevada, Las Vegas (UNLV)

Harry Reid International Airport

MARYLAND PKWY BRT PROJECT
Las Vegas, Clark County, Nevada

Legend

- SPLIT STATIONS
- ▲ SINGLE STATIONS
- Maryland Pkwy BRT Route
- - - Jurisdictional Boundary

