

CAMPO

REGIONAL TRANSPORTATION PLAN

2050

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Common Acronyms

3C – Continuing, Comprehensive, Cooperative

AI – Artificial Intelligence

ADA – Americans with Disabilities Act

CAMPO – Carson Area Metropolitan Planning Organization

CFR – Code of Federal Regulations

CHSP – Coordinated Human Services Plan

CRP – Carson Reduction Program

DART – Douglas Area Rural Transit

ESTA – Eastern Sierra Transit Authority

FAST Act – Fixing America's Surface Transportation Act

FHWA – Federal Highway Administration

FLAP – Federal Lands Access Program

FTA – Federal Transit Administration

HSIP – Highway Safety Improvement Program

IIJA – Infrastructure, Investment, and Jobs Act

ITS – Intelligent Transportation Systems

JAC – Jump Around Carson

LED – Light Emitting Diode

LPA – Local Public Agency

LOS – Level of Service

MAP-21 – Moving Ahead for Progress in the 21st Century

MPA – Metropolitan Planning Area

MPO – Metropolitan Planning Organization

NDOT – Nevada Department of Transportation

NHPP – National Highway Performance Program

NHS – National Highway System

NVACTS – Nevada Advisory Committee on Traffic Safety

PCI – Pavement Condition Index

PMS – Pavement Management System

PROTECT – Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program

PTI – Planning Time Index

RTC – Regional Transportation Commission

RTP – Regional Transportation Plan

RSVP Nevada Rural Counties Retired and Senior Volunteer Program

SR – State Route

SRTS – Safe Routes to School

STBG

STIP – State Transportation Improvement Program

TAM – Transit Asset Management

TAP – Transportation Alternatives Program

TAMP – Transportation Asset Management Program

TAZ – Transportation Analysis Zone

TDM – Travel Demand Model

TIP – Transportation Improvement Program

TRPA – Tahoe Regional Planning Agency

TTD – Tahoe Transportation District

TTI – Travel Time Index

USC – United States Code of Federal Regulations

USDOT – United States Department of Transportation

V&T – Virginia & Truckee

Executive Summary

The Carson Area Metropolitan Planning Organization's (CAMPO) 2050 Regional Transportation Plan (RTP) serves as a comprehensive 25-year blueprint for transportation improvements in Carson City, northern Douglas County, and western Lyon County. Developed through a Continuing, Cooperative, and Comprehensive (3C) process, the CAMPO 2050 RTP aligns with federal regulations and with state transportation guidance from the Nevada Department of Transportation. It outlines short- and long-term fiscally constrained strategies to improve safety, mobility, preservation, and adaptability while supporting the region's economic vitality and quality of life.

Vision and Goals



CAMPO's vision is to create a balanced, safe, reliable, and convenient transportation system for all members of the community. The plan's six goals, consistent with local, state, and federal priorities, are shown:

Public Engagement and Collaboration

CAMPO's 2050 RTP was shaped through extensive public outreach, including bilingual surveys, interviews, stakeholder meetings, and public meetings. CAMPO gathered feedback from nearly 300 participants and multiple agencies, ensuring the plan reflects and aligns with regional priorities. This feedback directly influenced project selection, emphasizing safety, connectivity, and preservation of existing infrastructure.

Current and Future Conditions

By 2050, the CAMPO region's population is expected to grow modestly to approximately 97,000 residents, with notable increases in the senior population. The growth in population and employment is primarily centered in Lyon County, resulting in increased traffic along U.S. 50, underscoring the need for proven safety measures and corridor investment. Land use patterns are closely tied to transportation planning, with the RTP prioritizing higher-density land uses and connected communities to support sustainable mobility and reduce long-term maintenance costs.

Without additional funding, infrastructure, particularly pavement, will deteriorate. CAMPO supports local agencies in pavement management strategies and will continue to collect and monitor pavement condition in the region, prioritizing projects that emphasize preservation.

Additional needs include completing long-planned projects, such as the U.S. 395/I-580 interchange. Newer needs include reviewing regional freight movements with consideration for truck parking in industrial areas. Additionally, over the next 25 years, the effects of advancing transportation technologies, such as connected and autonomous vehicles and artificial intelligence, will be important to CAMPO in improving transportation safety, mobility, and efficiency.

Public transportation provides essential, safe, and reliable mobility for many individuals who do not or cannot drive a personal vehicle. Improved service and regional connectivity, universal access and infrastructure enhancements, and language access are three identified transit needs for the region. Transit funding, however, is challenged. CAMPO and the region are eligible for additional federal funding, but without additional local resources to meet the required match, the funds cannot be appropriated, potentially requiring service trade-offs or reductions in the mid- and long-term.

Financial Plan

The RTP's financial plan demonstrates fiscal constraint and feasibility under federal law. It identifies how transportation investments can be implemented using projected revenues and available resources. Between 2026 and 2050, CAMPO is reasonably expected to have $878 million for transportation infrastructure and transit projects.

Investment Strategy and Prioritization

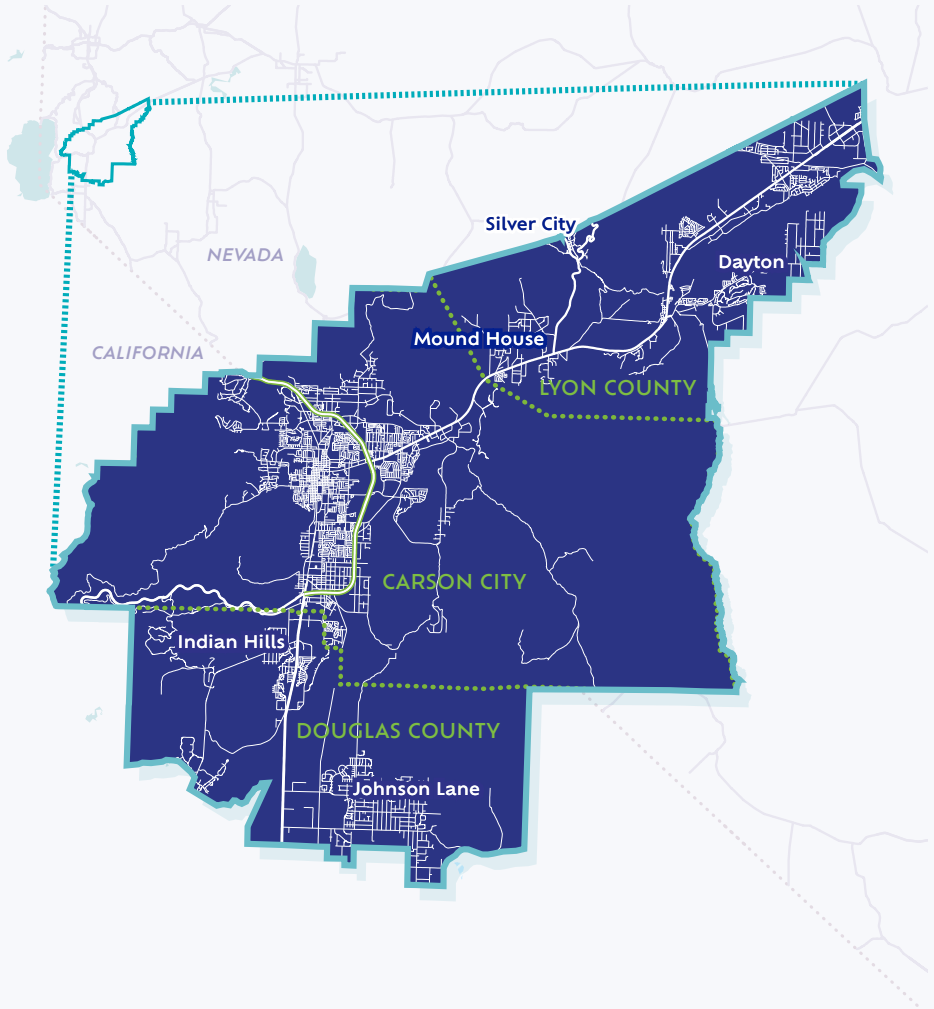
Projects incorporated into the fiscally constrained RTP were prioritized using a data-driven, performance-based framework considering metrics associated with each of the six goal areas. Projects were categorized into either:

- Fiscally Constrained (Funded) projects: implementable with anticipated revenue.
- Unfunded projects: ready for future consideration if additional funding arises.

Higher priority projects received funding first with the type of project (roadway, multimodal, transit) being considered based on the funding use. The total year-of-expenditure estimated cost of the fiscally constrained projects is approximately $800 million. This is below the expected revenue of $878 million, indicating the CAMPO 2050 RTP is fiscally constrained.

Looking Forward

The CAMPO 2050 RTP establishes a framework for continuous improvement. The plan reaffirms CAMPO's commitment to building a safe, reliable, and convenient transportation network that connects people, supports economic opportunity, and enhances quality of life across the region.



1

INTRODUCTION TO CAMPO





1.1 About CAMPO

The Carson Area Metropolitan Planning Organization (CAMPO) is the federally recognized Metropolitan Planning Organization (MPO) responsible for transportation planning in the Carson Area region. To meet that responsibility, CAMPO has developed the 2050 Regional Transportation Plan (RTP) to serve as the blueprint for achieving regional transportation goals through transportation programs and projects.

CAMPO was formed on February 26, 2003, after the Carson City urbanized area exceeded a population of 50,000. CAMPO is governed by a seven-member board consisting of five members of the Carson City Regional Transportation Commission (RTC), one member representing Douglas County, and one member representing Lyon County. A representative from the Nevada Department of Transportation (NDOT) sits on the board serving as an ex officio, non-voting member. The Carson City RTC oversees the administration of the Jump Around Carson (JAC) transit service, and as such, the five members also serve as transit representatives on the CAMPO Board.

CAMPO is housed within the Carson City Public Works Department, whose employees provide the staffing for the CAMPO operations. CAMPO is staffed by one Transportation Manager, one Senior Transportation Planner, two Transportation Planner/Analysts, one Transit Coordinator, one Transportation Engineer, and one Grant Analyst.

The Transportation Manager is the principal staff person and agency director responsible for administering all CAMPO activities. The transportation planners primarily prepare federally required CAMPO planning documents and are responsible for completing CAMPO's Unified Planning Work Program. The Transit Coordinator is responsible for applying and administering Federal Transit Administration (FTA) funds and is the primary contact person for duties related to CAMPO's role as the FTA Designated Recipient and Grantee. The Grant Analyst oversees grant-related invoicing and assists with grant performance reporting, among other fiscal-related functions.

1.2 Planning Area

The metropolitan planning area (MPA) boundary encompasses nearly all of Carson City (except for the area within the Tahoe Basin, which is included in the Tahoe MPA) and portions of northern Douglas County, including Indian Hills and Johnson Lane, and western Lyon County, including Mound House, Silver City, and Dayton (see Figure 1).

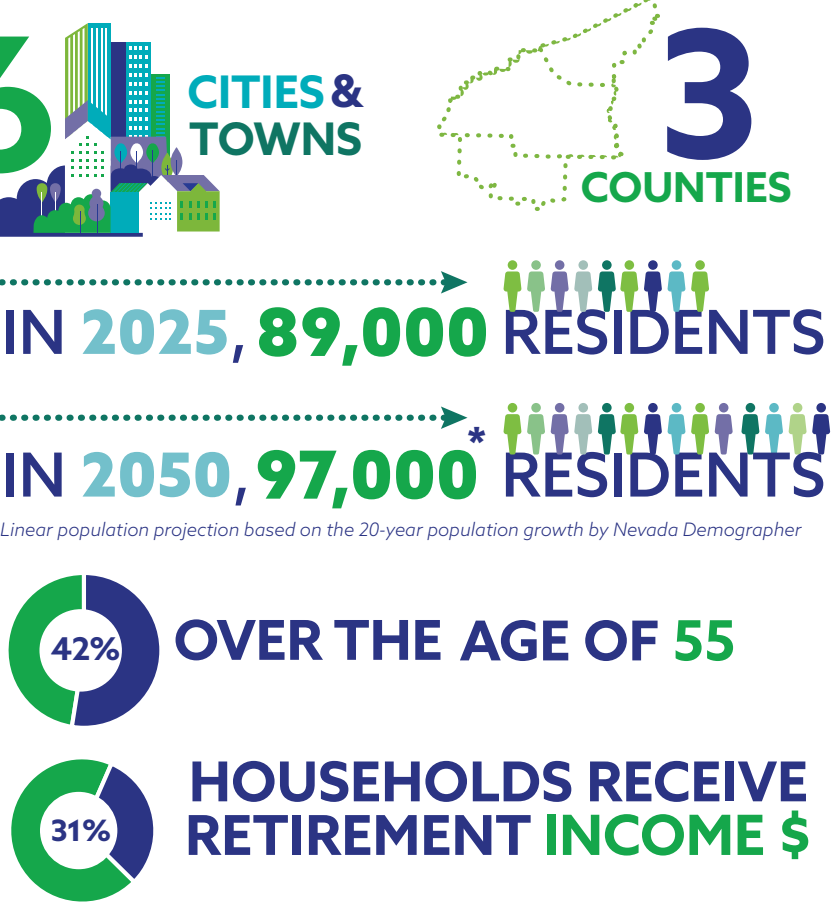
6 CITIES & TOWNS

3 COUNTIES

IN 2025, 89,000 RESIDENTS

IN 2050, 97,000* RESIDENTS

* *Linear population projection based on the 20-year population growth by Nevada Demographer*



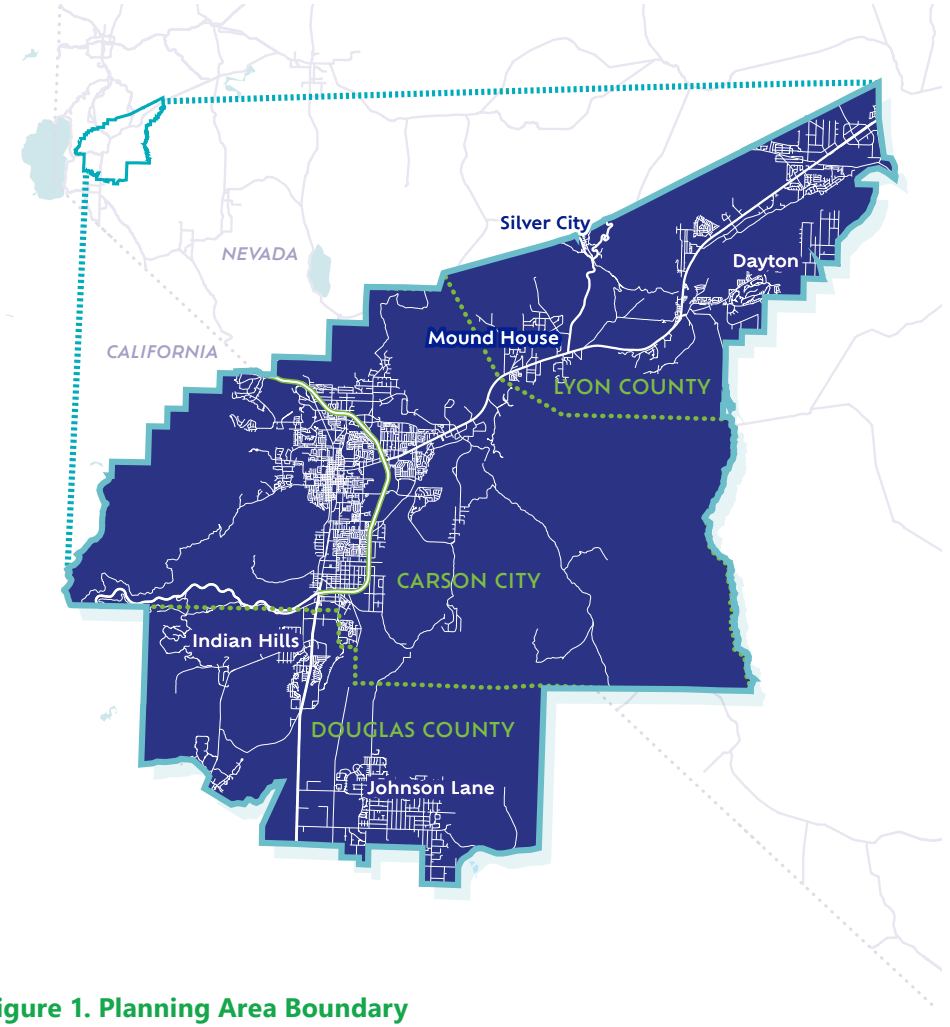


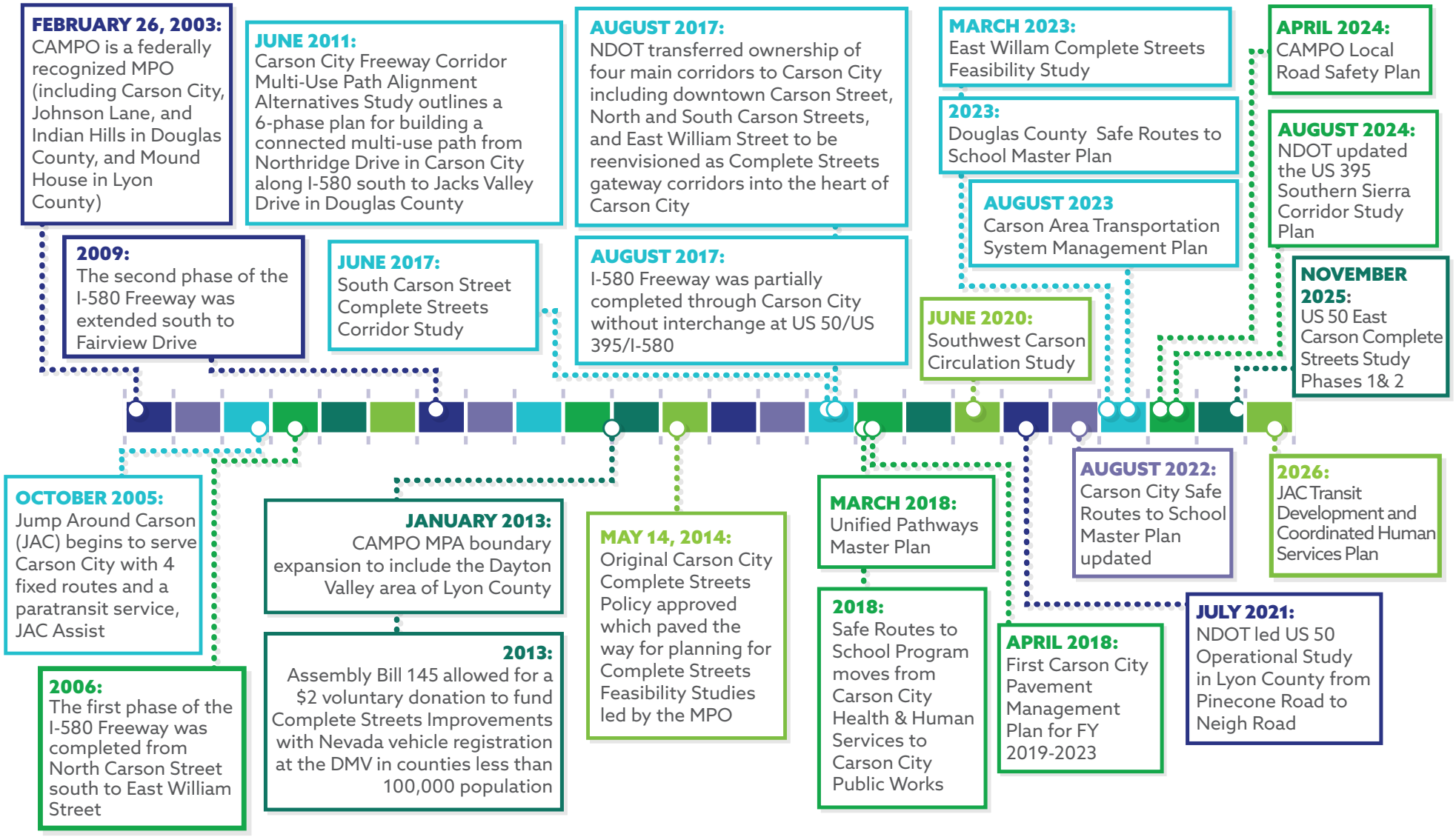
Figure 1. Planning Area Boundary

1.3 CAMPO Planning Partners

Critical to a cooperative planning approach are the relationships CAMPO has with local, regional, and federal agencies. Several of the key partner agencies are listed below.

- Carson City
- Tahoe Regional Planning Agency
- Washoe Tribe of Nevada & California
- Bureau of Land Management
- Lyon County
- Tahoe Transportation District
- Federal Highway Administration, Nevada Division
- Central Federal Lands
- Douglas County
- Regional Transportation Commission - Washoe County
- Federal Transit Administration, Region 9, San Francisco
- US Forest Service
- Indian Hills GID
- Muscle Powered
- Nevada State Parks
- CAMPO Regional Transportation Stakeholder Coalition
- Nevada Department of Transportation
- Nevada Division of Outdoor Recreation

1.4 Key Milestones





2

RTP PLANNING PROCESS

2.1 Federal Requirements for Regional Transportation Plans

Every designated MPO is required to prepare a Metropolitan Transportation Plan (also known as the Regional Transportation Plan) in accordance with 23 USC § 134(c) and 49 USC § 5303(i) to accomplish the objectives outlined by the MPO, the state, and the public transportation providers. RTPs identify how the metropolitan planning area will manage and operate a multi-modal transportation system (for motorized and non-motorized users) to meet the region's needs for development of a safe, reliable, and accessible transportation system that supports the local, regional, and national economy for a minimum 20-year planning horizon. In addition, the CAMPO 2050 RTP prioritizes fiscally constrained (reasonable expectation of funding) and unconstrained (unfunded) projects within the CAMPO region.

The RTP for CAMPO, a smaller MPO between 50,000 to 200,000 people, is required to be updated at least once every five years. The 2050 RTP was last approved by CAMPO in January 2021, with one amendment approved in August 2024.

According to the Model Long Range Transportation Plans Guide, published by the United States Department of Transportation (USDOT), there are seven elements of a long-term transportation plan:

1. Background, Context
2. Goals, Objectives
3. Performance Measures & Targets
4. System Performance Report
5. Identification of Needs
6. Strategies, Investments, Financial Plans
7. Connection to Programming

For each of these elements, staff must consider three things essential to the transportation planning process: the continuing, cooperative, and comprehensive (3C) process (described below), a Performance Based Approach, and Public Outreach.

The 3C Process:

- Continuing: means that transportation planning is an ongoing process, not a one-time event.
- Comprehensive: means that staff consider the needs of all people, and the impacts of the plan.
- Cooperative: means that staff collaborate with stakeholders, the public, the board, and both neighboring and partner agencies.

Using a Performance-Based Approach means using a data-driven process through Performance Measures to support and prioritize projects based on the needs of the public and report how those projects are achieving established goals of the MPO.

Public Outreach is integral to the planning process. CAMPO welcomed suggestions from the public throughout the development of the RTP, providing multiple opportunities to elicit feedback, including receiving comments during RTP updates at CAMPO Board meetings, through the public survey, and from in-person and online public and agency partner meetings.

2.2 CAMPO 2050 RTP Development Process

As described in the 3C Process, a critical component of the 2050 RTP development included several opportunities to engage with the community, agency partners, and the CAMPO Board during key milestones. The feedback received ensured that the stated vision, goals, and priorities of the RTP reflect those of the region. Figure 2 below depicts these events over the course of the RTP development.

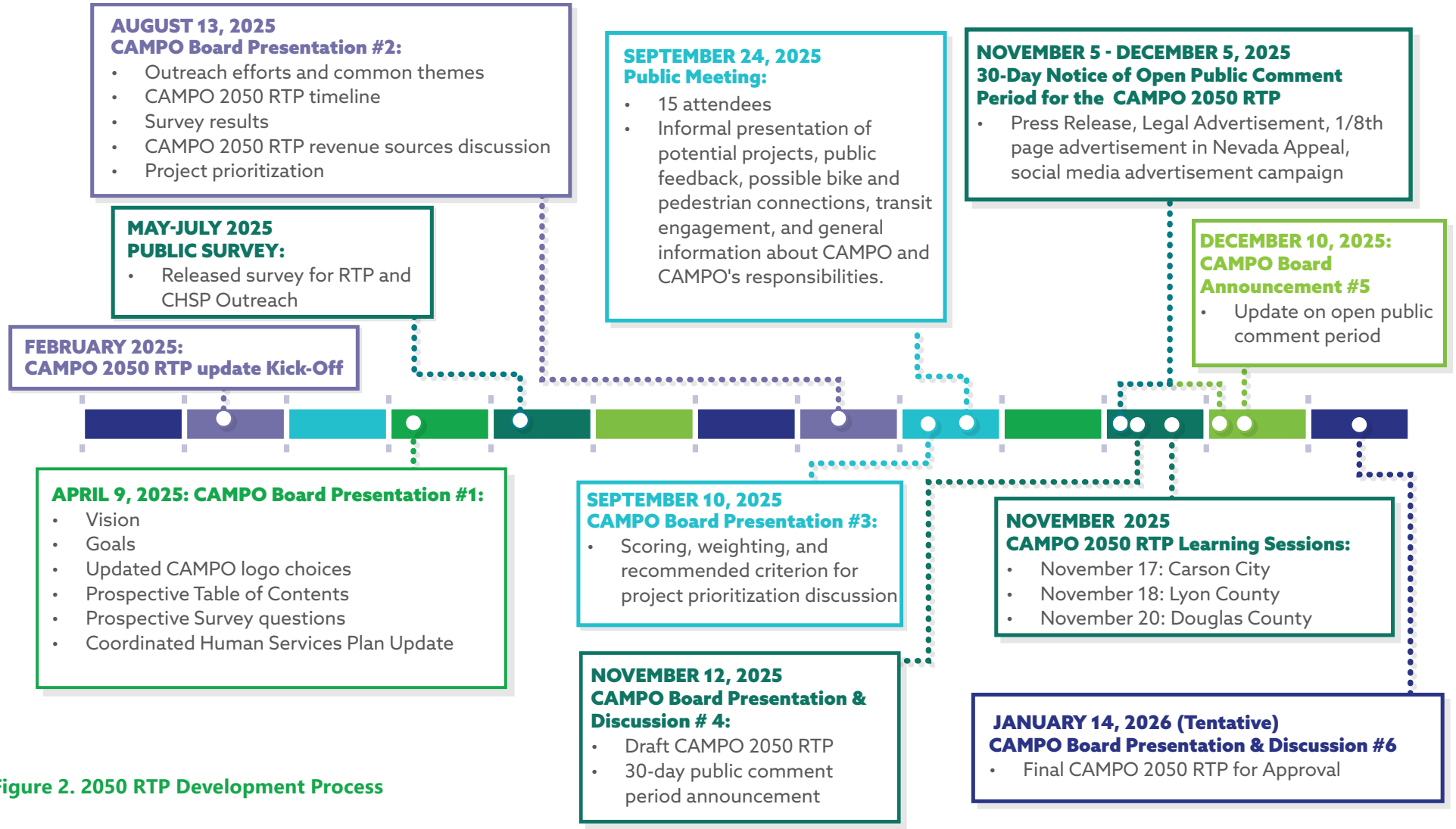


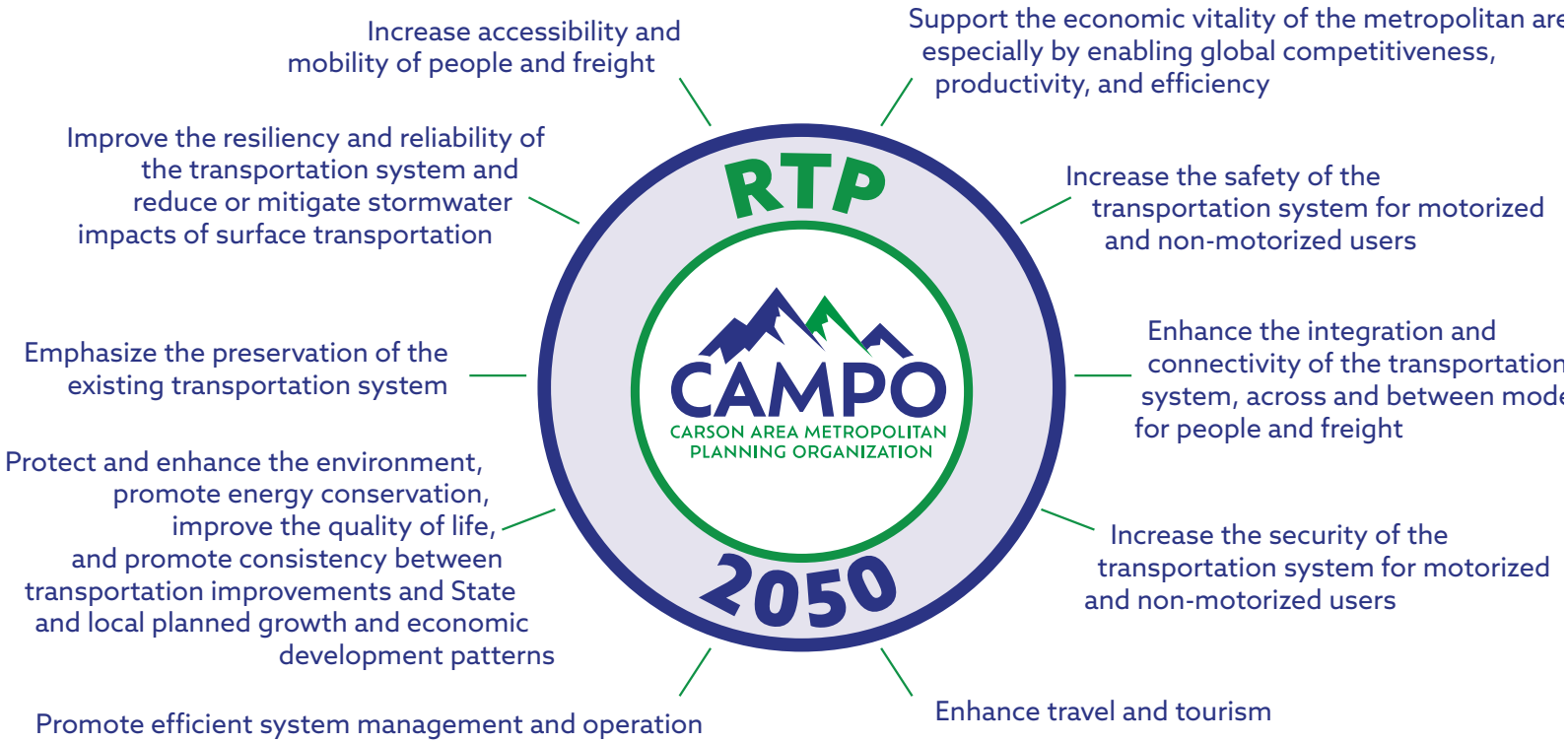
Figure 2. 2050 RTP Development Process

2.3 State & Federal Requirements

Each MPO, in cooperation with state and local agencies, must prepare a long-term, 20+ year, transportation plan, in accordance with 23 USC § 134 and 49 USC § 5303.

In November 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This legislation carries forward and expands the policies, programs, and initiatives established by prior legislation, including the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation Act (FAST Act), by introducing policies and programs that address new and emerging issues that face the nation's transportation system.

The metropolitan transportation planning process specified by the IIJA and the implementing regulations contained in 23 CFR 450 requires CAMPO to maintain a continuous, cooperative, and comprehensive framework for making transportation investment decisions in the metropolitan area. These factors must be considered in the regional transportation planning process: Infographic on factors from 23CFR 450.306(b) below.



2.4 Performance Monitoring

Federal law requires MPOs to establish goals, targets, and performance measures. This approach is built on national standards and guidance for performance management, commonly referred to as performance-based planning and programming. As a matter of best practice, Transportation Performance Management (TPM) should guide investment decisions by providing a feedback loop that measures the level of impact resulting improvements have in furthering national, state, and regional goals. This process is transparent and data-driven and informs decision-makers and the public when selecting and prioritizing projects that meet the greatest needs. CAMPO's annual report summarizing each of the required performance measures ensures we are using the most current and relevant data when making transportation-related investment decisions.

Below are performance measures which CAMPO tracks, in partnership with NDOT. MPOs can support NDOT's targets or establish their own quantifiable targets. Performance metrics and established targets for each of the performance measures used for this RTP are provided in Appendix B. NDOT submits all Performance Measures to the Federal Highway Administration (FHWA) biennially, as required.

2.4.1 Safety

The FHWA Safety Performance Measures Final Rule establishes five performance measures:

1. Number of Fatalities (5-year rolling average)
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries (5-year rolling average)
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries (5-year rolling average)

CAMPO supports NDOT's Safety targets and provides safety updates within the CAMPO region as described in Section 4.2 of this document.

2.4.2 Infrastructure Condition

FHWA has established specific performance measures and target-setting methodology for pavement and bridges located on the National Highway System (NHS). The NHS comprises two categories: Interstate and non-Interstate. The Pavement and Bridge Condition Performance Measures Final Rule requires a performance report that includes baseline conditions along with two- and four-year targets. CAMPO currently supports NDOT's two- and four-year targets.

2.4.3 Pavement

Federally required performance measures for pavement conditions are:

1. Percentage of Interstate pavements in good condition
2. Percentage of Interstate pavements in poor condition
3. Percentage of non-Interstate NHS pavements in good condition
4. Percentage of non-Interstate NHS pavements in poor condition

As part of CAMPO's Unified Planning Work Program, regional and local road pavement conditions are monitored and reported to local member agencies.

These efforts are consistent with CAMPO's goals to preserve and maintain our region's existing transportation infrastructure.

CAMPO has established the following performance measures to track pavement conditions within the CAMPO area:

1. Average Pavement Condition Index (PCI) rating for collector and arterial roadways within the CAMPO boundary by jurisdiction
2. Percentage of roadways with a PCI rating of 55 or below in the CAMPO boundary by jurisdiction

2.4.4 Bridges

Federally required performance measures for bridges, which include all bridges on the NHS, including bridges that function as on- and off-ramps, are referenced below:

1. Percentage of NHS bridges by deck area in good condition
2. Percentage of NHS bridges by deck area in poor condition

The performance measures evaluate the bridge deck, bridge structure above ground, bridge structure below ground, and associated culverts. These evaluations are performed, monitored, and reported to local agencies by NDOT. CAMPO monitors these performance measures to advocate for resources as needed.

2.4.5 System Reliability, Freight Movement

The National Highway System and Freight Performance Measures Final Rules are used to assess the performance of the interstate and non-interstate segments of the National Highway System as well as regional freight movement. Below are the required performance measures:

1. Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable
2. Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable
3. Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index

Like other measures, these are calculated, tracked, and reported to CAMPO by NDOT. CAMPO monitors the performance measures to advocate for resources as needed, consistent with CAMPO's goal of ensuring mobility for people and goods.





3

VISION, GOALS, AND PUBLIC ENGAGEMENT

3.1 Vision

CAMPO strives to develop and maintain a transportation system that provides balanced, safe, reliable, and convenient transportation options for all members of our community.

The vision described above was developed in careful consideration of current mobility needs within the region and as a representation for how the community would like to grow and adapt, recognizing that no two residents have the same needs or ideals for how they choose, or are able, to interact with the transportation network. Transportation is innately personal – we all experience the transportation network through our own unique lens of our daily activities. Each of us has responsibilities, social activities, medical appointments, and day-to-day errands that create demand for traveling.

The mobility needs for CAMPO's diverse and evolving population vary. As a result, enhancements to the transportation network must be balanced and forward-thinking. The area's transportation network of roadways, paved paths, sidewalks, signals, signs, and other transportation facilities aim to provide safe and efficient mobility to its users. Limited revenue from local, state, and federal funding sources is allocated to a growing need for maintenance and network enhancement improvements. This plan presents a performance-based planning approach that identifies programs and projects that have a significant benefit to the quality of life for everyone who uses the transportation system.

3.2 Goals

Six RTP goals have been developed to be compatible with federal and state transportation goals and are consistent with input from the CAMPO community as shown in Figure 3.

SAFETY
Increase the safety of the transportation system for all users.

QUALITY OF LIFE
Invest in a transportation system that supports the health, livability, and character of the region.

MOBILITY
Ensure efficient and reliable movement of people and goods across modes by providing access to essential destinations and services.

PROSPERITY
Support economic vitality and growth through strategic transportation investments.

ADAPTABILITY
Invest strategically in transportation trends and technologies that support the needs of the region.

PRESERVATION
Maintain our region's existing transportation infrastructure.

Figure 3. RTP goals

While each goal is important in its own right, a balanced transportation system requires the strategic investment and implementation of all these elements. This approach considers inherent trade-offs and prioritizes solutions that support all goals. Each of the projects identified in this plan has been evaluated for its ability to further these collective goals, ensuring that investments are in direct support of achieving the regional vision. The CAMPO goals provide a foundation for prioritizing projects, with the scoring criteria and weighting percentages for each of the six goal areas determining the overall project score and prioritization. Additional details on project prioritization are provided in Chapter 6.

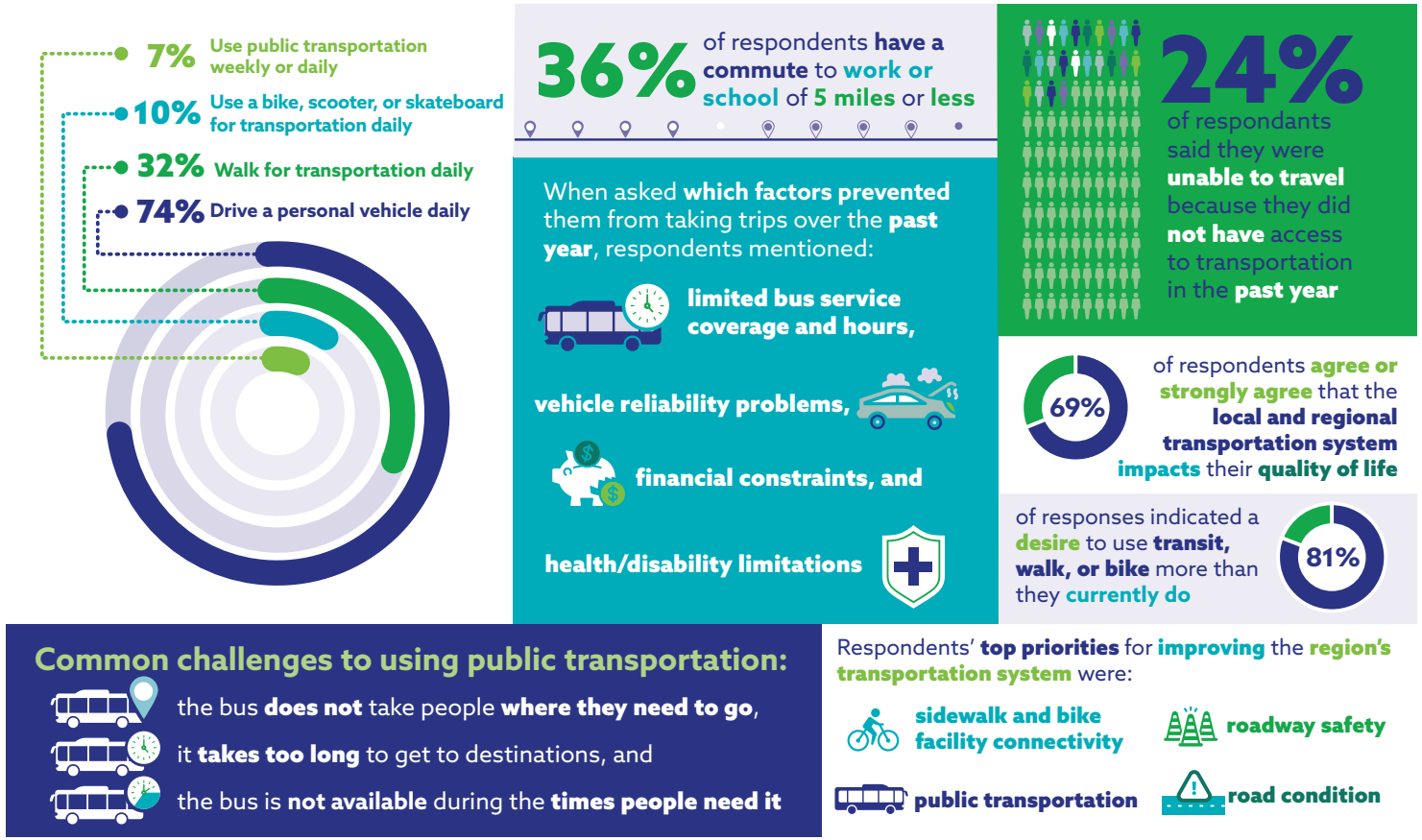


Figure 4. Survey results

3.3 Stakeholder and Community Engagement

CAMPO Staff hosted multiple engagement sessions through the summer of 2025 with local, state, and federal departments and agencies to communicate CAMPO's vision and goals, identify common goal areas, establish a regional vision, identify transportation needs and constraints, prioritize projects, and commit to continued collaboration.

A bilingual public survey was released in May 2025 with 267 participants. A public meeting was held on September 24, 2025. Staff gave updates to the CAMPO Board, which are always open to the public in April, August, September, November, December 2025, and January 2026. Staff spoke with KNVC Community Radio 95.1 FM on August 28th to inform the public about CAMPO and the RTP process.

A 30-day public comment period from November 5 through December 5 was advertised in a Press Release and announced at the CAMPO Board. During this public comment period, staff held three CAMPO 2050 RTP learning sessions in Carson City, Lyon County, and Douglas County to share the RTP with the public, walk through the document, and answer questions. Appendix C includes a summary of outreach activities and comments.





4

CURRENT & FUTURE CONDITIONS / REGIONAL TRANSPORTATION NEEDS

4.1 Population, Employment, & Land Use

CAMPO produces an annual report summarizing ongoing monitoring of existing conditions and forecasted trends that impact current and future demand of the transportation system. The annual CAMPO Transportation Network Monitoring Report is federally funded through CAMPO's Unified Planning Work Program.

The document presents information on who uses the transportation system (sociodemographic data), where they travel (trip origins, destinations), and how they travel (transit, walking, biking, driving). The data collected is processed, organized, and analyzed to present information about the overall performance of the transportation system. The information is presented to show regional trends and changes that influence the transportation system. The latest Annual CAMPO Transportation Network Monitoring Report can be found on the CAMPO website.



4.1.1 Current/ Future Population

Over the next 25 years, demand for the transportation system will grow and evolve. CAMPO's population over the next 25 years is forecasted to have a low annual growth rate. An annual growth rate of less than 1% between Carson City, Douglas County, and Lyon County has been used to project demand on the transportation network. Higher growth rates, such as 8%-10% which were experienced in the mid-2000s, are not expected under existing assumptions. In total, between the years 2025 and 2050, CAMPO's population is anticipated to be about 97,000 people.

Population estimates for 2024 through 2043 (Table 1) from the Nevada Department of Taxation anticipate a growing senior population (shown in gray) that will necessitate investment in safety enhancements to address the changing mobility needs of seniors. Investment in accessible public transportation, pedestrian, and bicycle facilities will be important for providing an aging population with mobility options and independence, along with improved integration and mobility for all system users.

Table 1: 2024-2043 Nevada State Demographer Population Projections

Five Year Cohorts	Carson City			Douglas County			Lyon County		
	Year	Year	Percent Change	Year	Year	Percent Change	Year	Year	Percent Change
	2024	2043	2024-2043	2024	2043	2024-2043	2024	2043	2024-2043
Ages 0-4	2,652	3,396	**28%**	1,893	1,769	-7%	3,554	3,851	8%
Ages 5-9	2,425	4,015	**66%**	2,735	2,334	-15%	3,987	4,204	5%
Ages 10-14	2,726	3,753	**38%**	2,810	2,630	-6%	3,841	4,284	12%
Ages 15-19	4,307	3,112	-28%	2,169	2,408	11%	3,570	4,253	**19%**
Ages 20-24	3,567	2,159	-39%	1,254	1,731	**38%**	2,937	4,303	**47%**
Ages 25-29	2,390	3,663	53%	3,265	2,328	-29%	4,248	4,339	2%
Ages 30-34	3,956	2,925	-26%	3,150	2,486	-21%	5,736	4,065	-29%
Ages 35-39	4,796	5,343	11%	3,310	2,452	-26%	3,048	3,688	**21%**
Ages 40-44	2,284	3,757	64%	2,630	2,929	11%	3,005	4,538	**51%**
Ages 45-49	2,581	2,311	-10%	2,977	4,225	**42%**	4,158	5,292	**27%**
Ages 50-54	5,520	4,116	-25%	3,274	3,852	**18%**	4,284	6,485	**51%**
Ages 55-59	4,621	3,862	-16%	4,124	3,991	-3%	4,475	3,268	-27%
Ages 60-64	3,510	2,401	-32%	4,948	3,472	-30%	4,227	3,800	-10%
Ages 65-69	4,139	3,389	-18%	5,260	4,239	-19%	4,232	4,506	6%
Ages 70-74	4,244	5,165	**22%**	3,794	3,869	2%	3,518	4,155	**18%**
Ages 75-79	2,772	4,590	**66%**	3,021	3,829	27%	2,499	3,470	**39%**
Ages 80-84	1,572	1,926	**23%**	2,021	2,991	48%	1,627	2,389	**47%**
Ages 85 over	1,499	3,006	**101%**	1,966	3,032	54%	1,339	2,391	**79%**
Total	**59,562**	**62,887**	**6%**	**54,600**	**54,567**	**0%**	**64,287**	**73,280**	**14%**

*Highlighted areas note age cohorts with growth rates at or above 14%

** Source: Nevada Department of Taxation:https://tax.nv.gov/wp-content/uploads/2024/05/2023-ASRHO-Estimates-and-Projections-Summary-2000-to-2042.pdf

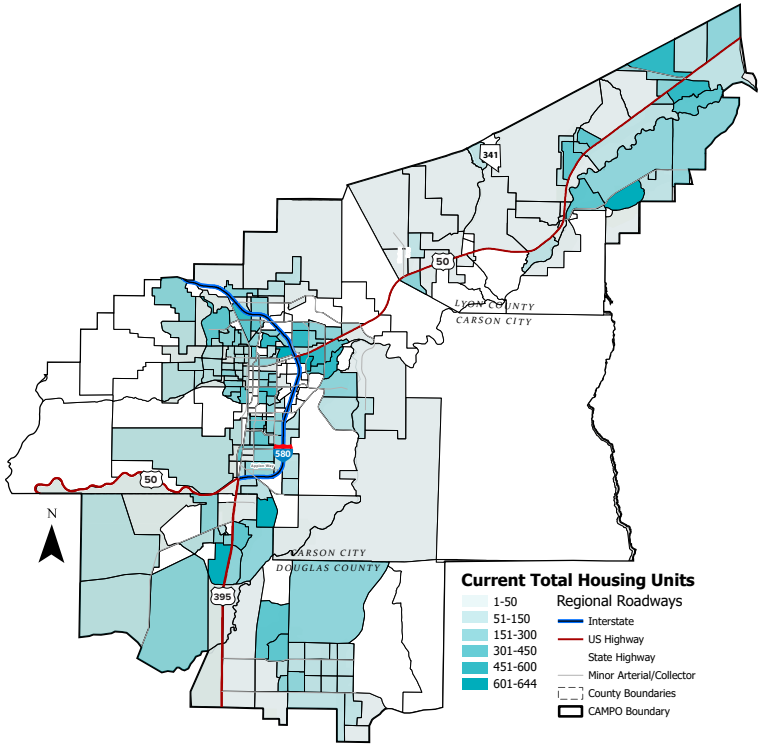


Figure 4. 2022 Housing Units Map

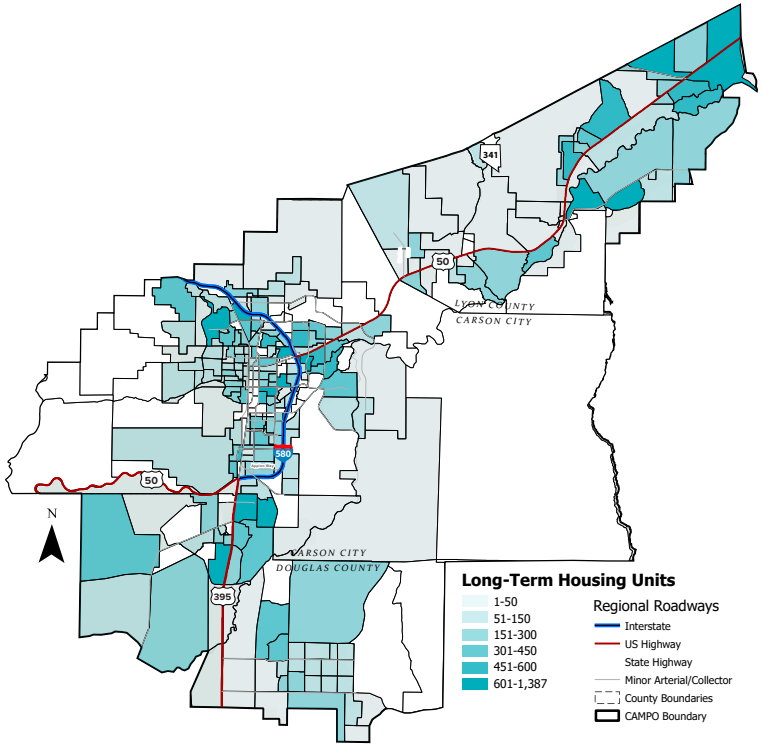


Figure 5. 2050 Housing Units Map

Transportation Analysis Zones (TAZs) incorporate roadway features, socioeconomic data, and land use used to model within the Travel Demand Model current and future trips based on where people live, work, recreate, shop, and where land uses are projected to change. Figure 4 shows 2022 Housing Unit densities within CAMPO. Figure 5 shows Housing Unit density projected into 2050, demonstrating where housing is predicted to grow.

As depicted in Table 1 from the Nevada Demographer, growth in young, family-age cohorts, including adults between 35-49 and children between the ages of 1 and 14 (shown in gray), are also anticipated. Given these population trends CAMPO's 2050 RTP identifies the need to prioritize projects that benefit the most vulnerable users, children as they walk and bike to school, older adults to accommodate accessibility issues as well as those with disabilities, and safety concerns of older drivers. Additional discussion on vulnerable users is included in the Safety Section. Using a linear population projection based on the 20-year population growth by the Nevada demographer, the CAMPO region is expected to grow to about 97,000 residents by 2050.

4.1.2 Current/Future Employment

TAZs can also highlight where people work. Figure 6 shows CAMPO's 2022 employment densities within TAZs. Figure 7 shows where employment densities are predicted to grow into 2050.

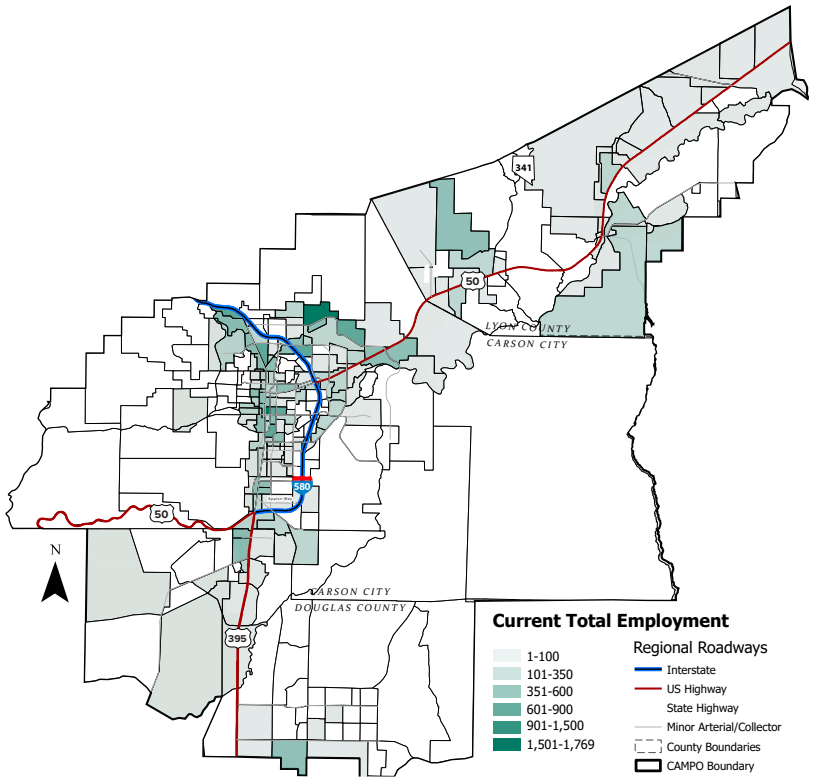


Figure 6. Employment TAZ map 2022

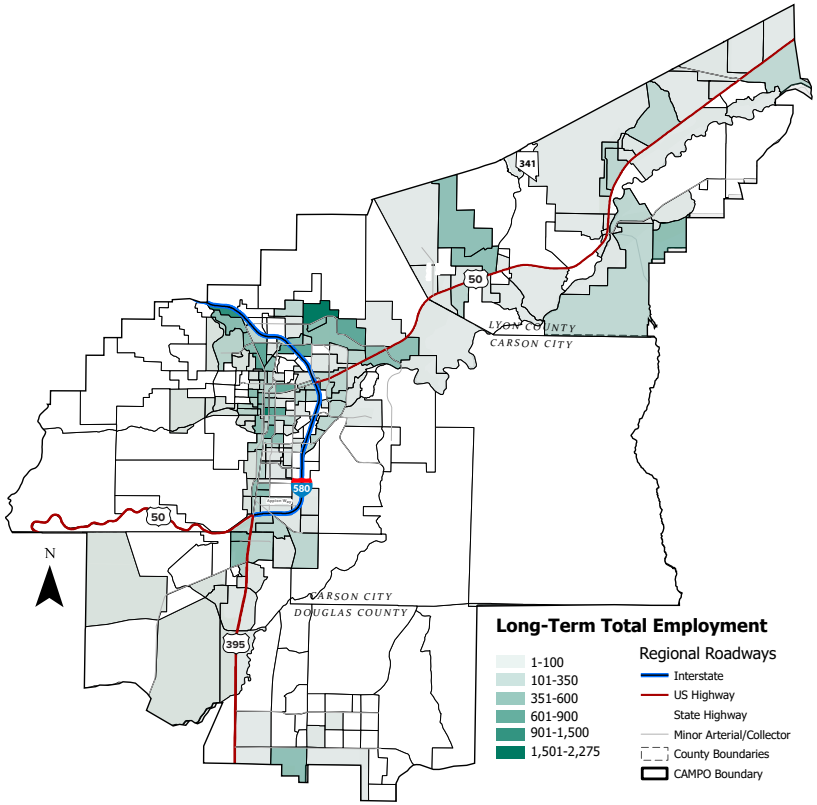


Figure 7. Commmercial Employment TAZ map 2050

4.1.3 Land Use

Land use has a significant influence on transportation. The relationship between transportation and land use is complex, with current land use patterns influencing transportation patterns and in turn influence where people and businesses choose to locate. This document does not propose any changes to existing land use but aims to highlight how land use decisions influence the transportation network and ultimately the quality of life for Carson area residents.

As member jurisdictions strive to increase transportation services with limited funds, the cost to maintain the transportation network continues to grow. Land use development patterns that have lower density typically result in lower revenue and higher infrastructure costs, meaning local governments cannot maintain the transportation network using traditional user pay models, such as fuel tax. This commonly results in general fund transfers to subsidize the maintenance of the transportation network. The CAMPO 2050 RTP prioritized projects in higher-density land uses to promote redevelopment, economic prosperity, and access to essential services, such as community institutions, schools, grocery stores, hospitals, hardware stores, or similar uses. This strategy also prioritizes projects where land use supports the development of a multi-modal system.

Low-density land use patterns also make other modes of transportation, such as transit, walking, and bicycling, more difficult and less appealing. Connecting residential neighborhoods and employment centers with multimodal transportation options, including transit-supportive developments, is a priority for CAMPO as it improves non-automobile access and enables creative connectivity solutions.

Carson City

The current Carson City Master Plan was approved in 2025. It provides a roadmap on where and how the community will grow in the next 20 years. Carson City has had a Growth Management Program since 1978 to manage infrastructure capacity, service levels, and overall growth. Carson City has established an urban services boundary to reflect the public's desire to maintain a compact urban footprint centered around downtown Carson City. The guiding principles of the Carson City Master Plan include Well-Managed Growth, Access to Open Lands & Recreational Opportunities, Economic Vitality, Livable Neighborhoods, Unique History & Culture, and A Connected Community.

> ***"Carson City will maintain a safe transportation system that facilitates efficient travel both within and through the community using a variety of motorized and non-motorized modes."***

Carson City transportation goals include providing a safe and efficient multi-modal transportation system for all users, where land use is connected to transportation decisions, supports all modes of transportation, and connects bike lanes, multi-use paths, and sidewalks within the city.

Lyon County

The Lyon County Master Plan was approved in 2020. The Lyon County Plan highlights past sprawl patterns, but aims to allow for more compact development, focusing on and balancing residential, employment, and retail land uses and with limited growth in rural areas. There are three communities within Lyon County's portion of CAMPO: Mound House, Silver City, and Dayton.

Mound House is an unincorporated Lyon County community bisected by U.S. 50 with the highest industrial use in Lyon County and residential neighborhoods adjacent. There is limited water and sewer infrastructure, so residential growth is limited in this area. Although new commercial and industrial uses are encouraged in this area, new industrial uses are only approved in areas that do not adversely affect residences.

Silver City, a National Landmark Historic District, is the smallest in Lyon County, with fewer than 200 people. This community has residences, commercial, and industrial areas, but is unlikely to grow, as it lacks a sewer system.

Dayton has had the highest growth of the unincorporated areas of Lyon County. There are commercial and residential land uses, with residential development in suburban areas encouraged adjacent to other residential neighborhoods, with a vision of livable communities, connected streets, gathering places, parks, and schools. U.S. 50 commuters experience continually congested traffic patterns, particularly travelling east in the evening.

Three important transportation planning directions seem apparent:

- The connectivity and capacity of arterials and collectors will be a key element for the growth of the County and should be carefully conserved. Strategies to achieve this connectivity should include strict access control and development of residential and nonresidential design standards that emphasize internalization of circulation systems.
- Within communities, pre-planned expansion of highway and roadway systems is required to ensure that the function and viability of the development centers do not negatively impact the rural quality of life.

- Increasingly, the private sector will have to be part of the solution of transportation issues, including financing and other transportation systems modifications."

Douglas County

There are two Douglas County communities within CAMPO: Indian Hills/ Jacks Valley, and Johnson Lane. **Indian Hills** has a commercial center, near the Carson City/Douglas County line, but is primarily residential. Douglas County outlines zoning and residential preferences to connected infrastructure, limited access to U.S. 395, and specific plans for Clear Creek and North Douglas Planned Developments within their 2020 Douglas County Master Plan. In 2002, Douglas County voters approved of the Sustainable Growth Initiative, which limits the number of new dwelling units to 280 per year to manage growth. **Johnson Lane** area is primarily single-family estates and rural residential community. The Douglas County Master Plan references the Transportation Master Plan, adopted in 2019 which mentions safety concerns along U.S. 395 and failures in Level of Service, attributed to increased traffic from Douglas County and Carson City.

4.2 Travel Demand & Monitoring

The CAMPO 2050 RTP is required by federal regulations to identify current and future demand on the transportation system. CAMPO maintains a travel demand model (TDM) to forecast demand. The TDM utilizes future land-use from adopted Master Plans, data from the State Demographer, and historical trends to estimate population. The TDM predicts system demand and performance in model scenarios: a base year scenario of 2022, a near-term scenario of 2035, and a long-term scenario of 2050. The near-term and long-term scenarios are further analyzed by adding transportation projects, which are categorized by projects that are either fiscally constrained (funded) or that do not have funding identified. The TDM was updated in 2024, and again in 2025. An Open GIS Interface Tool was created so that CAMPO and developers can easily access key TDM inputs and outputs without specific modeling software. A complete model documentation report is provided at the link: Carson City Transportation Documents | Carson City and additional details for the RTP update are included in Appendix D. Periodic updates to the TDM are recommended as funding allows to review how changes in land-use and future development patterns affect transportation needs.

4.2.1 Level of Traffic Stress (LOS) and Travel Times

CAMPO staff utilizes two model outputs: Level of service (LOS) and travel time estimates. The LOS measure can be used to evaluate roadway sections based on a comparison of vehicle volume and roadway capacity. The travel time estimates measure the time it takes to travel between two points and can be used to evaluate month-to-month or year-to-year changes between future year TDM scenarios.

Outputs from the base year of CAMPO's travel demand model on LOS are provided on the following pages. LOS is a measurement used to determine how well a transportation facility is operating from a traveler's perspective. The travel demand model assigns a letter designation from A to F, with LOS A representing the best operating conditions, and LOS F the worst. The LOS is based on the average daily traffic. Figures 8 and 9 delineate the LOS for approximately 1,163 road segments for the base-year (2022) and future 2050 scenarios, assuming no changes to the roadway network. Near- and long-term scenarios that incorporate fiscally constrained projects are included in Chapter 6; all other scenarios are contained within the model documentation report in Appendix D.

Between 2022 and 2050, LOS will diminish primarily on U.S. 50 East and U.S. 395. This is not only important from a commuter's perspective but is also important from an emergency response perspective. The U.S 50 and U.S. 395/I-580 corridors serve as the primary corridors into and out of the CAMPO region and carry nearly all traffic entering and exiting CAMPO. Terrain, the number of driveways and other access points, and traffic signal coordination are examples of how a road's design can affect the

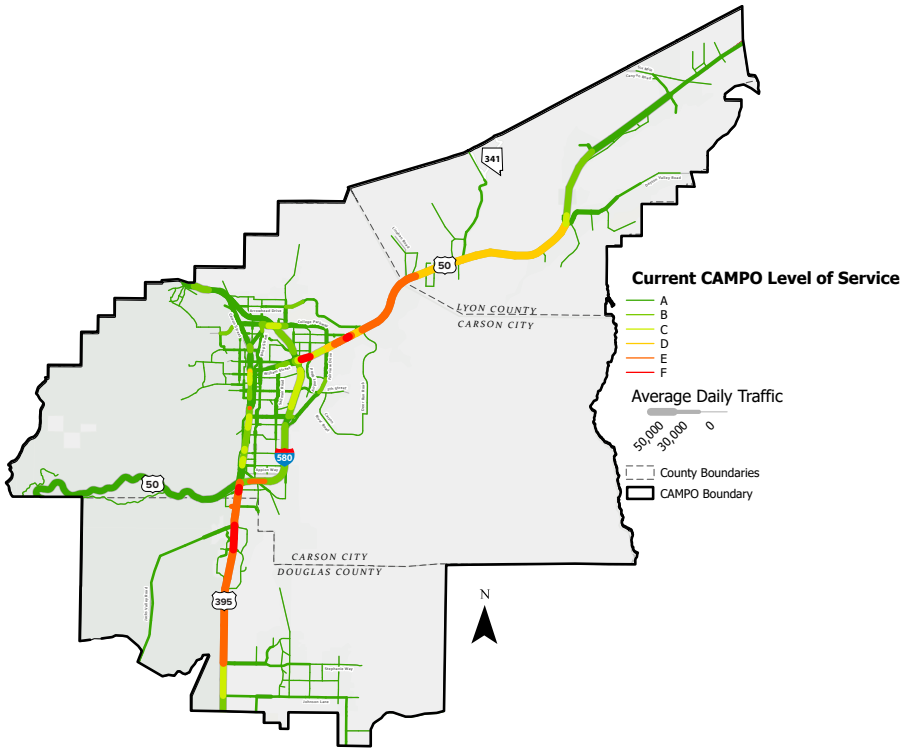


Figure 8. 2022 LOS Map

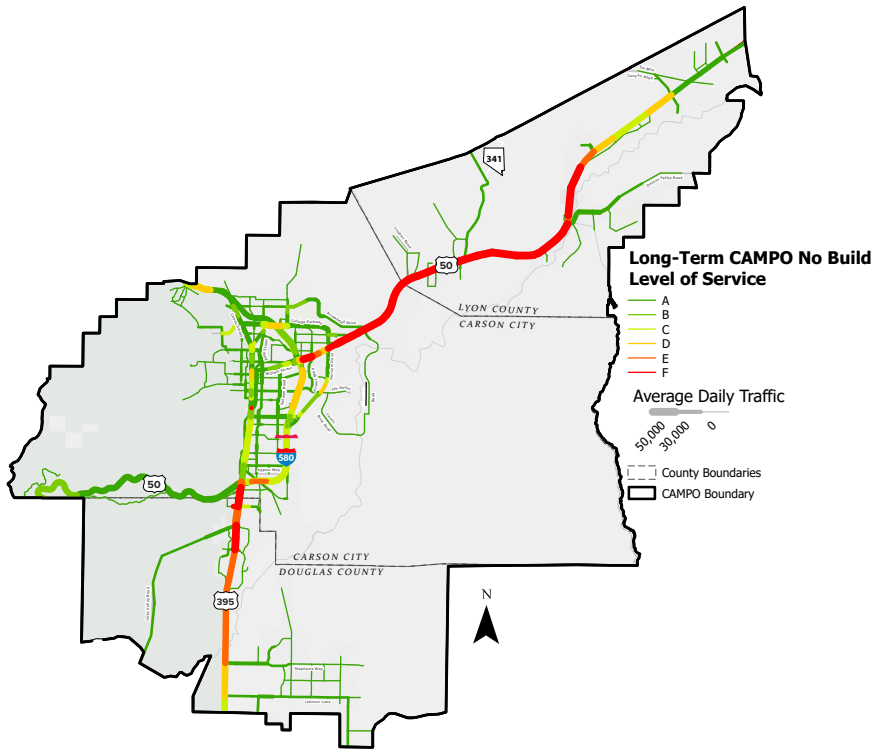


Figure 9. 2050 No-Build Map

flow of traffic, including emergency response or evacuation. Establishing consistent design concepts and identifying potential access management and operational efficiencies must be factored into the evaluation of projects and project prioritization.

Travel Time Index/Planning Time Index

The travel time measure, also known as travel time reliability, measures the time it takes to travel from one location to another. Travel time reliability is significant to many transportation system users, whether they are vehicle drivers, transit riders, or freight shippers. Personal and business travelers value reliability because it allows them to make better use of their own time. Freight shippers and carriers value predictable travel times to refine their logistics and to remain economically competitive.

Travel Time Index (TTI) and Planning Time Index (PTI) are calculated using the Regional Integrated Transportation Information System (RITIS) utilizing data from mobile phones, vehicles, and portable navigation devices to track CAMPO transportation performance and prioritize future investments. CAMPO reports annual TTI and PTI changes in the CAMPO Annual Network Monitoring Report.

Transportation System Management

The Carson Area Transportation System Management Plan (CATSMP) was initiated as a planning effort for CAMPO to establish commonly held operations and management objectives and as an asset management plan to support improved transportation system performance for the CAMPO region. The CATSMP reviewed CAMPO's current transportation system and identified needs related to operations and management to inform future investments to ensure a safe and reliable transportation system for the region. This plan included stakeholder engagement, collection of physical and logistical elements, a needs assessment, life cycle costing to inform future system improvement strategies, and the development of technology-based data-driven performance measures and benchmarks.

Recommendations from the CATSMP include:

- ***Maintain an accurate and up-to-date inventory of assets for the physical elements collected as part of this plan.*** Integration of transportation assets into Carson City's asset management strategy will help ensure program elements are maintained.
- ***Adopt formal Incident and Special Event Management Procedures.*** The Incident and Special Event Management Procedures should, at a minimum, identify the event originator, reviewing department, approver, implementation process, and timeline when the signals are to return to standard operations.
- ***Implement consistent language and terms among all signal systems covered under the existing agreements.*** It is recommended that all county and NDOT agreements be updated to have consistent agreement terms. The Douglas County agreement should be used as a starting point to update all county agreements, as this is the most recent agreement that was negotiated.
- ***Coordinate with District Attorney regarding interlocal agencies and Nevada Revised Statute 277A.*** CAMPO has recently experienced challenges with interlocal agencies and Nevada Revised Statute 277A, specifically with respect to NDOT purchasing signal equipment for Carson City to install in Lyon and Douglas Counties. CAMPO should work with their District Attorney to determine how to accomplish this efficiently.
- ***Provide instructions on how to read the signal timing plans to consultants when signal timing requests are made.*** Instructions explaining how to read CAMPO's signal timing plans should increase the consultants' understanding of the plans.

It is recommended that Carson City, NDOT, and partner agencies provide a dedicated annual budget for the routine replacement of transportation equipment (traffic signal systems and detection and other intelligent transportation systems [ITS] equipment).

CAMPO should also consider implementing Automated Traffic Signal Performance Measures (ATSPM) or a similar signal performance monitoring system to enhance the granularity and diversity of the data available for assessing and adapting signal operations. These approaches would allow CAMPO to collect information such as the percentage of vehicles arriving on a green light, split failures, and the prevalence of phase maxouts or gap-outs. Technology such as connected vehicle data can be utilized for current studies; however, it is recommended that this be limited to periodic data purchases for well-defined studies rather than an annual subscription model due to cost.

Table 2: Travel Times in Minutes between Metropolitan Planning Area Gateways

Travel Times in Minutes between Metropolitan Planning Area Gateways		2015		2020		2022		2030		2050	
From	To	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	U.S. Hwy 50 East (Near Chaves Road)	30.2	39.4	24.6	34.1	27.6	41.5	27.6	49.3	27.6	68.8
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	23.1	30.4	16	24.5	16.1	21.2	16.1	21.1	16.2	19.4
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	16.8	18.7	11.7	13	12.9	14	12.9	14.2	13	14.2
U.S. Hwy 50 East (Near Chaves Road)w	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	35	33.6	24.7	28.3	27.8	31.5	27.9	32.4	28.1	34.5
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	48.2	53.6	32.2	43.2	34.7	42.5	34.8	43.2	35	43.5
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	41.9	41.9	27.9	31.7	31.5	35.4	31.6	36.3	31.7	38.3
U.S. Hwy 395 South (2000 feet south of Johnson Lane)	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	26.4	26.4	16.1	19.3	16.2	20	16.2	20.6	16.1	23.6
	U.S. Hwy 50 East (Near Chaves Road)	46.6	55.2	31.9	43.3	34.2	51	34.2	59.2	34.1	81.6
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	16.1	15.3	10.4	12.5	11	13.4	10.9	13.9	10.9	16.3
U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	17.3	18.5	11.7	13	13	15.1	13	15.5	13	16.1
	U.S. Hwy 50 East (Near Chaves Road)	37.5	47.3	27.5	37	31	46.1	31	54	31	74.1
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	13.3	19.1	10.3	17.8	10.9	15.7	10.9	15.6	11	14.1

AM represents morning peak travel times and PM represents afternoon peak travel times

**Year 2015 data is from CAMPO's 2040 Regional Transportation Plan

4.3 Safety

A top priority of the CAMPO 2050 RTP is to increase the safety of the transportation system for all its users. This section includes federal, state, and regional initiatives that help to create a safer transportation network. As part of CAMPO's federal requirements, there are five safety performance measures that are monitored by CAMPO staff. The performance measures create a consistent method to count and gauge the safety of CAMPO's Transportation Network.

In addition to the safety Performance Measures described in section 2.4, CAMPO completed the CAMPO Local Road Safety Plan in April 2024, identifying ten priority locations to focus safety projects within the CAMPO region. These locations are shown in Table 3, and a number of these projects are underway or have been programmed as part of the fiscally constrained project list. This includes the North Carson Complete Streets Corridor Study, which will identify needed safety, utility, rehabilitation, landscaping, and multimodal considerations along a 2.3-mile former U.S. 395 leading into the heart of Carson City and the U.S. 50 East Carson Complete Streets Corridor Plan that identified safety and access management recommendations for U.S. 50 between I-580 in Carson City to State Route 341 in Mound House, Lyon County.

4.3.1 Proven Safety Countermeasures

In 2008, FHWA began promoting certain infrastructure-oriented safety treatments and strategies, chosen based on proven effectiveness and benefits, to encourage widespread implementation by state, tribal, and local transportation agencies to reduce serious injuries and fatalities on American highways. This initiative became known as Proven Safety Countermeasures.

The list of Proven Safety Countermeasures includes 28 treatments and strategies that practitioners can implement to successfully address roadway departure, intersection, and pedestrian and bicycle crashes.

Table 3: CAMPO Local Road Safety Plan Priority Locations

Priority Intersections
US-395 & Topsy Lane (Signalized)
Airport Road & US 50 (Signalized)
N. Carson Street & W. Nye Lane (Unsignalized)
Goni Road & Old Hot Springs Road (Unsignalized)
Highlands Drive & US 50 (Unsignalized)
Priority Segments
S. Carson Street from US 50 to Stewart Street (2.27 mi.)
E. College Parkway from I-580 to US 50 (2.21 mi.)
N. Carson Street from Long Street to I-580 (2.07 mi.)
S. Curry Street from Lake Glen Drive to Curry Circle (1.02 mi.)
Saliman Road from Long Street to Fairview Drive (1.7 mi.)



Among the proven Safety Countermeasures are several crosscutting strategies that address multiple safety focus areas.

Transportation agencies throughout the Country have been encouraged to consider these research-proven safety countermeasures. Widespread implementation of the Proven Safety Countermeasures can serve to accelerate the achievement of local, state, and National safety goals. [Proven Safety Countermeasures | FHWA (dot.gov)]

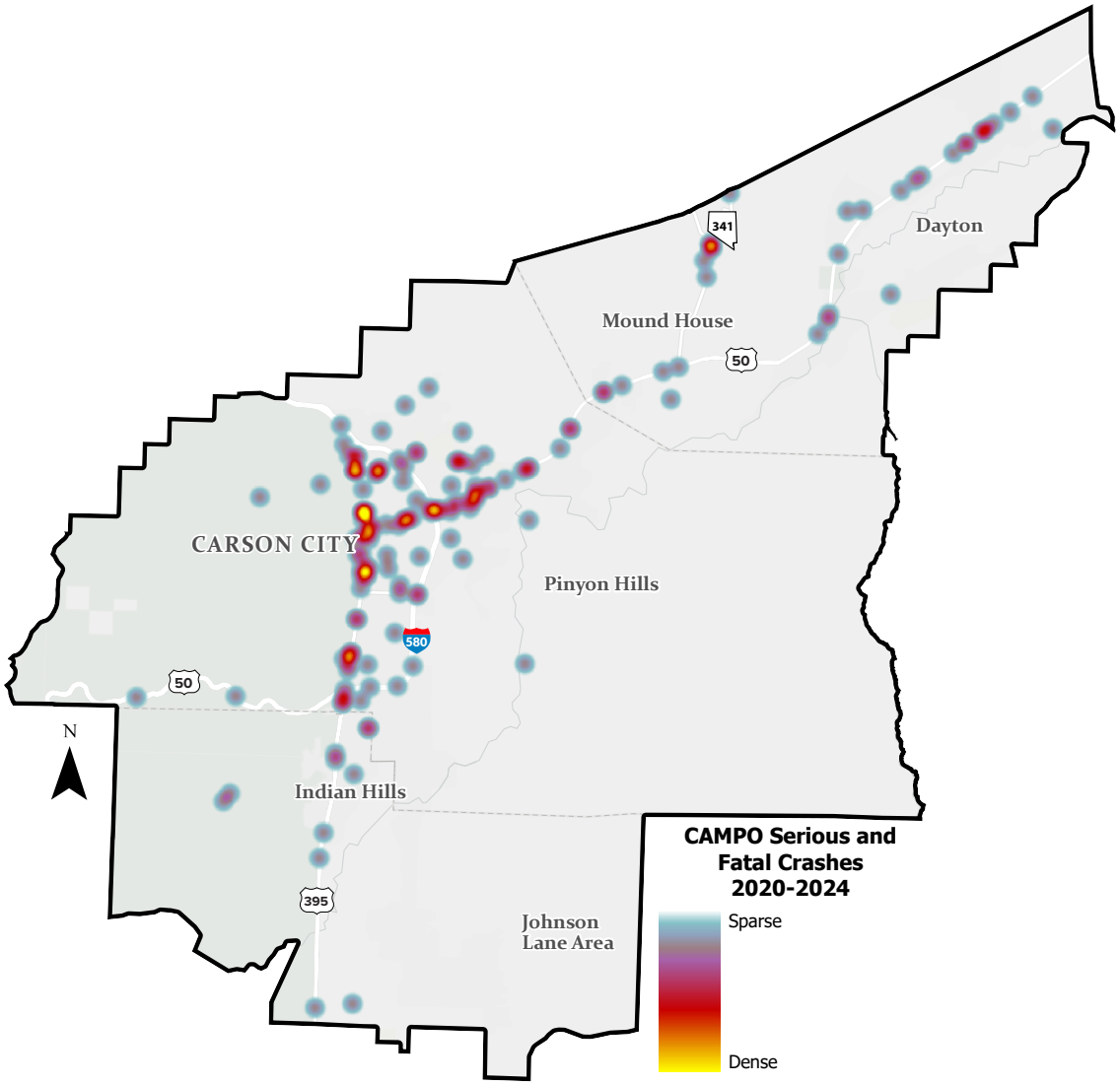


Figure 10. Serious and Fatal Injuries

Figure 11: FHWA Proven Safety Countermeasures

SPEED MANAGEMENT

- Appropriate Speed Limits for All Road Users
- Speed Safety Cameras
- Variable Speed Limits

PEDESTRIAN/ BICYCLIST

- Bicycle Lanes
- Crosswalk Visibility Enhancements
- Leading Pedestrian Interval
- Medians and Pedestrian Refuge Islands in Urban and Suburban Areas
- Pedestrian Hybrid Beacons
- Rectangular Rapid Flashing Beacons (RRFB)
- Road Diets (Roadway Reconfiguration)
- Walkways

ROADWAY DEPARTURE

- Enhanced Delineation for Horizontal Curves
- Longitudinal Rumble Strips and Stripes on Two-Lane Roads
- Median Barriers
- Roadside Design Improvements at Curves
- SafetyEdge^{SM}
- Wider Edge Lines

INTERSECTIONS

- Backplates with Retroreflective Borders
- Corridor Access Management
- Dedicated Left- and Right-Turn Lanes at Intersections
- Reduced Left-Turn Conflict Intersections
- Roundabouts
- Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
- Yellow Change Intervals

CROSSCUTTING

- Lighting
- Local Road Safety Plans
- Pavement Friction Management
- Road Safety Audit



Figure 12: SHSP graphic

4.3.2 Nevada Strategic Highway Safety Plan (SHSP)[1]

In 2004, NDOT and the Nevada Department of Public Safety formed a Technical Working Group to develop a statewide safety plan, the Nevada Strategic Highway Safety Plan (SHSP), with the latest update of the 2026-2030 SHSP to be approved by FHWA in December 2025. The SHSP is a comprehensive data-driven statewide safety plan that identifies the highest causes of fatalities and serious injuries on Nevada's roadways and provides a coordinated framework for reducing the crashes that cause fatalities and serious injuries. The SHSP establishes statewide goals and critical emphasis areas focusing on the 6 E's of traffic safety: Equity, Engineering, Education, Enforcement, Emergency Medical Services/Emergency Response/Incident Management, and Everyone. The purpose of the SHSP is to eliminate traffic-related fatalities and serious injuries by combining and sharing resources across disciplines and strategically targeting efforts to the areas of greatest need. The SHSP is aligned with other statewide planning efforts and provides guidance for statewide traffic safety plans and local plans, and guides the investment of funds for three federally-funded programs: the Highway Safety Improvement Program (HSIP) managed by NDOT, Highway Safety Plan (HSP) managed by the Office of Traffic Safety (OTS), and the Commercial Vehicle Safety Plan managed by the Nevada State Police and Highway Patrol. In 2021, the Nevada Advisory Committee on Traffic Safety (NVACTS) was voted into statute and replaced the Nevada Executive Committee on Traffic Safety. CAMPO is an active and voting member of NVACTS.

4.4 Active Transportation

No transportation system is complete without Active Transportation. Active Transportation includes any human-powered or human-scale mode of transportation. An effective active transportation network should be safe and efficient. A utilized active transportation system can benefit the local economy, reduce traffic congestion, improve air quality, offer healthier lifestyles, and raise the region's quality of life.

Active transportation gives people who cannot drive, as well as those who can, additional and affordable options for getting around independently to meet their everyday needs. Those who benefit most from improvements to the active transportation network include children (particularly traveling to and from school), seniors, people with disabilities, and low-income families for whom the cost of owning and operating a car, or multiple cars, may be prohibitive.

1 Nevada Strategic Highway Safety Plan (SHSP)

The use of active transportation is significantly influenced by safety and mobility needs. Active transportation users are significantly more vulnerable than vehicle users. A primary strategy of the CAMPO 2050 RTP encourages the use of awareness programs and physical enhancements to the active transportation network to improve the safety of the system's most vulnerable users. Investments that increase safety for active transportation users are also known to improve safety for drivers.

A goal of this plan is to prioritize investments that improve mobility and access to essential services, thereby directing limited funding to areas of high use. Active Transportation also supports the region's quality of life and improves prosperity for families living near active transportation systems. An example of this is the introduction of electric-powered bikes and scooters, as greater use of these devices will influence the number of individuals using active transportation, allowing them to travel greater distances without needing access to a vehicle. Electric scooters currently on the market can travel between 6 to 75 miles with a single charge. As such, use of electric-powered human-scaled devices is anticipated to grow and become viable modes of transportation for all users, especially lower-income households and seniors.

4.4.1 Americans with Disabilities Act (ADA)

The CAMPO 2050 RTP incorporates by reference the 2024 Americans with Disabilities Act (ADA) Transition Plan for Carson City's Pedestrian Facilities in the Public Right-of-Way. The ADA is a civil rights law that mandates equal opportunity for individuals with disabilities. The ADA prohibits discrimination in access to jobs, public accommodations, government services, public transportation, and telecommunications. ADA requires all Programs, Services and Activities (PSAs) of public entities to provide equal access for individuals with disabilities.

In 2024, CAMPO, in coordination with the Carson City RTC produced an updated ADA Transition Plan for Carson City's Pedestrian Facilities in the Public Right-of-Way. Pedestrian facilities within the public right-of-way include sidewalks, curb ramps, pedestrian crossings, transit stops, paved multiuse paths, and pedestrian-activated signal systems.

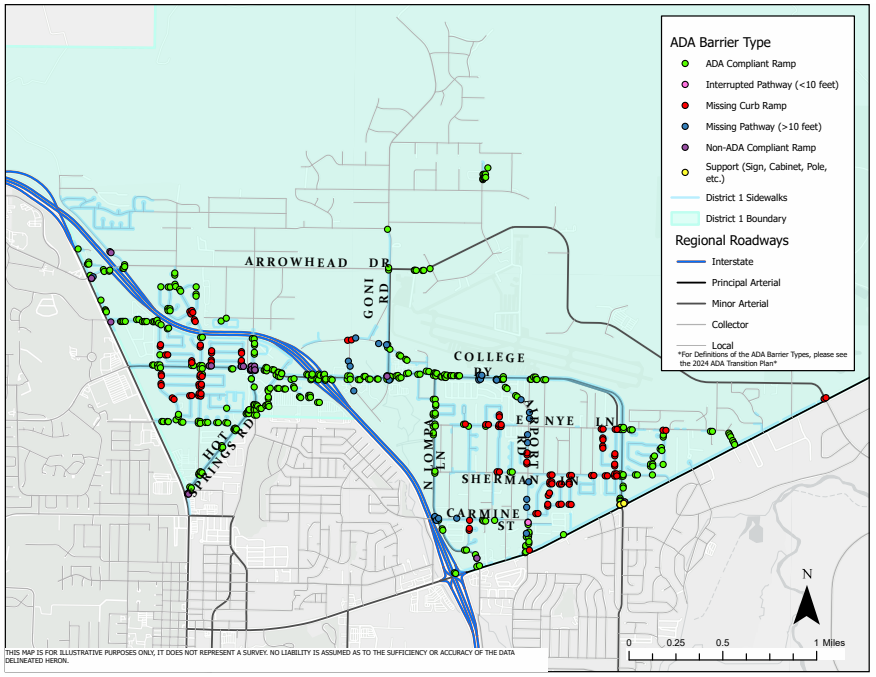


Figure 13: Performance District 1 - 2024 Inventory of Pedestrian Facilities

Carson City's ADA Transition Plan relates to the CAMPO 2050 RTP's Transportation Goals and Planning Strategies by



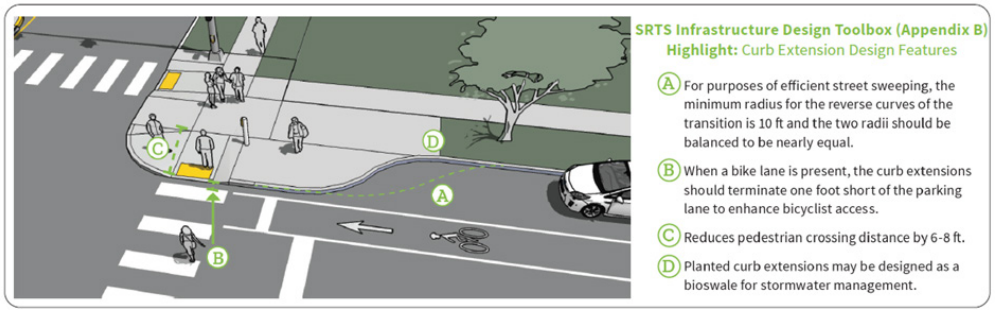
increasing safety, improving mobility and reliability, maintaining the multi-modal transportation system, improving access, and benefiting the most vulnerable users. An objective of this plan is to increase the number of ADA-compliant transportation facilities. Efforts toward achieving this objective are measured by tracking the number of transportation facilities that have been improved to ADA standards.

4.4.2 Safe Routes to School

Safe Routes to School (SRTS) is a national initiative implemented locally to encourage students to walk and bike safely to school and reduce the number of school-related vehicle trips. The STRS approach promotes walking and bicycling to school through infrastructure improvements, enforcement, safety education, and various types of incentives. This approach is often described as the "6 Es of Safe Routes to School." The 6 Es are engagement, equity, engineering, encouragement, education, and evaluation.

The CAMPO 2050 RTP incorporates by reference the 2020 Carson City Safe Routes to School Master Plan, and subsequent updates, and the Douglas County SRTS Action Plan. Both SRTS plans provide recommendations to improve safety for students walking and biking to schools in Carson City and Douglas County, with a secondary goal of enhancing safety at and around school bus stops. The two SRTS plans outline a clear vision for improving the safety of walking and biking to school for years to come, while being adaptable to future changes in school boundaries. The SRTS plans include a prioritized list of infrastructure improvements and programmatic recommendations for stakeholders that can help improve the safety of students and their families as they travel to and from school. Both SRTS plans support the Transportation Goals and Planning Strategies within this RTP by providing a plan that increases the safety of the transportation system, promotes preservation of existing infrastructure, develops an effective multi-modal transportation system for different users, helps to provide an integrated transportation system, and is mutually beneficial for the quality of life and health of students.

Included in each SRTS plan is a Design Toolbox document. This Design Toolbox was developed to complement and assist in the selection and design of facilities. The designs featured in the Design Toolbox work to promote pedestrian and bicycle comfort, particularly among students. It presents current engineering design resources and approaches to implement bicycle and pedestrian enhancements. All walkway and bikeway design guidelines in this document meet or exceed the minimums set by the ADA.





4.4.3 Complete Streets

The term Complete Streets refers to how streets are designed and operated so that they enable safe, comfortable, and universal access for all users, regardless of age or ability, including pedestrians, bicyclists, transit riders, and motorists of all types. Tools and strategies are available on the Smart Growth America website.

In addition to accommodating motorists on the roadway, a Complete Streets design focuses on the needs of travelers outside that group, including younger and older people, those with limited mobility, and those who travel by transit, bicycle, or on foot, each of whom have often been overlooked in the transportation planning process. Many roads in the CAMPO area lack safe places for walking or bicycling. Uninterrupted access to key community resources, such as parks, shops, grocery stores, and schools, is often limited to those with automobiles.

The Complete Streets design, as noted in the Carson City Complete Streets Policy, seeks to develop an integrated and connected network of streets that are safe and easy to access for all people. This design makes active transportation, such as walking and bicycling, more convenient; provides greater access to employment centers, commerce, and educational institutions; and allows freedom of transportation choice when traveling, so transportation is less of a financial burden. These noted benefits improve the quality of life in communities and help ensure an adaptable transportation system.

Incorporating complete street elements into all projects is a priority for CAMPO; however, not all projects have the same need or the ability to implement all available elements. Existing conditions and feasibility plans should be considered when evaluating roadways for Complete Streets treatments. There are various types of complete street treatments that can accommodate a community's needs. In some cases, enhancing parallel routes might better serve multimodal users, while in other cases, a particular feature may not be necessary. For example, a wide traffic lane may be more appropriate than a dedicated bike lane on a rural road, or, if there are no land uses that generate pedestrian traffic, then a sidewalk may not be an appropriate treatment. Agencies must also consider emergency access and evacuation planning when considering complete street improvements near the wildlife-urban interface and communities where only one-way in and out exist.

4.4.4 Bicycle Network Planning Maps

The CAMPO 2050 RTP incorporates by reference the following active transportation master plans:

- Carson City Unified Master Pathway Plan
- Douglas County Bicycle Plan
- Lyon County Bicycle Plan

Figure 14 graphically depicts CAMPO's existing and proposed bicycle and Multi-Use Path facilities. Regional and efficient bicycle and pedestrian networks allow for the pairing of other non-motorized modes of transportation and public transportation options. CAMPO staff works with its member agencies and a Bicycle and Pedestrian Advisory Group to advocate for and plan nonmotorized transportation options. Local agencies are encouraged to require proposed bicycle facilities to ensure capital projects and private development projects each contribute to piecing together a cohesive bicycle network. These types of facilities result in a connected, multimodal network that promotes mobility and prosperity for future residents and families living in the region. The following map incorporates proposed facilities from existing planning documents that impact regional transportation.

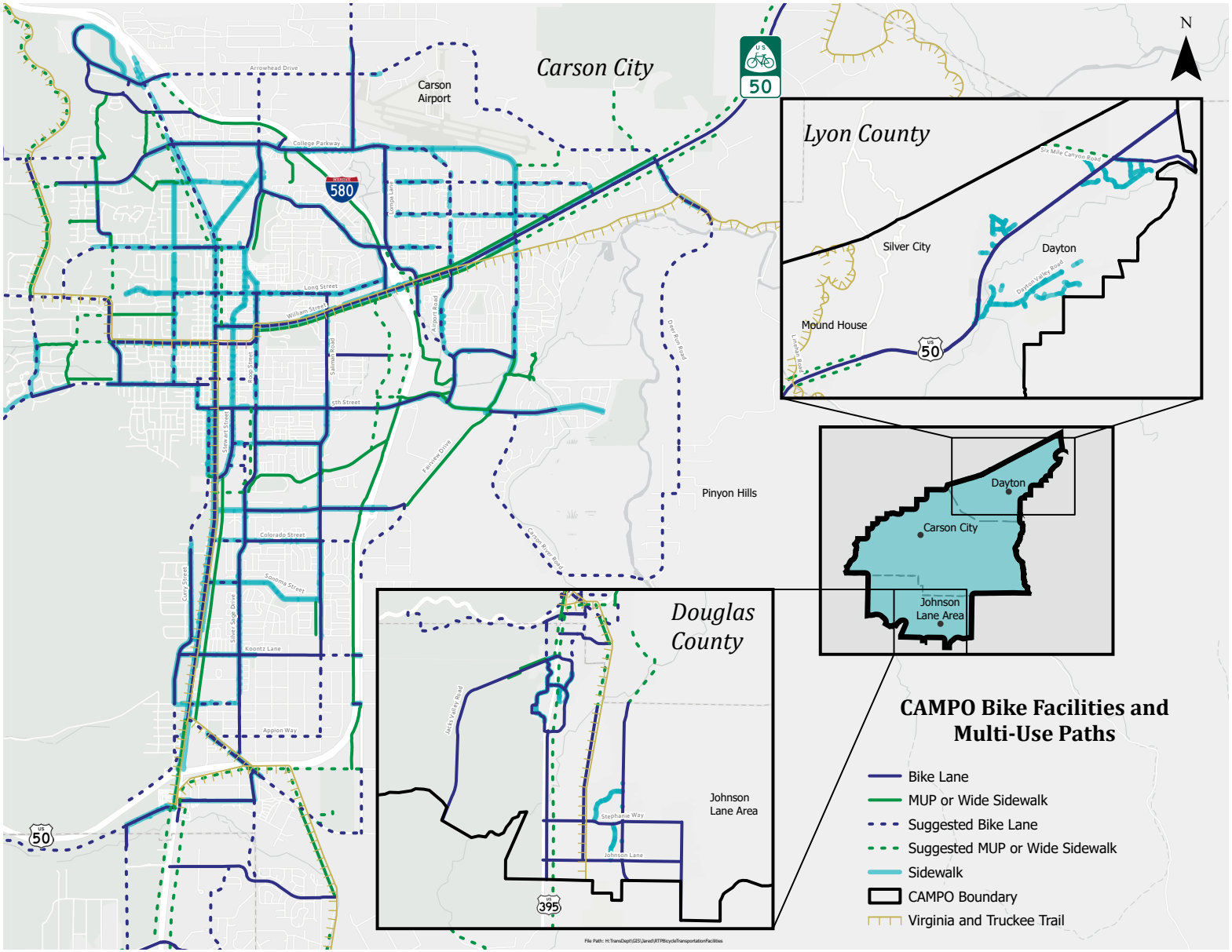


Figure 14: CAMPO Bike Facilites and Multi-Use Paths.

4.4.5 Bicycle Friendly Community (BFC) Award

Carson City, NV

Award: Bronze | Fall 2022

Award History:
Bronze since 2014, previously Honorable Mention in 2011.

Carson City was awarded a Bronze Level Bicycle Friendly Community Award in 2014, 2018, 2020, and 2022, recognizing its efforts to create a more bike-friendly environment. These awards signify the city's commitment to improving infrastructure, promoting cycling as a viable transportation option, and enhancing the overall cycling experience for residents and visitors. Achieving this recognition multiple times demonstrates Carson City's sustained efforts to prioritize cycling and highlights its progress in becoming a more bike-friendly community. These awards are not only a source of pride but also serve as motivation to continue investing in cycling infrastructure and programs, ultimately leading to a healthier, more sustainable, and more connected community.

Provided with each BFC award is a one-page report card that rates Carson City on the 10 building blocks of bicycle friendly communities. The report card is viewable at the following website: https://bikeleague.org

4.5 Transit and Service Transportation

Public transportation is defined by the FTA as regular, continuing shared-ride surface transportation services available to the public. Shared-use mobility is a newer umbrella term that can represent on-demand ride-hailing, ridesharing, bike sharing, and car sharing services in addition to public transit. Public transportation provides essential, safe, and reliable mobility for many individuals who do not or cannot drive a personal vehicle. While public transportation is known for being most efficient in high population, high density areas, technological improvements and other forms of public transportation have helped smaller cities and lower density regions provide options for improved mobility in ways that weren't previously possible. Shared-use mobility modes can increase transit ridership by covering a larger area and can also be used to replace transit as modes when service is infrequent.

Public transportation supports all the goals of this plan. It improves safety by offering an alternative to driving for people who are unable to safely operate a vehicle. Additionally, professional bus drivers are statistically less likely to be involved in collisions. Public Transportation supports preservation by reducing the number of vehicle trips, causing wear on area roadways. It also increases mobility and quality of life by offering access to jobs, schools, community and government services, retail, healthcare, and recreation. Transit was classified as an essential service during the COVID-19 pandemic, and the lack of transit was identified as a barrier to accessing medical appointments in the 2022 Quad County Regional Health Needs Assessment. An essential service is one that, if interrupted, would endanger the life, health, or personal safety of part or a whole population. This definition applies to the transit-dependent population who need access to essential goods or services to survive (e.g., food, health care services and goods, toiletries, etc.), and those who rely on transit to get to a job which supports the local, regional, and/or national supply chain (e.g., delivery, healthcare, and grocery store workers). Public transit supports prosperity by offering the community a mode to access services and businesses and provides access to jobs. Lastly, it promotes adaptability by providing transportation options for an aging population.

Due to the dispersed land use patterns in the CAMPO Planning Area and the region's minimal traffic congestion, it would take an unrealistic amount of funding to provide a level of transit service that would meaningfully shift mode share away from personal vehicles. However, strategic investment in

transit and transportation services that intersect with other investments, such as multi-family developments, provides an opportunity to shift some users toward bus trips.

Jump Around Carson

The Carson City RTC operates JAC, a public bus service featuring four fixed routes and ADA paratransit service. JAC Assist, the ADA paratransit service, provides curb-to-curb transportation for eligible people with disabilities who cannot use the fixed route bus service. JAC Assist operates during the same days and hours as the fixed route system, with an origin and destination within ¾ mile of any fixed route. As a matter of local policy, extended paratransit service is provided for an additional ¼-mile (total of 1 mile from any fixed route). Additional information on Jump Around Carson is available here: JAC - Jump Around Carson | Carson City. An interactive map that contains bus stop locations and schedules is available by visiting the JAC Rider Portal. The Annual JAC Monitoring Report reflects the annual performance monitoring of key metrics utilized to understand the efficiency and effectiveness of JAC Transit operations.

The FTA has established requirements for transit operators and MPOs to develop performance measures and target-setting methodology for two areas:

- Transit Asset Management – To help achieve and maintain a State of Good Repair (SGR) for the nation's public transportation assets. Transit Asset Management is a business model that uses transit asset condition to guide the optimal prioritization of funding.



- Public Transportation Agency Safety Plans – Required for operators of public transportation systems that are recipients or subrecipients of FTA grant funds and requires the implementation of processes and procedures of Safety Management Systems.

TAM Plan

A Transit Asset Management (TAM) Plan is a federally required document for agencies that use federal funding to own, operate, or manage capital assets used to provide public transportation. The goal of the plan is to guide prioritization of funding using the condition of assets as a guide, to keep transit networks in a state of good repair. TAM Plans are required to be updated every four years. All TAM Plans must include an inventory of capital assets (including those not federally funded), condition assessment, decision support tools, and investment prioritization.

For each of the four asset categories, transit providers must report key performance measures of their assets. Categories of (1) equipment and non-revenue service vehicles, and (2) rolling stock, are measured by age. Category (3) Facilities, is measured by condition based on a scale designated by FTA. The fourth (4), rail fixed guideway infrastructure, is not relevant for JAC. Each transit provider sets performance targets for each applicable asset class for the coming fiscal year. The TAM Plan determines whether transit assets are in a State of Good Repair and identifies renewal strategies by specifying asset inventories, conducting condition assessments, utilizing decision support tools, and prioritizing investments. The current TAM Plan and current fiscal year performance targets can be found on the CAMPO website.

Public Transportation Agency Safety Plan

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The plan must include safety performance targets. JAC reviews the PTASP and sets safety targets on an annual basis. JAC - Jump Around Carson | Carson City

JAC Transit Development and Coordinated Human Services Plan

The JAC Transit Development and Coordinated Human Services Plan incorporates CAMPO's Coordinated Human Services Plan. The document evaluated the existing system, provided suggestions for potential improvements, and presented alternatives for future system growth to maximize benefits to existing riders and the community.

The JAC Transit Development and Coordinated Human Services Plan also serves as JAC's short-term transit plan, enabling JAC to be eligible for FTA Section 5307 Urbanized Area Formula Grants. This critical federal program provides funding for transit capital and operating assistance. The Transit Development plan also identifies short- and long-term projects for the transit system.

4.5.1 Coordinated Human Services Plan (CHSP)

The FTA funding program known as Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities, is formula-based, and is apportioned to CAMPO through NDOT, who may allocate the funds through formula-based, competitive, or discretionary methods. Federal law requires that there be a state or program management plan, like the CHSP, for the funding. The 5310 program aims to remove barriers to transportation services and expand options for older adults, people with disabilities, and individuals with low incomes.

CHSP's should be "developed and approved through a process that includes participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public" who utilize transportation services. Coordinated plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.

The current 2019 CHSP outlines several recommendations to increase service and extend services hours. It also highlighted the need to form a coalition to advocate for public transit, identify opportunities to coordinate services, and train staff and the public on available transit services.

As of the development of the CAMPO 2050 RTP, an update to the CHSP is currently underway. CAMPO staff leveraged public and stakeholder outreach efforts for the RTP, such as a public survey, public meeting, and community and agency partner interviews, as an opportunity to receive participation and input on area public transportation and transit services to inform all elements of the CHSP update. In addition, a separate human services provider workshop was conducted to engage with organizations

that provide services aligned with the FTA Section 5310 Program which was instrumental in the development of strategies and goals of the CHSP. Common themes from earlier community partner discussions served as the basis for developing draft goals and supporting strategies. The main themes for the CHSP are listed below.

- Improved Service and Regional Connectivity for Target Populations
- Universal Access and Infrastructure Enhancements
- Flexible and Specialized Transportation Services
- Affordability, Equal Access, and Language Access
- Service Quality and Workforce Sustainability

The new CHSP will replace the 2019 CHSP upon approval in 2026.

4.5.2 RTP Transit Projects

RTP transit projects pull from the TAM Plan, the Public Transportation Agency Safety Plan, and the Coordinated Human Services Short-Term Transit Plans. Although CAMPO and the region are eligible for additional federal funding, without additional local resources to meet the required match, the funds cannot be appropriated. System expansion options are not possible without fully leveraging available federal funds (i.e., local match), and service reductions are likely in the mid- and long-term (2036-2050).

Preliminary recommendations identified through the development of the short-term transit plan are provided in the following sections. These include immediate, cost-neutral strategies that can achieve operational efficiencies and boost ridership without requiring significant service changes. Mid-term recommendations include implementing service changes likely to improve ridership under existing budget constraints, while long-term recommendations would potentially require service tradeoffs and reductions without additional funding, but are anticipated to enhance service for transit-dependent riders. The mid- and long-term concepts will be fully vetted with the CAMPO Board and public prior to implementation, and it is expected that recommendations would be incrementally phased over time. The implementation of long-term improvements will be based on the performance of short- and mid-term improvements as this data will be used to inform and confirm the feasibility of the long-term vision.

4.5.3 Short-Term Fiscally Constrained Transit Projects

In the short term, JAC transit will be focused on maintaining current operational levels while continuing to identify options for further system optimization and ways to best provide the best customer service with limited resources. Capital purchases are expected to primarily consist of replacement of rolling stock that has met or exceeded their federally defined useful lives. Incremental bus stop improvements are planned, including enhanced signage, ADA-compliant concrete pads, and installation of amenities such as benches, shelters, and trash cans. These capital improvements will enhance the comfort and safety of riders, which will eliminate some of the existing deterrents potentially impacting ridership.

Other immediate improvement opportunities include:

- Improvements to the Downtown Transfer Center including signing, lighting, and ADA improvements.
- Improvements to the online system map and service schedule for a more user-friendly and intuitive experience. This includes directional arrows where routes only operate in one direction.
- Regular updates the JAC webpage to ensure information is current (remove outdated documents and information).
- Development of service standards to inform future planning efforts.
- Updating key performance indicators (KPIs), data collection tracking methodologies and reporting.
- Enhanced data collection and analysis for operational efficiency to improve scheduled route timepoints and prioritization of high ridership

stops. This would support improved reliability.

- Strategic relocation of bus stops on existing routes to improve rider connectivity and comfort. Prioritization should be given to existing non-ADA-compliant stops, and for adding stops on both sides of the road, for two-way travel, as it is safe to do so.
- Coordination with Carson City capital improvement projects to facilitate safer, connected, and accessible first mile/last mile rider experiences. This may include accommodation for electric mobility devices.
- Coordinate with services closer to downtown Carson City, such as the Senior Center, to set up temporary or limited ongoing paratransit certification at a location on an existing JAC line.
- Enhanced marketing, public awareness, and rider information, particularly for seniors, students, and Spanish-speaking populations.
- Improved coordination with regional transit providers, including evaluation of transfer points between services for cost-savings and efficiencies.
- Minor route adjustment for increasing ridership, such as focusing on transit-supportive development types and placing routes along major corridors.
- Update some time points to make the schedule and map easier to understand.
- Engage with could-be riders at community events to help people understand how to ride the bus and answer questions.

The pending Transit Development and CHSP update contains more detailed information on specific action items for each of the opportunities listed above.

4.5.4 Long-Term Fiscally Constrained Transit Projects

Long-term transit projects are not possible without additional funding, and continuation of existing services will also be challenged unless changes are made. While reductions are not anticipated until after 2036, without additional local funding, tradeoffs may include adjusting the service area, reducing service days or hours, or other measures to increase operating efficiency. Final decisions are subject to future Board actions; however, adjustments to the service are assumed to ensure fiscal constraint.

4.5.5 Fiscally Unconstrained Transit Projects

The pending Transit Development and CHSP update contains other mid- and long-term concepts that are planned but rely on additional yet-to-be-identified funding to progress. These include an analysis of potential route modifications with consideration of impacts to bus frequency, span of service, trip duration, and network connectivity, as well as supplemental services. Other potential opportunities include modest investment in technology and tools to support transit planning and operations. Examples of some additional unfunded projects are listed below.

- Expansion of service between Carson City and Lake Tahoe along U.S. 50 in partnership with the Tahoe Transportation District.
- Expansion of service between Carson City and Lyon County.
- Expansion of the JAC Assist service area to fully cover the bulk of the Carson City population.
- Development of a contactless, on-board payment system.
- Construction of a Downtown Transfer Center restroom or similar vendor facility.

4.5.6 Other Providers

In addition to JAC, there are four transit services operating within the CAMPO planning area. CAMPO provides for the regional coordination of these providers. Additional information on these transit services is provided below:

Regional Transportation Commission of Washoe County – Regional Connector – Carson Express

The Carson City RTC and the Regional Transportation Commission of Washoe County (RTC Washoe) partner to provide intercity bus service between Carson City and Reno, Monday through Friday, excluding major holidays. Passengers can transfer between JAC, Tahoe Transportation District, RTC Ride (Washoe County's bus system), and Amtrak.

Tahoe Transportation District (TTD) – Valley Express, South Shore Service & Lake Express

Operated by the Tahoe Transportation District (TTD), Valley Express (19X) and South Shore Service & Lake Express (22) operate daily commuter bus service between South Lake Tahoe, Carson Valley and Carson City. Passengers can transfer between JAC buses and Douglas Area Rural Transit (DART) buses at specific stops along these routes.

Douglas Area Rural Transit (DART)

Operated by Douglas County, Douglas Area Rural Transit (DART) provides a dial-a-ride curb-to-curb bus service for senior and disabled riders as well as a fixed-route service (DART Express). The dial-a-ride service area includes the Johnson Lane and Indian Hills residential areas, which are both located within the CAMPO boundary. While transfer agreements are not in place, DART riders are able to transfer onto other regional bus services to reach their destination. DART Express, which operates within the Minden/ Gardnerville area (outside of the CAMPO boundary). use existing TTD stops, which provide access to Carson City and South Lake Tahoe.

Eastern Sierra Transit Authority (ESTA)

The Eastern Sierra Transit Authority was established in November of 2006 as a Joint Powers Authority between the Counties of Inyo and Mono, the City of Bishop, and the Town of Mammoth Lakes. ESTA offers a variety of bus services, including deviated fixed routes, local in-town dial-a-ride services, multiple town-to-town services throughout the U.S. 395 and U.S. 6 corridors, extending from Reno, Nevada, to Lancaster, California.

4.5.7 Private and Non-profit Options

The CAMPO region also includes other non-profit transportation options, such as the Nevada Rural Counties Retired & Senior Volunteer Program (RSVP) https://nvrsvp.org/, which provides safe, escorted, door-to-door transportation for seniors and adults with disabilities. Services of the RSVP Program include rides to medical appointments, prescription pick-ups, and nutrition needs such as grocery shopping. In addition, the CAMPO area includes ride-hailing services that include Capital Cabs Company, Uber, and LYFT. CAMPO does not currently have contractual relationships with any of these services, but may consider partnerships to supplement JAC Assist paratransit services in the future.

4.6 Environmental Considerations

Federal law requires CAMPO to consider environmental mitigation activities in the development of its RTP. The transportation system is a major user of energy, which creates air pollution, including carbon dioxide, nitrous oxides, and particulates. The Nevada Department of Environmental Protection's Nevada Statewide Greenhouse Gas Emissions Inventory and Projections, 1990-2044 indicates that through 2044, *"emissions from the transportation sector will continue to be the largest emitting sector and will remain static over time."*

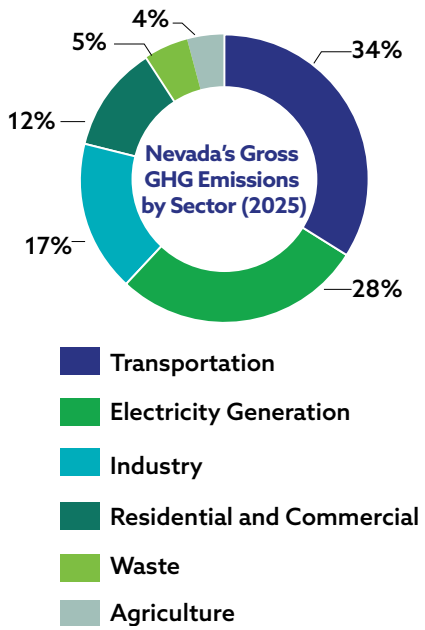


Figure 15: Nevada's Gross GHG Emissions by Sector (2025)

To reduce transportation emissions, specifically those generated on roads and highways, CAMPO's 2050 RTP incorporates goals and planning strategies to conserve resources and mitigate the effects of harmful emissions. These goals and strategies aim to preserve existing infrastructure, encourage safe and appealing non-motorized transportation, coordinate public transit options, promote multi-modal transport, and create a reliable transportation system that can adapt to changing weather patterns and redundancy to mitigate against natural disasters. To successfully do this, a multi-prong approach is required.

- CAMPO's Unified Planning Work Program continues to provide support to NDOT and member agencies in their efforts to mitigate the impact of transportation on the environment through the following techniques.
- Pavement Management – CAMPO promotes pavement management activities, including the need for timely preservation treatments, which lengthen the life cycle of pavement and reduce the consumption of financial and construction resources.
- Multi-Modal Planning – CAMPO staff supports local member agencies in their efforts to collect data, plan, and maintain their network of sidewalks and paths to build a robust and integrated multi-modal transportation system, ultimately reducing dependency on carbon-emitting vehicles. Connected communities are places where people can easily and safely walk, bike, or roll to access goods, services, and local amenities without the use of a car.
- Transit Planning – CAMPO staff works closely with JAC to increase mobility for all users, enabling independent mobility and expanding mobility options beyond single-occupancy vehicles. Additionally, CAMPO facilitates and advocates for regional transit options between Reno, Douglas County, Lyon County, and the Tahoe Basin.
- Support for statewide Congestion Mitigation and Air Quality (CMAQ) Targets – While CAMPO is not in a National Ambient Air Quality Standards non-attainment area, CAMPO annually supports statewide CMAQ targets, demonstrating a commitment to partnership and collaboration.

4.7 Roadway Network

Preservation of infrastructure, including the condition of the roadway pavement, is one of the top three goal areas for CAMPO and one of the more consistent public comments. All roadway users benefit when roadways are well-maintained. The goals of pavement preservation are to keep roadways in good condition and to minimize long-term repair costs. While CAMPO's member agencies and NDOT are ultimately responsible for maintaining the region's transportation infrastructure in a state of good repair, CAMPO supports local agencies in their pavement condition data collection, enabling them to make data-driven, cost-effective decisions about project investments. CAMPO has collected pavement data for both

Carson City and Douglas County and looks forward to expanding the data collection effort in Lyon County in the coming years.

CAMPO and its member agencies track pavement condition using the Pavement Condition Index (PCI). The PCI measures the condition of a roadway pavement on a scale from 0 to 100. New pavement starts with a PCI of 100. The PCI helps to establish the extent of repairs required, can estimate repair costs, and is calculated based on the severity of pavement distress.

4.7.1 Current

In May 2023, Carson City Public Works, in partnership with CAMPO, approved the FY 2024-2028 Carson City Pavement Management Plan, which formalizes and establishes an efficient and effective strategy for preserving and maintaining roadways. The Plan established five performance districts within the City and a five-year rotating schedule to streamline work efforts. The Plan provides a predictable use of roadway funding while maintaining flexibility for unplanned City projects and "match" for grant funding opportunities, as needed.

NDOT performs pavement preservation on state roads and on the National Highway System. NDOT's pavement preservation program's goals and strategies are included in the NDOT Transportation Asset Management Plan (TAMP), and NDOT reports pavement performance measures consistent with the FHWA reporting requirements. NDOT's goal for highway maintenance is to ensure that NDOT-maintained roads are maintained to as high a level as possible, consistent with work plans, policies, program objectives, budget, and available resources. NDOT divides its program into three areas of Routine Maintenance, Capital Improvement, and Emergency Activities. These strategies allow NDOT to make informed and cost-effective decisions about prioritizing pavement preservation activities. The current pavement condition in Carson City and Douglas County is shown in Figure 16.

Costs associated with pavement condition are the single greatest transportation cost over the next 25 years, as described in Chapter 5 – Financial Plan. Without increased investment in roadway pavement, the condition of roads will continue to deteriorate. Table 4 depict the projected pavement condition in Carson City based on the current levels of funding.

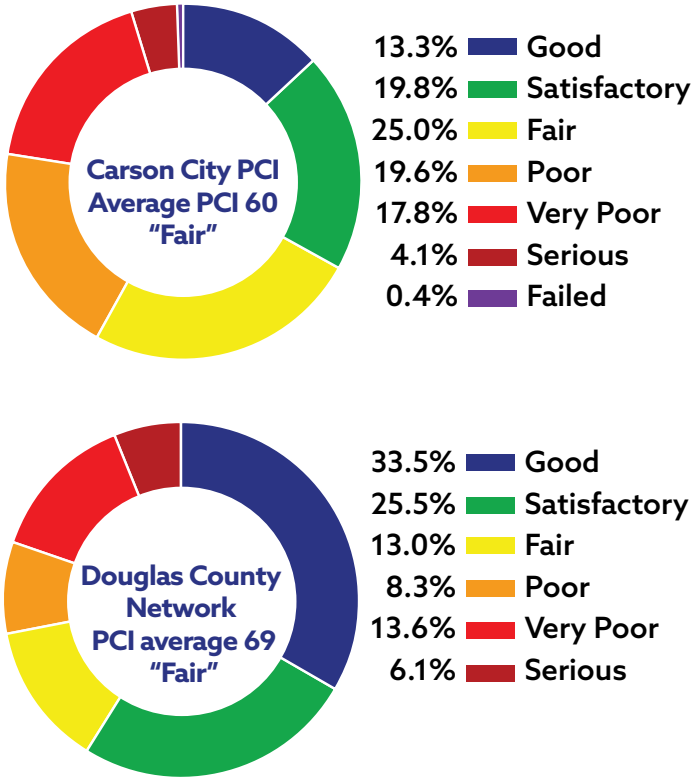


Figure 16: Current Pavement Conditions by Percentage



Figure 17: Example of a "Fair" pavement condition

Table 4: Projected Pavement Conditions for Carson City

Pavement Condition Index (PCI) - Annual Report Card												
Faciity Type		Inspected PCI	Estimated PCI									Percent Change 2024 to 2050
		2024	2026	2029	2032	2035	2038	2041	2044	2047	2050	
City-wide	Regional Roads	69	63	54	46	39	35	32	29	27	24	-65%
	Local Roads	55	50	42	36	33	30	28	26	23	20	-64%
	All Roads	60	54	46	40	35	32	29	27	24	21	-64%
Performance District 1	Regional Roads	59	54	45	39	34	31	29	27	24	21	-65%
	Local Roads	54	49	41	36	33	31	29	27	24	21	-61%
	All Roads	56	51	42	37	33	31	29	27	24	21	-63%
Performance District 2	Regional Roads	73	66	55	45	39	35	33	31	28	25	-66%
	Local Roads	54	49	41	36	33	30	28	26	23	19	-64%
	All Roads	60	55	46	39	35	32	30	27	24	21	-65%
Performance District 3	Regional Roads	74	67	56	47	40	36	33	31	29	26	-64%
	Local Roads	55	50	42	36	32	28	26	23	20	17	-69%
	All Roads	61	56	47	40	34	31	28	26	23	20	-64%
Performance District 4	Regional Roads	79	73	65	56	46	38	33	30	29	26	-67%
	Local Roads	52	47	40	35	32	30	28	25	22	19	-64%
	All Roads	61	56	49	43	37	33	29	27	24	21	-65%
Performance District 5	Regional Roads	62	56	48	42	37	33	31	29	26	23	-63%
	Local Roads	60	54	46	39	35	33	31	28	26	23	-62%
	All Roads	60	55	46	40	36	33	31	28	26	23	-63%

4.8 Freight

An effective transportation system provides for the efficient, reliable, and safe movement of all types of vehicles, including freight traffic. Freight traffic delivers goods to local businesses and individual consumers, enabling businesses to operate and individuals to acquire the supplies they need.

Truck traffic carries almost all of the freight in CAMPO. While truck traffic accounts for only a small share of overall traffic, currently 5% on major highways, according to a study by the USDOT and the Bureau of Transportation Statistics Freight Analysis Framework, freight volumes in the United States are anticipated to increase by 50% by 2050. The study noted an increase in online shopping as a primary contributor to this anticipated rise.

The Nevada Freight Plan was last updated in September 2023. FHWA approved the Nevada Freight Plan Update of Critical Urban and Rural Freight Corridors, listing two critical rural freight corridors within the CAMPO region; US 50 in Lyon County from SR 439 (USA Parkway) to SR 341, and U.S. 395 corridor in Carson City and Douglas County at the intersection of U.S. 50 and U.S. 395 to the CA/NV border. The updated plan also lists one critical urban freight corridor along U.S. 50 between I-580 and SR 341 through Carson City and Lyon County.

In 2021, NDOT completed a U.S. Highway 50 Dayton Operational Study focused on U.S. 50 between Pinecone and Neigh Roads in Lyon County. In 2023, NDOT managed the U.S. 395 Southern Sierra Corridor Study, evaluating the long-term vision, needs, and priorities for the U.S. 395 Corridor between the I-580/U.S. 395 interchange south to the California state line. In 2025, CAMPO completed U.S. 50 E. Carson Complete Street Study. These planning studies identified enhancements to the freight network, including:

- Truck Climbing lanes along U.S.50 and U.S. 395
- Construction of a roundabout at the intersection of U.S. 50 and SR 341

The identified enhancements directly contribute to addressing CAMPO's goals of mobility and prosperity by improving freight movement in the CAMPO region and along two of the region's busiest corridors.

As freight distribution in Lyon County grows, additional planning activities and projects in the CAMPO region may be necessary, including an analysis of truck parking. CAMPO and its member agencies may seek opportunities to develop or enhance truck stops and existing facilities, and to integrate truck parking sites and technology when considering new industrial developments. Funding from local diesel taxes may be available to support the implementation of truck parking facilities. Adaptability to changes in freight movement is critical to the region's economic prosperity.

4.9 Transportation Technology and Innovation

Emerging transportation technologies will have long-term effects and benefits on safety, the economy, and the quality of life for families. CAMPO will need to adapt to their impact on our region. ITS, connected and autonomous vehicles, and artificial intelligence (AI) will, in some way, impact CAMPO over the next 25 years, each able to improve transportation safety, mobility, and efficiency.

4.9.1 Intelligent Technology Systems (ITS)

ITS includes a variety of technology-based systems that improve the transportation system by optimizing traffic flow, adapting to real-time traffic conditions, and enhancing safety by notifying drivers of road hazards. CAMPO's CATSMP identified several ITS recommendations that could be implemented in the CAMPO region. Examples include increased data collection on vehicle arrivals and vehicle volumes to enable more adaptive signal control; timing or retiming of traffic signals to reduce congestion during peak travel times; and enhanced system communication

to improve operations and emergency response times or to inform drivers of approaching conditions.

Public transportation may also benefit from innovative ITS solutions. Advanced notice to transit operators about crashes or congestion ahead, along with the implementation of signal preemption, can increase on-time performance and reduce delays along a particular route. These features result in a more reliable transit service, encouraging increased usage and reducing vehicle congestion and emissions.

The primary benefits of ITS include creating a safer transportation system that can adapt to changing conditions, thereby improving mobility and quality of life. It is recommended that CAMPO actively monitor the marketplace for emerging and evolving ITS infrastructure and coordinate with other regional agencies on best practices.

4.9.2 Connected and Autonomous Vehicles

Partially or fully autonomous vehicles are becoming a more near-term possibility each year. Nevada has been an innovator in the growth of this technology by becoming one of the first states in the nation to pass regulations regarding safety requirements and licensing for autonomous vehicles. Autonomous vehicles can improve safety and mobility, two of CAMPO's goals, by equipping drivers with additional control and enabling seniors who may no longer be able to drive to access critical health care services. Traffic signal communication upgrades, reflective signing, and consistent repainting of striping are three components that can benefit this technology. While connected infrastructure for communicating with autonomous vehicles has not been implemented in the CAMPO region, CAMPO will need to coordinate with NDOT to advance regional implementation.

4.9.3 Artificial Intelligence (AI)

The capabilities of AI currently seem limitless. Significant advances are made in this technology's capabilities nearly daily. CAMPO's use of AI is currently limited to assistance with grammar and searching past board activities, but many agencies are continuing to expand its use. The possibilities of AI are too great to list in this RTP, but one potential innovative benefit for CAMPO is advancing the region's data collection and analysis capabilities, thereby improving the process for making data-driven decisions. Some examples of AI data collection for CAMPO are listed below.

- Collection and analysis of crash information to better understand issues and plan safety solutions
- Analysis of pavement condition, rate of deterioration, and recommended treatments
- Collection and reporting of vehicle, pedestrian, and bicycle volumes
- Presence and condition of sidewalks, curb ramps, signing, striping, etc.

Regardless of how CAMPO chooses to use AI, it is recommended that CAMPO, in coordination with Carson City and the State of Nevada, develop an AI policy to ensure the ethical and appropriate use of AI technology by CAMPO staff and contractors. From data collection to editing the text of this RTP, AI will continue to be an ever-changing technology with lasting impacts on transportation in the CAMPO region.

5

FINANCIAL PLAN



5.1 System Level Needs & Cost Analysis

The CAMPO transportation network comprises of roads, multimodal pathways, pedestrian facilities, signals, and transit systems designed to provide a safe and efficient transportation system. Federal, state, and local investments are needed to plan, design, construct, and implement projects as part of this transportation system. Federal transportation legislation, including the IIJA, requires that the CAMPO 2050 RTP include a financial plan that demonstrates how prioritized projects can be paid for and implemented. All transportation project types must be considered as part of the financial plan, including roadway projects (new roadways (capacity), maintenance and preservation, ITS, and traffic operations), multimodal projects (bicycle and pedestrian facilities), and transit aprojects (operations and maintenance). This chapter outlines the system-wide cost needs across the CAMPO region, federal, state, and local revenue projections, and other potential funding sources and strategies to deliver projects.

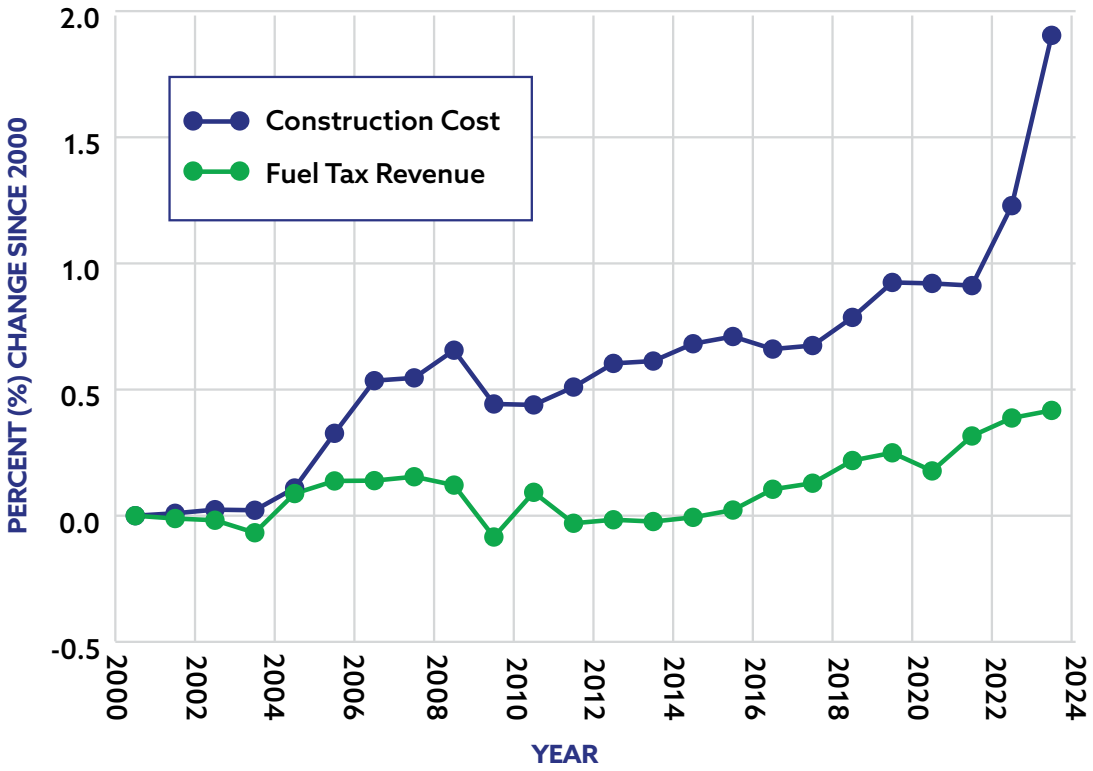


Figure 18: Construction Cost versus Fuel-Revenue Growth

The financial plan must:

- Demonstrate how the RTP can be implemented/funded.
- Identify resources from public and private sources that are reasonably expected to be made available to carry out the plan.
- Recommend any additional financing strategies for needed projects and programs.

The current condition of the transportation system includes a backlog of deferred rehabilitation and maintenance projects resulting from insufficient revenue. The federal and local motor vehicle fuel tax, which provides the majority of transportation funding, continues to lose purchasing power. Due to the rising costs of transportation improvements and efficiency gains in vehicles, the purchasing power and the amount of tax collected per vehicle mile traveled have declined. Figure 18, Construction Cost and Fuel-Efficiency Growth, illustrates the loss of purchasing power between 2000 and 2023.

As required by federal law, the RTP must include a system-wide estimate of costs and available revenue to adequately operate and maintain the Federal-aid highway system and maintain a public transportation system. For consistency, CAMPO coordinated with NDOT and Nevada's other three MPOs to align the assumptions used for future revenues and expenditures:

- Federal revenue projections assume a conservative 2% annual growth rate, consistent with current IIJA annual increases.
- Local fuel taxes and other miscellaneous local revenues assume a 0.34% annual growth rate, consistent with average regional population growth in Carson City, Lyon County, and Douglas County. Transit fares also assume a 0.34% growth rate.
- State revenues, which include registration fees and other state funding from NDOT, and local sales tax revenues, assume a 2% annual growth rate.
- Local transit funding revenues assume a growth rate of 3% per year.
- Expenditures used a 13-year average (2012-2024) of the Washoe Area Producer Price Index (PPI) to develop a 3.3% inflation rate for construction costs.
- This financial plan covers costs in year-of-expenditure dollars. Converting all costs and revenues to year-of-expenditure assumes a more accurate depiction of all costs, revenues and deficits with long-term transportation plans.

CAMPO's existing transportation system is comprised of several elements that require annual funding and have a limited life expectancy. Table 5 shows the inventory of transportation infrastructure within the CAMPO Area and approximately how much it will cost to maintain the infrastructure through 2050. Table 6 shows the transit operating and capital needs through 2050.

Table 5: System Level Cost Estimate for Transportation Infrastructure

Transportation Infrastructure	Quantity	Unit of Measurement	Replacement Cost	Asset Life Expectancy	Cost Factor to 2050	Total Cost
Roads (Local)	439	Centerline Miles	$2,000,000	25	1	1,367,895,392
Federal-aid Highway (Regional Roads)	176	Centerline Miles	$2,000,000	25	1	548,404,531
Non-NHS System Bridges	85,600	Square Foot	$383	75	0.3	16,855,625
Paved Paths	5	Centerline Miles	$315,000	25	1	2,355,647
Sidewalks	272	Linear Miles	$448,800	50	0.6	114,112,015
MUTCD Traffic Signs	7,009	Each	$400	15	2	8,735,835
CAMPO Traffic Signals & Related Systems Equipment	73	Signal Systems	$8,200,000	30	0.8	246,000,000
					Total System Level Costs	**2,304,359,043**

*15 years of inflation at 3% was applied to all costs
**System-level cost estimate excludes public transportation
***Traffic Signal replacement infrastructure was estimated within CATSMP and includes cabinets, controllers, detection systems, poles, LEDs and buttons, communication and electrical equipment, etc.

Table 6: System Level Cost Estimate for Transit

Project Type	2026-2035 Project Costs	2036-2050 Project Costs	Total Cost*
Operating Costs	$26,974,271	$57,759,658	$84,733,930
Vechicle Replacement Costs	$4,380,000	$7,500,000	$11,880,000
Transit Capital Costs	$4,703,348	$9,114,842	$13,818,190
TOTAL	**$36,057,619**	**$74,374,500**	**$110,432,120**

*Inflation at 3.3% was applied to operations and facilities costs

**Vehicle purchases are based on TAM replacement schedule

The System-Level Cost Estimate for CAMPO involves the following assumptions:

- No stopgap maintenance or preventive maintenance (ex. potholes and crack sealing)
- No pavement striping, markings, or symbol costs
- No traffic sign costs for Lyon or Douglas County locally owned roads.
- Current level of transit operation and service area

It is estimated to cost $2.3 billion to maintain CAMPO's existing transportation infrastructure and $110 million to operate the existing transit system through 2050.

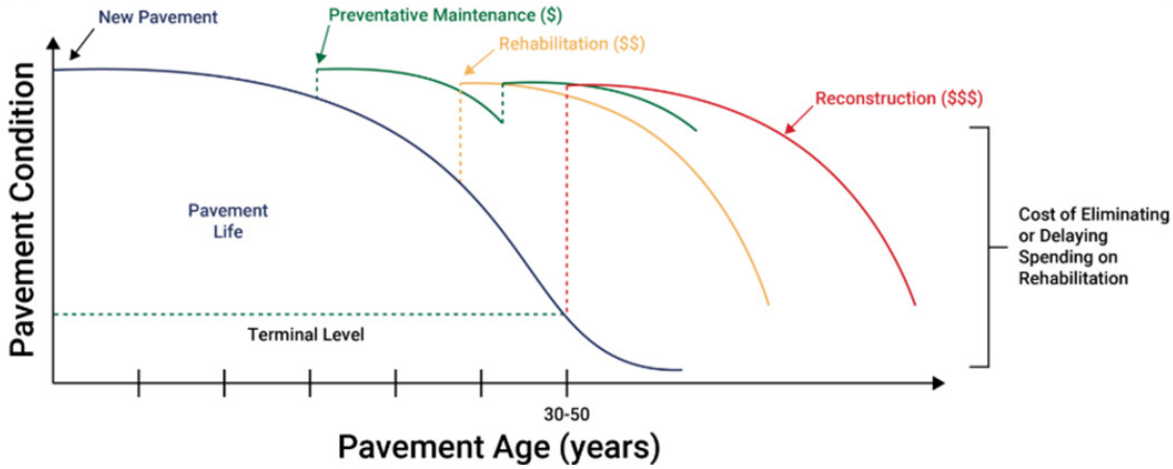


Figure 19: Graphic Example of Pavement Management Strategy

Approximately 83% of the transportation infrastructure cost is attributed to pavement. As such, CAMPO assists local member agencies in establishing a pavement management system. A Pavement Management System (PMS) is used to help prioritize and time roadway investments, such as preventative maintenance, so that they will be most cost-effective. It is less expensive to keep a road in good condition than to allow it to deteriorate before repairing it (see Figure 19). The longer preventative maintenance is delayed, the more expensive transportation improvement projects become. As such, CAMPO prioritizes funding toward investments that maintain existing infrastructure and operations, and towards projects that reduce cost growth over the long term.

5.2 Funding Sources and Revenue Projections

Revenue for transportation projects comes from a variety of sources, and funding levels are subject to change over time. CAMPO is using the best available data as part of the RTP. In developing the financial plan projections, CAMPO utilized current revenue sources, historical growth trends, and the assumptions above, specific to our region, to ensure projects prioritized as part of this RTP do not exceed reasonable expected revenues, making this RTP fiscally constrained, as required. Current revenue sources include the federal government, state government, and local governments. Table 7 lists the types of funding sources available and the allowable uses under each source: roadways, multimodal, or transit. Some funding sources have limitations on their use; for example, fuel taxes cannot be used to fund transit operations. Additionally, some federal funds are restricted to specific types of infrastructure improvements, such as Transportation Alternative Program, which is to be used for multiuse pathways and similar multimodal projects. Details on fiscally constrained and unconstrained projects are included in Appendix F.

5.2.1 Federal Funding Sources and Projections

Federal funding within the CAMPO region is based on allocations made annually to NDOT through a series of formula allocations that use population and roadway miles to distribute federal funds from the Federal Highway Trust Fund. Federal funding is currently governed by the IIJA and provides approximately $350 billion for Federal highway programs over a five-year period (fiscal years 2022 through 2026). Since the passage of the IIJA, federal funding has increased over prior legislation for both highway/ roadway construction and transit operations, and it has generally increased by 2-3% each year. In total, approximately 68% of revenue comes from federal funding sources. These funds generally require a state or local match of between 5 and 20%.

Table 7: Revenue Source and Primary Uses

Revenue Fund	Primary Uses
National Highway Performance Program (NHPP)	State/NHS Roads
Surface Transportation Block Grant (STBG)	State/NHS/ Regional Roads
Highway Safety Improvement Program (HSIP)	Road Safety
Transportation Alternatives Program (TAP)	Multimodal
Carbon Reduction Program (CRP)	Regional Roads, Multimodal
National Highway Freight Program (NHFP)	State/NHS Roads
Promoting Resilient Operations for Transformative, Efficient, and Cost- saving Transportation (PROTECT)	Regional Roads
Federal Lands Access Program (FLAP)	Regional Roads
Community Development Block Grant (CDBG)	Multimodal
Local Sales and Fuel Taxes	All Roads, Road Safety, Multimodal
State Driver's License, Vehicle Registration, and Motor Carrier Fees	State/NHS Roads
State Fuel Taxes	State/NHS Roads
FTA Section 5339 Funding (Bus and Bus Facility Grants)	Transit
FTA Section 5307 Funding (Urbanized Area Formula Grants)	Transit
FTA Section 5310 Funding (Elderly Persons and Persons with Disabilities)	Transit
Local Transit funding	Transit
Local Transit fares	Transit

Federal funding available to the CAMPO region includes:

- **Surface Transportation Block Grants (STBG) –** Flexible funding that may be used for a variety of project types, including on federal, state, and regional roads, bridges, planning, non-motorized transportation, and transit facilities.
- **National Highway Performance Program (NHPP) –** Funds primarily support the condition and performance of roads on the National Highway System (NHS).
- **Transportation Alternatives Program (TAP) –** Funds are for a variety of alternative transportation projects such as transportation safety, bicycle or pedestrian improvements, and Safe Routes to Schools programs.
- **Highway Safety Improvement Program (HSIP) –** Funds are to improve highway safety on all public roads through a systematic and strategic approach.
- **Carbon Reduction Program (CRP) –** Funds projects on roads or other forms of alternative transportation that reduce transportation emissions.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) –** Funds roads and other surface transportation resilience to natural hazards, including flooding, extreme weather events, evacuation routes, and other natural disasters.
- **Federal Lands Access Program (FLAP) –** Funds used on road and alternative transportation projects that enhance or provide access to federal lands.
- **FTA Urbanized Area Formula (Section 5307) –** Funds to support public transportation operations and capital facilities.
- **FTA Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) –** Funds are to provide improved mobility for seniors and people with disabilities.
- **FTA Bus and Bus Facilities (Section 5339) –** Funds are to replace, rehabilitate, and purchase buses and related equipment. Funds can also be used to build bus facilities.

CAMPO falls within the 50,000 to 200,000 population cohort for federal formula funding. Funding in this population cohort is typically allocated to NDOT and programmed to regional projects in coordination with CAMPO, unless other agreements are in place. One such agreement exists for STBG funds. An agreement between NDOT and CAMPO makes 100% of the annual STBG allocation available to CAMPO for the selection of projects. The STBG program provides flexible funding that may be used to preserve or improve the conditions and performance on any Federal-aid highway, including bridge and tunnel projects, pedestrian and bicycle infrastructure, or transit capital projects. Common throughout the Country, State DOTs pass the STBG funds to MPOs, who then allocate funding to local jurisdictions. STBG funding is a reliable source of funding for CAMPO's member agencies to construct larger and more meaningful system improvements.

5.2.2 State Funding Sources and Projections

NDOT uses state funding to match federal formula or grant funding in support of projects on state-owned roadways. State funding sources include fuel taxes, vehicle registration fees, motor carrier fees, and driver's license fees. Most of the state funding is applicable to road and highway projects. Currently, no state funding is available for transit. CAMPO and member agencies do not receive formula-based state funding; however, NDOT does provide state funding to match CAMPO or member agency projects from time to time.

5.2.3 Regional/Local Funding Sources & Projections

Local member agencies rely on a combination of fuel tax, general funds transfers, sales tax, and other self-taxing mechanisms and fees to support transportation infrastructure needs. Table 8 shows the distribution and components of fuel revenue for each gallon sold by CAMPO's partner agencies.

Table 8: Fuel Revenue per Gallon Sold for CAMPO's Partner Agencies by Jurisdiction

Partner Agencies	Gasoline[1]	Diesel[1]
FEDERAL	$0.18	$0.24
STATE	$0.24	$0.28
CARSON CITY Options[2]	$0.15	$0.05
LYON COUNTY Options[2]	$0.15	$0.05
DOUGLAS COUNTY Options[2]	$0.15	$0.00

[1] As of July 2025

[2] 2% retained by State of Nevada for administration prior to distribution to County Jurisdictions

Like the federal and state governments, many local member agencies have funding sources with requirements and limitations on the activities and projects to which the funds can be applied. Each agency, in accordance with state law, outlines where funding is spent. Carson City, for example, directs a portion of the gasoline taxes to roads classified as collectors and arterials. Additionally, Carson City uses general funds as well as other available state grants to match the federal funding available for public transit operations. Figure 20 provides a summary of Carson City's transportation funding sources. Local funding has a direct impact on an agency's ability to perform timely preventive maintenance and rehabilitation on critical transportation infrastructure. Local revenue influences how much federal funding a local agency can leverage since federal grants often require different levels of local match. Approximately 33% of the total revenue available in CAMPO is from local funds.

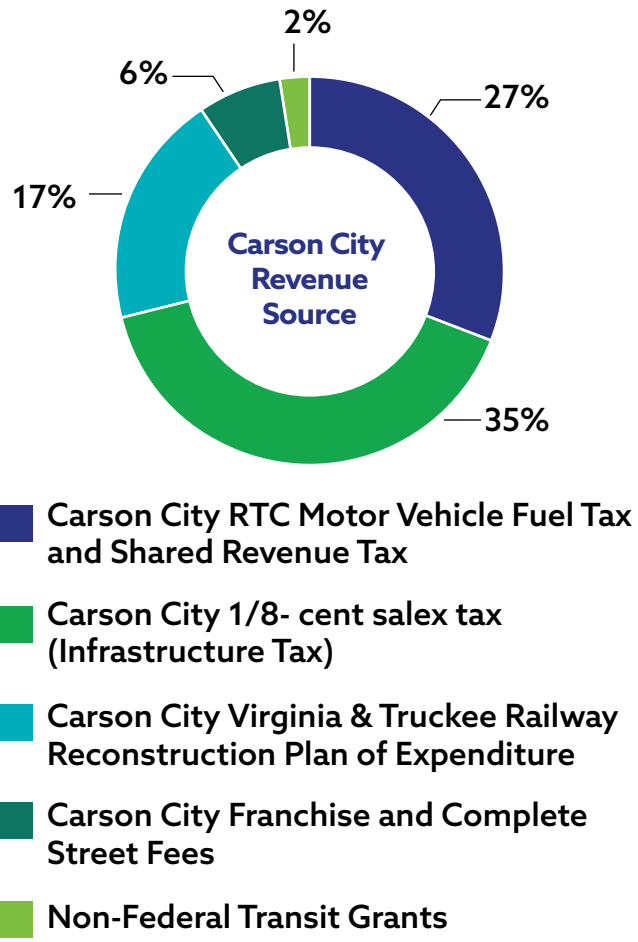


Figure 20: Carson City's local Transportation Infrastructure Funding

5.2.4 Revenue Funding Summary

The total anticipated revenue available for CAMPO area infrastructure and transit operations is shown in Table 9.

Table 9: Reasonably Anticipated Revenue through 2050

Revenue by Source	Annual Revenue (2025 Dollars)	2026-2035 Funding Period	2036-2050 Funding Period	Total Revenue
Roadway and Multimodal Funding				
Federal Funding Forecasted	$12,225,178	$247,649,708	$260,722,372	$508,372,080
Non-Federal Funding (State and Local)	$7,108,751	$91,461,371	$153,462,664	$244,924,035
TOTAL	$19,333,929	$339,111,079	$414,185,036	$753,296,115
Carson City (Jump Around Carson) Transit Funding				
Federal Funding Forecasted	$2,746,579	$30,675,759	$59,057,464	$89,733,224
Non-Federal Funding (State and Local)	$1,058,637	$11,808,980	$23,920,289	$35,729,269
TOTAL	$3,805,216	$42,484,740	$82,977,753	$125,462,493
TOTAL Estimated Revenue				
CAMPO Area Total Revenue	**$23,139,145**	**$381,595,819**	**$497,162,789**	**$878,758,608**

A detailed revenue analysis was completed for transportation infrastructure and transit operations and is included in Appendix F.

5.3 Revenue Analysis & Potential Revenue Sources

A comparison of cost and revenue reveals that revenue does not support current or future transportation system needs. Approximately $1.5 billion more is needed through 2050. Over the coming years, existing transportation infrastructure will degrade, while the demand for a safe and efficient transportation system will grow. Inflation is outpacing revenue growth, and CAMPO's member agencies and NDOT will be forced to prioritize funding certain transportation improvements over others. Table 9 illustrates the funding gap between available revenue and anticipated cost.

Table 10: Revenue and Cost Analysis

CAMPO Area	Annualized Amount	25-Year Analysis
Revenue	$35 Million	$878Million
Cost	$93 Million	$2.4 Billion
Difference	-$58 Million	-$1.5 Billion

Different mechanisms to fund transportation are being considered across the United States. Elected officials at the state and local levels are typically responsible for determining what is best for the agency. Nevada has similarly been reviewing options for sustainable transportation funding. Table 11, below, is a list of possible strategies to increase revenue.

Table 11: Strategies to Increase Revenue

Revenue Strategies	Pros	Cons
Impact Fees for new construction/ redevelopment	Does not increase the cost of living for existing residents	Increases cost for development and disincentivizes investment in existing neighborhoods
Increase Fuel Tax Options	Easy to administer	Revenue constrained by advances in fuel economy
	Large tax base	Increases cost of living for residents
Motor Fuel Tax Indexing	Large tax base	Does not tax non-motorized travel, ADA requirements and Complete Street improvements increase project costs
	Easy to administer	Increases cost of living for residents
	Imports revenue from visitors	
Vehicle Fuel Type Fees (ex. EV charges)	Collects revenue from vehicles not paying gasoline or diesel taxes	Currently a small tax base.
		No standardized collection or distribution method established
Mileage-based User Fees	Compensates for vehicles with high fuel efficiencies	No standardized collection or distribution method established
	Based on roadway usage	Only applies to vehicles registered in Nevada, unless a federal program is developed
		Increases cost of living for residents

Revenue Strategies	Pros	Cons
Registration-based Fees	Easy to collect	Only applies to vehicles registered in Nevada
	Will not decrease with advances in fuel economy	Midsize tax base
		Does not tax nonmotorized users
		Increases cost of living for residents
Higher development standards to increase life span of infrastructure	New roads will last longer	Improvements more likely in undeveloped or underdeveloped areas
	Does not directly increase cost of living for residents	Increases cost for development, potentially limiting investments in the community
		Dependent on a healthy economy
Special Purpose sales tax	Easy to Administer	Midsized tax base
	Midsized tax base	Limited to local economy
		Disincentivizes vehicle sales in the locality, may result in decreased General Fund revenue
		Increases cost of living for residents
		Revenue will be cyclical
		Increases cost of living for autodependent residents
Special Purpose or General Improvement Districts	Flexible funding source for a variety of elements	Additional government board oversight
	Can generate funding for roads and transit	Increases cost of living for some residents
	Can be sized based on needs and location	
	Fixed revenue	

Without increased funding across all governments and agencies, the transportation system will degrade. Given the current rate of infrastructure deterioration and lack of funding, future generations will be burdened with costs of today. As infrastructure deteriorates, CAMPO residents may experience higher transportation costs, greater travel delays, and a diminished quality of life.

6

INVESTMENT STRATEGY



6.1 Project Development

The projects and activities identified in the CAMPO 2050 RTP reflect the region's existing conditions and needs and represent the strategy for implementing the identified vision and goals. A preliminary list of transportation projects has been developed in consultation with CAMPO's member agencies, with NDOT, and with community organizations. Many of the projects in the CAMPO 2050 RTP have been identified through approved planning documents and tools, the majority of which are listed in this section. Additional projects are identified through information provided by project input forms from agencies, from public outreach efforts, and from CAMPO's travel demand modeling projections.

Federal regulations require that transportation projects that are anticipated to utilize federal funds or that are regionally significant must be identified in an RTP, and if anticipated in the short term, to be included in CAMPO's four-year Transportation Improvement Program (TIP), which is a prioritized listing of transportation improvement projects where specific funding has been identified. A project considered regionally significant must be included in both the RTP and the TIP to receive federal funding for implementation.

As part of CAMPO's regional transportation planning efforts, Federal Planning Funds are used to develop planning documents and to collect and share data on CAMPO's regional transportation network for its member agencies. While the RTP supports the development, prioritization, and funding of regionally significant projects, CAMPO and each member agency have additional sources and methods for developing projects.

CAMPO - As the metropolitan planning organization, CAMPO completes various plans and studies with project recommendations that have been carried forward into the RTP.

Carson City - Projects within Carson City largely stem from the City's approved planning documents. Carson City has an established Pavement Management Plan and a separate project prioritization process for pavement-related projects. Projects identified in the Pavement Management Plan may or may not be included in the TIP, depending on the funding source. City staff work in partnership with CAMPO to identify and prioritize projects for inclusion in the CAMPO 2050 RTP.

Lyon County – Projects within Lyon County have been developed through consultation with Lyon County's Road Division and Community Development Department. Sidewalk improvements located in the Dayton Area are aimed at addressing ADA non-compliant infrastructure. Additionally, Lyon County is experiencing steady growth and has identified a new bridge across the Carson River to create network redundancy. While these needs are considered regionally significant, Lyon County may continue to complete projects outside of the RTP using local funding.

Douglas County - Projects within Douglas County largely stem from their adopted Transportation Plan. The Douglas County Transportation Plan is a short- and long-term planning document with a horizon to 2040. Like Carson City and Lyon County, Douglas County completes other transportation projects outside of the CAMPO RTP using local funding sources. Most pertinent to CAMPO, the plan identifies short-term improvements to mitigate declining levels of service on U.S. 395. These projects have been incorporated into CAMPO's 2050 RTP to encourage coordination and collaboration between CAMPO's member agencies and NDOT.

NDOT - CAMPO's travel demand model identifies existing low levels of service and forecasts further diminishing levels of service on both U.S. 395 and U.S. 50 East. Since these are NDOT-owned and maintained facilities, input from NDOT is critical. Several NDOT- and CAMPO-led planning studies have been completed in recent years to identify projects to address known issues along these corridors. Advancement of projects such as completion of the I-580/U.S. 395/U.S. 50 Interchange and corridor enhancements along

U.S. 50 East are critical to addressing transportation needs in the region. Maintenance projects using state funding are not included in the RTP.

A list of approved planning documents and tools from which projects are drawn is below; each has been incorporated into CAMPO's 2050 RTP by reference.

- Carson City Master Plan
- CAMPO Local Road Safety Plan
- Carson City Pavement Management Plan
- Carson City Safe Routes to School Action Plan
- Douglas County Safe Routes to School Action Plan
- Carson City ADA Transition Plan
- Carson City Freeway Corridor Multi-Use Path Alignment Study
- Carson City Unified Pathways Master Plan
- Southwest Carson Circulation Study
- JAC Transit Development and Coordinated Human Services Plan
- Lyon County Master Plan and Transportation Plan
- Lyon County Bike Master Plan
- Douglas County Transportation Plan
- Douglas County Bike Master Plan
- U.S. 50 East Carson Complete Street Study
- Carson Area Transportation System Management Plan
- U.S. 395 Southern Sierra Corridor Study
- U.S. 50 Dayton Operational Analysis

6.2 Evaluation Process

CAMPO's member agencies continually strive to maximize the benefit of each dollar invested in the transportation system by selecting and prioritizing transportation projects through a collaborative and coordinated process. As part of the development of CAMPO's 2050 RTP, CAMPO developed a project prioritization framework that utilizes a data-driven approach to select and program regional projects. The project scoring criteria align with RTP goals to ensure that transportation investments advance progress toward the collective vision of the region.

ROADS

roadway elements such as pavement, curb, gutter, sidewalk, landscaping, drainage, lighting, signals, etc.

MULTIMODAL

for facilities not intended for vehicle use, including sidewalks and pathways

TRANSIT

fixed route bus, paratransit (ADA accessible) services, and transit facilities

Using the six goal areas, CAMPO developed a set of weighted scoring criteria for project prioritization. The criteria have been developed based on several factors, including alignment with CAMPO's established goals; alignment with the goal areas of the NDOT One Nevada Plan; and a performance-based planning approach that considers performance targets such as safety, infrastructure condition, mobility, and others. Weighting each of the six goal areas is based on consideration of the priorities indicated in the results of a public survey, as well as those of the CAMPO Board. Additional details on the creation and weighting of the criteria are available in Appendix E. The scoring aims to fairly consider different project types (roadway, multimodal, transit, etc.) with emphasis on transportation safety (supported by the USDOT commitment to safety), mobility throughout the region, and preservation of existing infrastructure.

A summary of the scoring criteria and weighting is shown in Figure 21.

Other criteria to be considered: While the project input form directly addresses CAMPO goals with measurable outcomes, there are other factors that may be considered that aren't as easily quantifiable. These factors require a greater level of regional context, professional judgement, and in some cases, additional analysis, and include the following:

- **Specific Safety Data** – Site-specific crash numbers, rate, or severity, if available.
- **Public Input** – Consider input from the public collected during public outreach. The list of projects within the RTP allows for and encourages opportunities for the public to participate and comment on transportation projects
- **Agency Priority** – Use agency input regarding their priority of submitted projects.
- **Project Readiness** – Definition of scope and/or advancement of project planning, environmental review, or design.
- **Benefit vs. Cost** – Information related to a benefit vs. cost analysis, if available.
- **Available Funding** – A project's ability to receive or leverage federal funds as well as any existing funding opportunities and commitments.

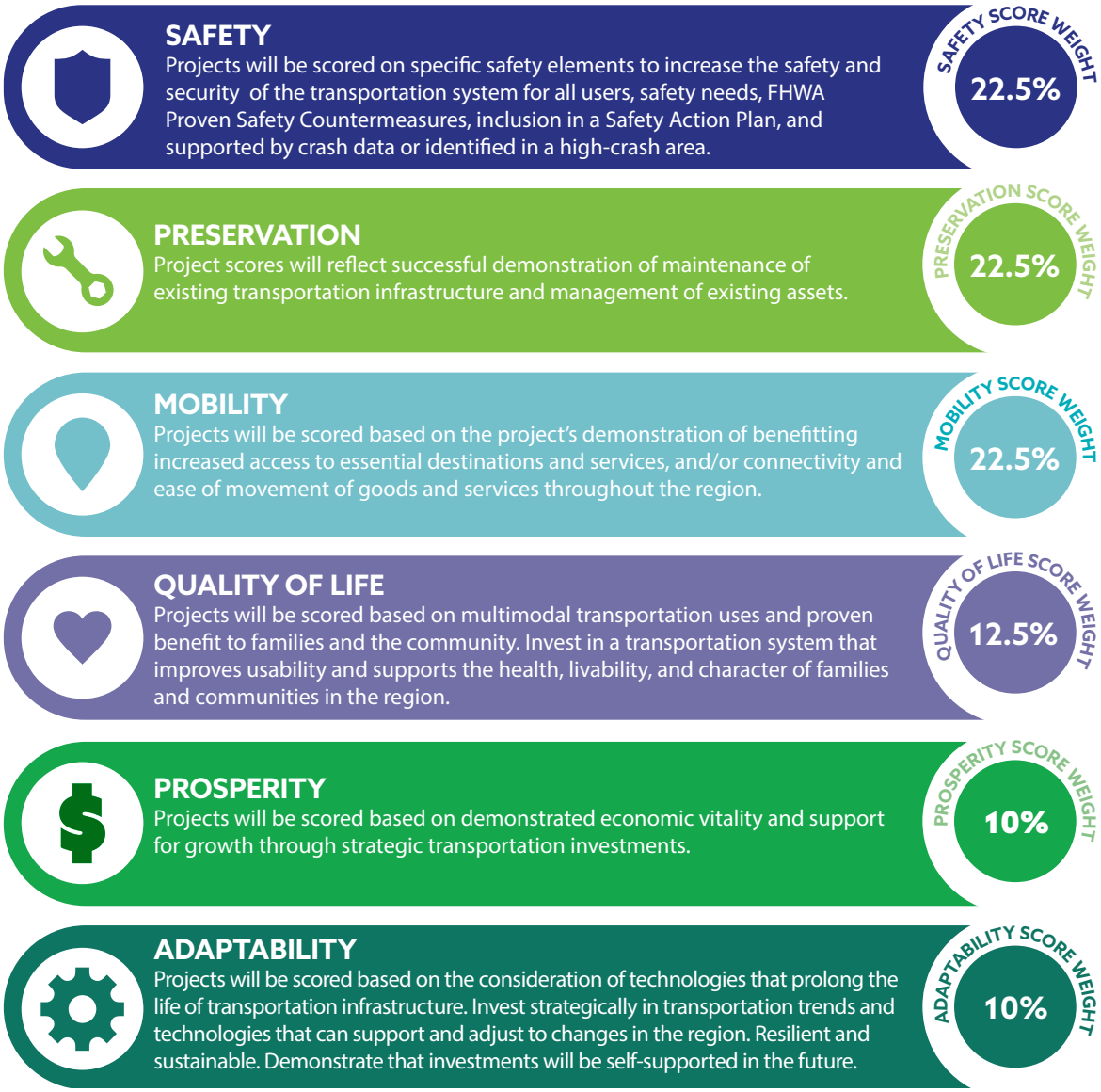


Figure 21: Scoring Criteria and Weighting

All projects received, regardless of source or type, were evaluated and prioritized using the outlined process. Projects prioritized higher on the list were selected for funding first, with funding distributed by project type. The scoring methodology allows CAMPO to advance a list of prioritized projects, which can be reduced or expanded depending on available revenue and project costs.

6.3 Planned Investments

Projects in the RTP are split into two categories: fiscally constrained (funded) and unfunded. The number of projects that ultimately get funded is determined by the available revenue and each project's ability to use it, depending on the project type (roadway, multimodal, transit). Higher priority projects will receive funding first. Fiscally constrained projects have been further grouped into short-term (years 2026 to 2035) and long-term (years 2036 to 2050) projects.

Planning-level cost estimates have been developed. Project costs have been adjusted for an annual inflation rate of 3.3% and represent the year-of-expenditure dollar amounts. Cost estimates for the short-term projects have been adjusted to reflect five years of inflation, the midpoint between 2026 and 2035. Projects presently programmed in CAMPO's Transportation Improvement Program did not receive a cost adjustment. Cost estimates for long-term projects have been adjusted to reflect 18 years of inflation, the midpoint between 2036 and 2050, starting from the base year of 2025.

A listing of fiscally constrained and unfunded projects is included in Appendix A. Table 12 below shows that there is sufficient anticipated revenue to cover the costs of the short- and long-term, fiscally constrained projects. Approximately 67% of the total revenue in CAMPO for the next 25 years is from federal funding sources, as noted in Chapter 5. Over the coming years, as federal programs are implemented, CAMPO's member agencies are anticipated to be awarded federal funding for transportation projects. As this happens, transportation projects will be incorporated by amendment into CAMPO's TIP.

The unfunded list includes projects for which no funding is available. These are projects that would be included in the RTP if additional funding resources were available. Including the unfunded project listing provides an opportunity to identify additional projects for future consideration if additional funding becomes available, either through local sources, federal formula funding, or grants. The RTP is updated at least every five years, and unfunded projects will again be prioritized based on a review of needs and priorities. The total unfunded projects are estimated to be approximately $436 million.

6.3.1 Scenario Analysis

Chapter 4 discusses the Travel Demand Model (TDM) and highlights corridors where the level of service is expected to decline over time, assuming no changes (no projects) to the existing roadway network. To address these mobility challenges and assess the effectiveness of the projects, two scenarios were developed. The first scenario considered building the fiscally constrained projects, and the second scenario considered building all projects, both fiscally constrained and unfunded. Figures 22 and 23 present two scenarios through 2050.

As shown in the figures, implementing the prioritized, fiscally constrained projects will improve the mobility of the region's transportation network, but more is needed.

Table 12: Funded Project Costs

Revenue Source	Fiscally Constrained Projects 2025-2035 Revenue		Fiscally Constrained Projects 2036-2050	
	Revenue	Cost	Revenue	Cost
Transportation Infrastructure				
Federal Funding	$247,649,708	$241,437,082	$260,722,372	$237,383,001
State and Local Funding	$91,461,371	$70,121,161	$153,462,664	$141,345,382
TOTAL	$339,111,079	$311,558,243	$414,185,036	$378,728,383
Transit (Jump Around Carson)				
Federal Transit Funding	$30,675,759	$25,149,785	$59,057,464	$49,682,840
Local Transit	$11,808,980	$11,523,832	$23,920,289	$23,380,160
TOTAL	$42,484,740	$36,673,617	$82,977,753	$73,063,000
TOTALS				
	$381,595,819	**$348,231,860**	**$497,162,789**	**$451,791,383**

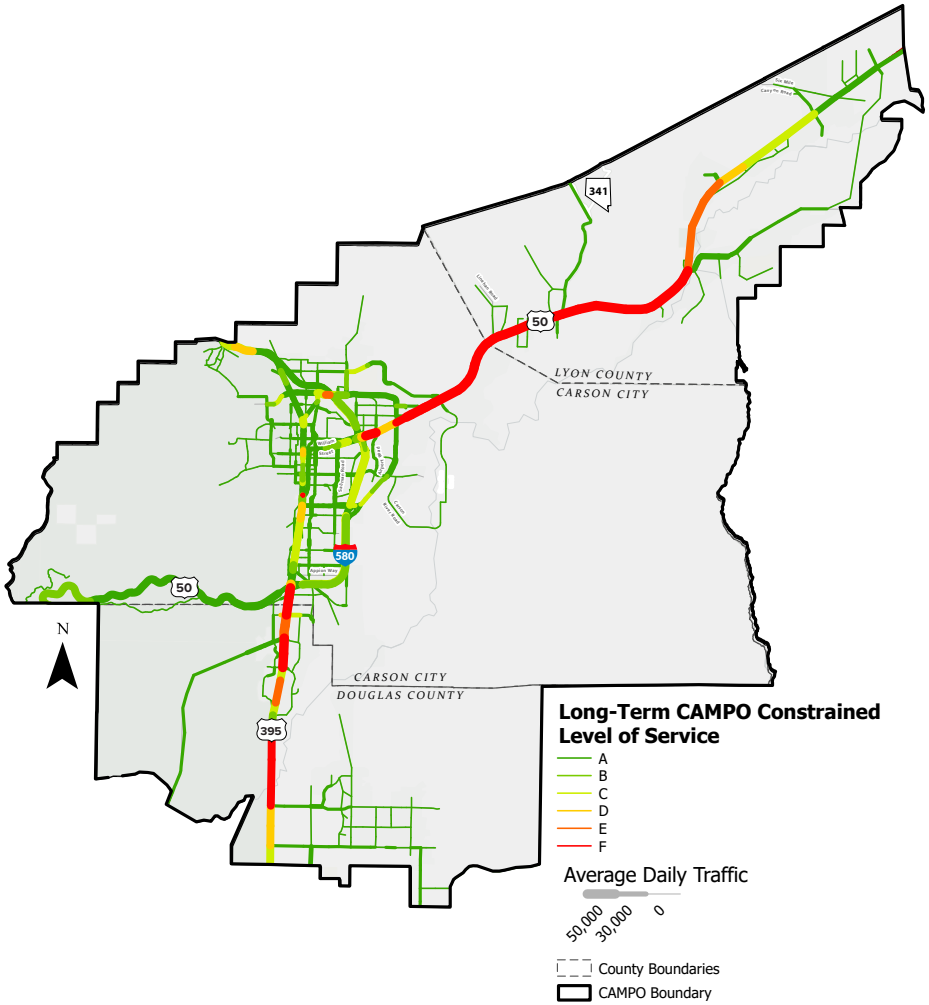


Figure 22: 2050 LOS with Fiscally Constrained Projects

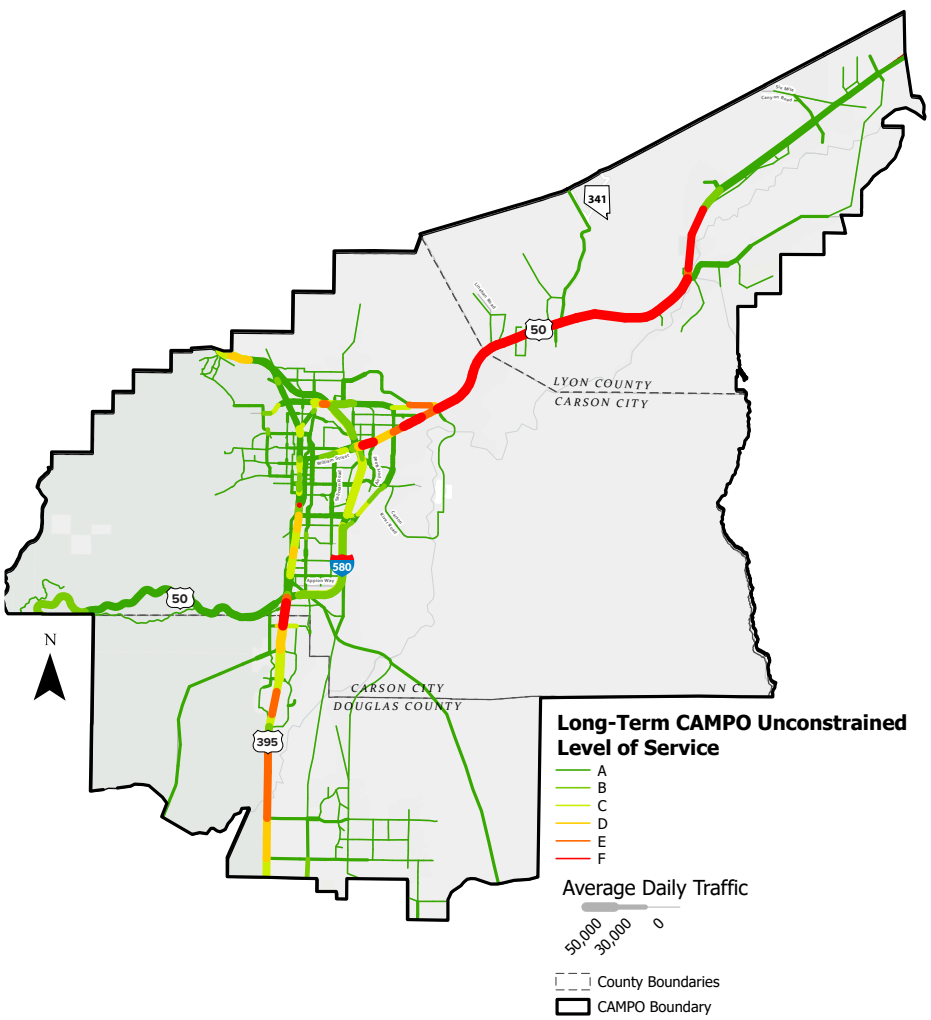


Figure 23: 2050 LOS All Projects

7

LOOK AHEAD



7.1 Future Programming

The fiscally constrained list of projects is designed to advance the goals of the RTP; however, programming additional planning activities can support their implementation and establish a framework for future projects in the next RTP. CAMPO will focus on following several initiatives over the next five years, in addition to the projects listed in Appendix A.

Safety

CAMPO's Local Road Safety Plan and county-specific Safe Routes to School Plans elevated safety in the region and made specific and system-wide recommendations to help achieve the goal of zero fatalities. CAMPO should continue prioritizing safety through periodic updates to the Local Road Safety Plan and through targeted investments in programs and activities that promote the safety of all users, especially vulnerable users such as seniors, children, and people with limited mobility. CAMPO should also continue to participate in state-wide safety initiatives.

Pavement Preservation

More is needed to preserve the existing pavement infrastructure. CAMPO plans to continue working with member agencies on pavement condition data and will consider innovative, cost-effective ways to collect, report, and maintain pavement condition data for member agencies, enabling them to make data-driven decisions on project selection.

Regional Mobility and Connectivity

The TDM highlights increases in traffic volume and decreases in the level of service along many regional roadways in CAMPO. Additionally, several recent planning studies and master plans highlight the need for greater regional roadway, multimodal, and transit connectivity not only for capacity, but also to improve access management and ensure resiliency in times of need. CAMPO should further evaluate projects for the incorporation of complete street elements to ensure choice across different transportation modes. CAMPO must also consider internal network connections among member agencies and external connections to neighboring counties to account for anticipated growth.

Economic Prosperity

Ensuring the movement of goods and services is vital to a region's economy. Investing in major transportation corridors like U.S. 395 and U.S. 50 can spur economic development, and CAMPO should continue to support collaboration with NDOT, member agencies, and the development community to ensure safety and access for all users. The growth in deliveries, as well as Northern Nevada's expansion in manufacturing and warehouse distribution, means CAMPO should continue to collaborate with NDOT and regional partners on freight planning and accommodate the movement and parking of trucks.

Adapt to Technology

CAMPO appropriately monitors and plans for new, innovative technologies. Advances in AI data collection, signal performance and connectivity, ITS, and other advanced technologies can support regional goals and improve efficiency. CAMPO will continue to collaborate with member agencies through various agreements and studies, and should work toward implementing regional policies to improve transportation network performance and reliability. CAMPO must also adapt to new modes of transportation, including the growth of electric mobility devices, by promoting multi-modal projects.

Quality of Life

Investing in a transportation system that accommodates all users improves the region's health, livability, and character. Complete streets elements, connected pedestrian and bicycle facilities, and integration with the natural environment each enhance the transportation experience for families and recreational users. CAMPO and its member agencies should continue to develop corridor-specific plans and identify potential projects, including Complete Street corridors and multimodal connections, that consider the user experience, improve safety, and accommodate new development alongside typical engineering requirements.

7.2 Looking Forward

Projects and activities included in CAMPO's 2050 RTP serve as the blueprint for how the CAMPO region will work toward achieving the stated goals of safety, mobility, preservation, adaptability, prosperity, and supporting quality of life over the next five years. The RTP serves as a snapshot in time, building on the past efforts and establishing a continuous, cooperative, and comprehensive framework for future RTPs. CAMPO will continue to plan for the transportation system that provides balanced, safe, reliable, and convenient transportation options for all members of our community.



8

APPENDICES

A. Project Lists
B. Detailed Performance Measures & Targets for CAMPO & Nevada
C. Public Outreach, Survey, and Comments
D. Travel Demand Model Documentation
E. Project Prioritization Methodology Framework
F. Detailed Revenue and Fiscal Constraint Analysis
G. Approving Action



APPENDIX A

Project Lists



Table 1: Fiscally Constrained Projects (2026-2035)

Fiscally Constrained Project List Anticipated for the Short-Term 2026-2035					
Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
CC.5	Carson City	North Carson Street Complete Street Project	Rehabilitate pavement, improve business access, incorporate Complete Street elements, and beautify the corridor between William Street and Medical Parkway.	Roads - Regional	$ 24,399,064
CC.30	Carson City	U.S. Highway 50 Corridor Improvements - Carson City	Pavement preservation and select traffic operational improvements, including turn lane modifications along U.S. Highway 50 between I-580 and Deer Run Road.	Roads - State	$ 48,349,976
CC.4	Carson City	District 4, Curry Street Complete Streets Project	Rehabilitate pavement and enhance the rural road section, between Rhodes Street and Tenth Street, to improve circulation and safety for all modes.	Roads - Regional	$ 5,300,000
LY.9	Lyon County	U.S. Highway 50 at Highlands Drive Intersection Improvements	Construct highway safety, intersection, and pedestrian improvements at the intersection of U.S. Highway 50 and Highlands Drive, consistent with recommendations in the U.S. 50 E. Carson Complete Street Study.	Roads - State	$ 1,411,506
LY.6	Lyon County	U.S. Highway 50 Corridor Improvements - Lyon County	Pavement preservation and select traffic operational improvements along U.S. Highway 50 between Fortune Drive and Six Mile Canyon Road.	Roads - State	$ 40,122,070

Table 1: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
CC.1	Carson City	District 3, Fifth Street - Roundabout	Rehabilitation and safety improvements to rehabilitate pavement as well as operational and capacity enhancements to the Fifth Street/Fairview Drive roundabout.	Roads - Regional	$ 4,740,000
CC.9	Carson City	Local Road Safety Plan Implementation	Construct safety improvements following the adopted CAMPO plan at identified signalized intersections, unsignalized intersections, and road segments in Carson City, and consider implementation of Systemic Countermeasures where appropriate. Individual projects not already included in the RTP will be added to the TIP where they are regionally significant and/or federally funded.	Roads - Safety	$ 16,706,355
DO.2	Douglas County	Local Road Safety Plan Implementation	Construct safety improvements following the adopted CAMPO plan at identified signalized intersections, unsignalized intersections, and road segments in Douglas County, and consider implementation of Systemic Countermeasures where appropriate. Individual projects will be added to the TIP where they are regionally significant and/or federally funded.	Roads - Safety	$ 2,658,337

Table 1: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
LY.3	Lyon County	Local Road Safety Plan Implementation	Construct safety improvements following the adopted CAMPO plan at identified signalized intersections, unsignalized intersections, and road segments in Lyon County, and consider implementation of Systemic Countermeasures where appropriate. Individual projects will be added to the TIP where they are regionally significant and/or federally funded.	Roads - Safety	$ 6,117,469
DO.5	Douglas County	Topsy Lane Intersection Improvements	Construct additional turn lanes, implement safety recommendations, modify median island geometry and complete signing and striping upgrades to the at the intersection of U.S. Highway 395 and Topsy Lane.	Roads - State	$ 17,643,830
CC.3	Carson City	Carson City Pavement Management Plan Implementation (2026-2035)	Apply 3.5 centerline miles of pavement preservation treatments prioritized Annually - Citywide. Individual projects will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Roads - Regional	$ 37,234,363
CC.23	Carson City	Traffic Control at Goni Road and Arrowhead Drive	Construct traffic control device (roundabout) at the intersection of Goni Road and Arrowhead Drive.	Roads - Regional	$ 3,764,017
CC.10	Carson City	Clearview Drive Intersection Safety Improvements	Provide additional intersection safety enhancements at the intersection of S. Carson Street and Clearview Drive including protected turn movements, multi-use path bollards, and additional signing and striping.	Roads - Safety	$ 696,226

Table 1: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
DO.12	Douglas County	Stephanie Way Multi-Modal Improvements	Install a sidewalk or paved shoulder along the south side of Stephanie Way between Gordon Avenue and Fuller Avenue, along the frontage of Pinion Hills Elementary School.	Multimodal	$ 1,293,881
LY.2	Lyon County	Sutro Elementary School	Area ADA improvements on Fortune Drive, Sheep Camp Drive, Dayton Village Parkway, & Sugarloaf Drive around the elementary school.	Roads - Regional	$ 2,140,785
DO.11	Douglas County	Jacks Valley Road/Arcadia Drive Intersection Improvements	Improve intersection safety, including restriping crosswalks and installing RRFB across Jacks Valley Road. Install accessible walkway or curb ramps on the northeast and southeast corners of the intersection. Install advanced warning signs in both directions of crossing.	Multimodal	$ 588,128
CC.6	Carson City	Safe Routes to School Master Plan Implementation (2026-2035)	Construct safety improvements per the adopted Plan citywide. Individual projects not already included in the RTP will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Multimodal	$ 3,768,722
DO.1	Douglas County	Vista Grande Boulevard Connector	Construct new road to improve north/south travel between Topsy Lane and Jacks Valley Road.	Roads - Regional	$ 3,528,766
LY.1	Lyon County	Dayton Valley Road ADA Improvement	Safety and ADA improvements between Quail Ridge and the Carson River.	Roads - Regional	$ 1,976,109

Table 1: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
CC.13	Carson City	Green Belt Multi-Use Path	Construct a new multi-use path between S. Carson Street and Roop Street to complete east-west connectivity.	Multimodal	$ 905,717
CC.11	Carson City	District 5, Ash Canyon Road	Rehabilitate pavement and incorporate Complete Street elements from Longview Drive to the open space property.	Roads - Regional	$ 10,000,000
DO.6	Douglas County	U.S. Highway 395 Auxiliary Lanes	Construct additional turn lanes, construction of new acceleration lanes, and extension of existing lanes at various intersections along U.S. Highway 395 between Jacks Valley Road/Sunridge Ridge Drive and South Sunridge Drive/Plymouth Drive.	Roads - State	$ 17,643,830
JAC.1	Carson City	Jump Around Carson Transfer Station	Reconstruct the Downtown transfer station with amenities in central Carson City.	Transit	$ 1,764,383
DO.4	Douglas County	Johnson Lane Pavement and Drainage Repair	Full pavement reconstruction of Johnson Lane from Heybourne Road to Vicky Lane, including construction of stormwater improvements to mitigate suture flooding in the area and provide roadway resiliency.	Roads - Regional	$ 3,875,000
CC.18	Carson City	U.S. Highway 50 - Carson City Multi-Use Path	Construct new multi-use path along the south side of U.S. Highway 50 between Fairview Drive and Drako Way.	Multimodal	$ 6,859,921

Table 1: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
CC.29	Carson City	Fairview Drive Right-Turn Lanes	Construct a new right-turn lane from northbound Fairview Drive to eastbound U.S. Highway 50.	Roads - State	$ 2,234,885
LY.8	Lyon County	SR 341 Intersection Improvements	Construct a roundabout, or other traffic control device, at the intersection of U.S. Highway 50 and SR 341.	Roads - State	$ 17,643,830
LY.5	Lyon County	Mound House Road Network Improvements	Provide new local and regional road network connections in Mound House north and south of U.S. Highway 50 as recommended by the U.S. Highway 50 East Carson Study.	Roads - Regional	$ 13,762,187
CC.12	Carson City	U.S. Highway 50 Lighting	Install roadway lighting near and in advance of the intersections of Airport Road and Arrowhead Drive/Deer Run Road.	Roads - State	$ 4,352,145
CC.20	Carson City	Ormsby Boulevard Connector	Construct new road to improve north-south circulation and access between Ash Canyon Road and Winnie Lane.	Roads - Regional	$ 5,136,472
CC.27	Carson City	U.S. Highway 50 Truck Climbing Lane	Construct a truck climbing lane between Drako Way and Lyon County Line.	Roads - State	$ 6,704,655
JAC.3	Carson City	JAC Operations 2026-2035	Funding to operate the Jump Around Carson Bus Service for 10 Years.	Transit	$ 34,909,234
TOTAL ESTIMATED PROJECT COST (32 Projects)					$ 348,231,860

Table 2: Fiscally Constrained Projects (2036-2050)

Fiscally Constrained Project List Anticipated for the Long-Term 2036-2050					
Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
CC.22	Carson City	U.S. Highway 50 - East Carson City Corridor Improvements	Implement congestion mitigation improvements in the form of intersection modifications, access management, and traffic signal and ITS upgrades through a phased approach along U.S. Highway 50 between I-580 and Drako Way as recommended by the U.S. 50 E. Carson Complete Street Study.	Roads - State	$ 30,869,968
LY.10	Lyon County	U.S. Highway 50 - Mound House Corridor Improvements	Implement congestion mitigation improvements in the form of intersection modifications, street lighting, and access management through a phased approach along U.S. Highway 50 between Linehan Road and SR 341, consistent with the recommendations in the U.S. 50 E. Carson Complete Street Study.	Roads - State	$ 36,811,469
CC.15	Carson City	Carson City Pavement Management Plan Implementation (2036-2050)	Pavement Preservation Projects Prioritized Annually – Citywide. Individual projects will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Roads - Regional	$ 102,575,731
CC.2	Carson City	I 580/U.S. Highway 50/U.S. Highway 395 Interchange	Construct a grade-separated interchange at the southern terminus of I-580 to transition to U.S. Highway 395 to the south. Separate local and regional trips through series of grade separated interchanges and frontage roads.	Roads - State	$ 98,666,217

Table 2: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
CC.16	Carson City	Safe Routes to School Safety Plan Improvements (2036-2050)	Construct safety improvements per adopted Plan – Citywide. Individual projects will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Multimodal	$ 6,757,479
CC.7	Carson City	College Pkwy Widening Project	Construct an additional west-bound lane between Goni Road and I-580 to facilitate the movement of people and goods.	Roads - Regional	$ 13,221,094
DO.9	Douglas County	North Valley Road Capacity Improvements	Construct new roadway between Topsy Lane and North Sunridge to improve north/south travel.	Roads - Regional	$ 5,561,187
CC.21	Carson City	South Carson Multi-Use Path Connector	Design and construct a multi-use path connecting Edmonds Sports Complex to the South Carson Street Multi-use path.	Multimodal	$ 6,879,547
DO.3	Douglas County	Heybourne Road Connector	Construct new road to improve north/south travel between Stephanie Way and Johnson Lane.	Roads - Regional	$ 10,763,587
LY.4	Lyon County	East Dayton Bridge	Construct a bridge over the Carson River and the associated roadway network to connect U.S. Highway 50 to Dayton Valley Road.	Roads - Regional	$ 53,817,937
CC.8	Carson City	Fairview Widening Project	Widen Fairview Drive to 4-lanes to improve capacity and reduce delay between Butti Way and 5th Street.	Roads - Regional	$ 9,074,063

Table 2: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
Multi.1	Carson City / Douglas County	South Carson/North Douglas Multi-Use Path Connection - Old Clear Creek to Jacks Valley Road	Construct a new multi-use path between Old Clear Creek Road and Jacks Valley Road to provide new multi-modal connectivity between communities.	Multimodal	$ 3,730,105
JAC.4	Carson City	JAC Operations 2036-2050	Funding to operate the Jump Around Carson Bus Service for 15 Years.	Transit	$ 73,063,000
TOTAL ESTIMATED PROJECT COST (12 Projects)					$ 451,791,383

Figure 1: Fiscally Constrained Project Map

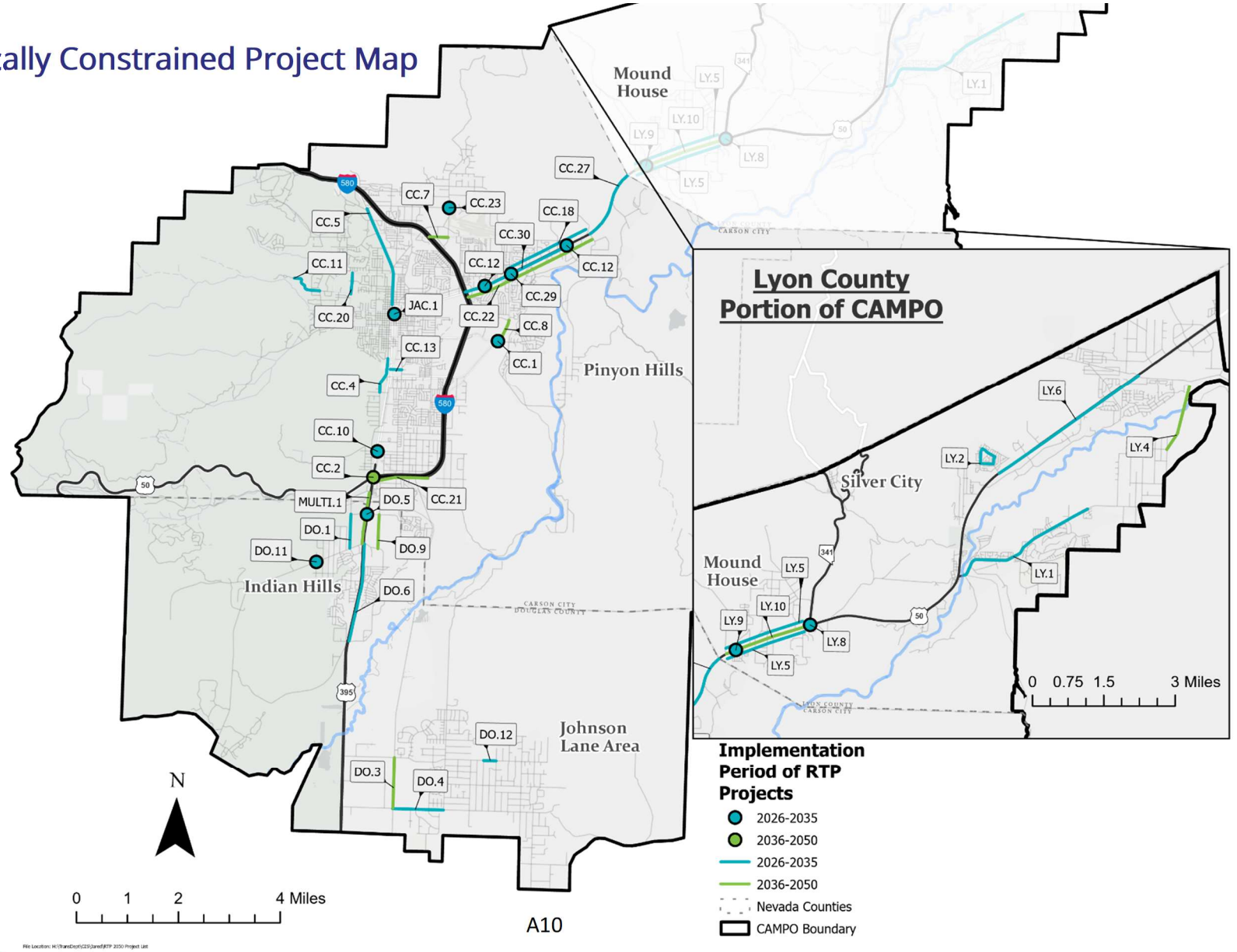


Table 3: Unfunded Projects

Unfunded Project List					
Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
LY.14	Lyon County	U.S. Highway 50; Mound House Multi-Use Pathways	Construct new multi-use pathways along the north and south sides of U.S. Highway 50 through Mound House.	Multimodal	$ 3,411,140
Multi.3	Carson City / Douglas County	Carson City/Douglas County V&T Trail Multi-Use Path	Construct a multi-use path, including a bridge across the Carson River, along the former alignment of the V&T Railroad between Bigelow Drive and Haybourne Road.	Multimodal	Unfunded
CC.38	Carson City	W. Long Street Extension	Construct a new collector roadway to improve east-west connectivity between the existing Long Street dead-end, and a new Ormsby Boulevard. Project to include a regional review of traffic patterns based on connection location.	Roads - Regional	Unfunded
CC.19	Carson City	Hillview Drive Connector	Construct new road to improve north-south travel between Koontz Lane and Valley View Drive.	Roads - Regional	$ 2,001,848
CC.37	Carson City	W. Washington Connector	Construct a new local road connection to improve east-west circulation and access between Longview Way and Ormsby Boulevard. Connect to existing W. Washington Street dead-end.	Roads - Regional	$ 8,471,481
DO.10	Douglas County	East Valley Road Realignment	Construct new road to improve north south circulation and access between Vicky Lane and the northern rural section of East Valley Road.	Roads - Regional	$ 51,516,626

Table 3: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
DO.7	Douglas County	Stephanie Lane Capacity Improvements	Expand to four-lane roadway between U.S. Highway 395and Santa Barbara Drive.	Roads - Regional	Unfunded
LY.12	Lyon County	West Dayton Connector Road	Construct a new road west and north of Dayton between SR 341 in Mound House and Bryce Street in east Dayton.	Roads - Regional	Unfunded
CC.35	Carson City	Appion Way Connector	Construct easten leg of Appion Way across South Carson Street to Snyder Avenue for improved east-west connectivity and access.	Roads - Regional	$ 1,910,474
CC.32	Carson City	South Carson Street/Rhodes Traffic Control	Traffic control device at the intersection of South Carson Street and Rhodes Street.	Roads - Regional	$ 2,354,863
CC.33	Carson City	Saliman Road Capacity Improvements	Expand to a four-lane roadway between Fairview Drive and Colorado Street.	Roads - Regional	$ 1,402,567
CC.34	Carson City	Saliman Road / Robinson Street Traffic Control	Construct traffic control device in the form of a traffic signal at the intersection of Saliman Road and Robinson Street.	Roads - Regional	$ 1,977,873
CC.17	Carson City	College Parkway Connector	Construct new road to improve east-west circulation and access between College Parkway and Arrowhead Drive.	Roads - Regional	$ 20,723,852
CC.25	Carson City	Vista Grande Blvd Southern Extension	Construct an underpass to connect Old Clear Creek Road to Cochise Street.	Roads - Regional	$ 41,667,282
DO.8	Douglas County	Johnson Lane Capacity Improvements	Expand to four-lane roadway between U.S. Highway 395and Vicky Lane.	Roads - Regional	$ 52,939,423

Table 3: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
Multi.2	Carson City / Douglas County	Vicky Lane Regional Connector	Construct a new road extension of Vicky Lane along the eastern edge of Carson Valley from S. Santa Barbara Drive north into southern Carson City to improve north-south circulation and access between Carson City and Douglas County. Includes a 12-foot multi-use path to accommodate the Historic V&T Trail over the river and possibly in other areas as appropriate and approved by the local jurisdictions.	Roads - Regional	$ 102,894,513
CC.26	Carson City	Stewart Street Extension	Construct new road connecting South Carson Street and Curry Street.	Roads - Regional	$ 1,749,445
CC.31	Carson City	Lompa Lane Extension	Construct new collector with improved roadway alignment between Modoc Road and Airport Road.	Roads - Regional	$ 6,024,427
CC.28	Carson City	Fifth Street Capacity Improvements	Expand to a four-lane roadway and incorporate intersection improvements between Saliman Road and Lompa Ranch Road.	Roads - Regional	$ 1,987,401
LY.7	Lyon County	U.S. Highway 50 Corridor Improvements - Mound House to Dayton	Pavement preservation and select traffic operational improvements along U.S. Highway 50 between State Route 341 and Fortune Drive.	Roads - State	Unfunded
DO.19	Douglas County	U.S. Highway 395 Multi-Use Path	Construction new multi-use path along U.S. Highway 395 from SR 88 (south of the CAMPO boundary) to Old Clear Creek Road in Carson City	Roads - State	Unfunded
DO.18	Douglas County	Hobo Hot Spring Wildlife Crossing	Construction new wildlife crossing under U.S. Highway 395 between the Carson River and Stephanie Way.	Roads - State	Unfunded

Table 3: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
DO.14	Douglas County	Johnson Lane Interchange	Construct grade separated interchange.	Roads - State	Unfunded
DO.17	Douglas County	Stephanie Way Interchange and frontage roads	Construct new interchange and Stephanie Way and add frontage roads along U.S. Highway 395 between Stephanie Way and Airport Road (south of CAMPO boundary)	Roads - State	Unfunded
DO.15	Douglas County	U.S. Highway 395 Truck Climbing Lane	Construct truck climbing lane along northbound U.S. Highway 395 between Mica Drive and Sunridge Drive.	Roads - State	Unfunded
DO.16	Douglas County	U.S. Highway 395 Corridor Widening	Congestion mitigation, including the construction of an additional lane in each direction along U.S. Highway 395 between Mica Drive and Sunridge Drive.	Roads - State	Unfunded
CC.14	Carson City	U.S. Highway 50 / Flint Drive Intersection Improvements	Construct a signalized High-T Intersection at the intersection.	Roads - State	$ 4,664,221
DO.13	Douglas County	S. Sunridge Dr / Plymouth Drive Intersection Improvements	Construct new traffic signal, or similar, at the U.S. Highway 395 and South Sunridge Drive / Plymouth Drive intersection when signal warrants are met.	Roads - State	$ 12,557,519
LY.11	Lyon County	U.S. Highway 50 at Highlands Drive Intersection Improvements	Construct new intersection improvements, including re-aligning Red Rock Road to create a four-leg intersection with Red Rock Road, consistent with recommendations in the U.S. 50 E. Carson Complete Street Study.	Roads - State	$ 12,378,125

Table 3: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
LY.13	Lyon County	U.S. Highway 50 - Dayton Operational Improvements	Construct "Parkway Alternative" which includes the widening of U.S. Highway 50, implementing access management standards through a combination of traffic signals and restricted T-intersections, and median islands consistent with the U.S. 50 Dayton Operational Study.	Roads - State	$ 98,845,610
JAC.2	Carson City / Douglas County	Carson Tahoe Inter-Regional Bus Service	Bus service on U.S. Highway 50 West between Carson City and the Tahoe Basin to provide alternative transportation for workers and visitors.	Transit	Unfunded
CC.24	Carson City	U.S. Highway 50 West Park and Ride Lot	Identify site, design, and construct park and ride lot to replace the existing park and ride lot located on U.S. Highway 50 West near the intersection of I-580, U.S. Highway 395 , and U.S. 50 West, to improve safety on U.S. Highway 50 West and to provide a mobility hubs for those in need of transit, car-pooling, ride sharing, or using other travel demand management options into the Tahoe Basin.	Transit	$ 6,544,799
TOTAL ESTIMATED PROJECT COST (32 Projects)					$ 436,023,490

APPENDIX B

Detailed Performance Measures & Targets for CAMPO & Nevada



Introduction

Federal law requires MPOs to establish goals, targets, and performance measures. This approach is built on national standards and guidance for performance management, commonly referred to as performance-based planning and programming. As a matter of best practice, Transportation Performance Management (TPM) should guide investment decisions by providing a feedback loop that measures the level of impact resulting improvements have in furthering national, state, and regional goals. This process is transparent and data-driven and informs decision-makers and the public when selecting and prioritizing projects that meet the greatest needs. CAMPO's Annual Network Monitoring Report summarizing each of the required performance measures ensures we are using the most current and relevant data when making transportation-related investment decisions.

Below are performance measures which CAMPO tracks, in partnership with NDOT. MPOs can support NDOT's targets or establish their own quantifiable targets. NDOT submits all Performance Measures to the Federal Highway Administration (FHWA) biennially, as required.

Safety

The FHWA Safety Performance Measures Final Rule establishes five performance measures:

1. **Number of Fatalities**
2. **Rate of Fatalities per 100 million Vehicle Miles Traveled**
3. **Number of Serious Injuries**
4. **Rate of Serious Injuries per 100 million Vehicle Miles Traveled**
5. **Number of Non-motorized Fatalities and Serious Injuries**

These performance measures create a consistent method to count and gauge the safety of CAMPO's Transportation Network. The Fatality Analysis Reporting System (FARS) and the National Highway Transportation Safety Administration (NHTSA) provide data for measuring fatalities and serious injuries, respectively. Vehicle Miles Traveled (VMT) statistics are estimated using the statewide travel demand model maintained by NDOT.

The Safety PM Final Rule establishes the process for State Departments of Transportation (DOTs) and MPOs to adopt and report safety targets along with a set of performance measures to assess progress toward targets. MPOs shall establish their performance targets for each of the five measures no later than 180 days after the State submits annual targets. NDOT's statewide targets are reported in their Highway Safety Improvement Program Annual Report. CAMPO chooses to support the State's targets for the five performance measures noted above. Performance targets must be set annually by the MPO Board.

Each year, staff analyze alternative statistical trend line projections to evaluate appropriate targets for CAMPO. A five-year baseline projection trend is required to be evaluated. Additional projection trends are encouraged to be evaluated against the five-year baseline. Targets must be data-driven, realistic, and attainable.

CAMPO supports NDOT's Safety targets but does monitor data specific to the CAMPO region. In a review of the 2024 Targets, CAMPO's rate of fatalities and the serious injury rate is slightly lower than the target. Table 1 shows the latest 2022 Nevada State safety performance measure targets while Table 2 shows information on the five safety performance measures, including the five-year baseline data and CAMPO's relative 2018-2024 targets, respectively.

Table 1: Nevada State Performance Measures for Safety

Performance Measures	Targets	Actuals
Number of Fatalities	347.8	365.4
Number of Serious Injuries	1021.3	1069.8
Fatality Rate	1.279	1.347
Serious Injury Rate	3.755	3.940
Non-Motorized Fatalities and Serious Injuries	262.6	301.0

Source: NDOT 2024 Highway Safety Improvement Program Annual Report; https://highways.dot.gov/sites/fhwa.dot.gov/files/2025-03/HSIP_Report_NEVADA_2024_508.pdf

Table 2: CAMPO Performance Measures for Safety

	Fatalities			Serious Injuries			Fatalities and Serious Injuries Non-Motorized			Rate of Fatalities		Rate of Serious Injuries		Vehicles Miles Traveled
	Target	#	Rolling Average	Target	#	Rolling Average	Target	#	Rolling Average	Target	Rate	Target	Rate	(VMT)
2018	5.57	5	5.8	8.25	11	8.6	7.25	4	7	0.8	0.72	1.18	1.58	696,272,881
2019	5.6	7	5.6	8.25	14	9	6.75	4	5.4	0.84	1.05	1.24	2.1	665,777,895
2020	5.4	8	6.6	8.5	31	13.6	5.3	6	5.6	0.87	1.3	1.38	5.02	617,009,797
2021	6.3	10	7.2	13.1	46	20.8	5.2	20	8	0.94	1.49	1.95	6.84	673,191,017
2022	6.8	9	7.8	20	35	27.4	7.8	12	9.2	1.04	1.38	3.06	5.36	653,641,290
2023	7.5	5	7.8	26.5	47	34.6	8.8	16	11.6	1.12	0.75	3.94	7	671,439,516
2024	7.5	6	7.6	34.1	32	38.2	11.4	8	12.4	1.11	0.89	5.06	4.75	674,147,950

1. Targets for Fatalities, Serious Injuries, and Non-Motorized Fatalities & Injuries are calculated based on 5-year rolling averages with future years interpolated based on Zero Fatalities in 2050.

2. Rolling averages consist of a five-year rolling average, which includes the reporting year

3. Serious Injuries are when an injured person is unable to leave the crash scene without assistance

4. Rate of Fatalities and Serious Injuries are per 100 million Vehicle Miles Traveled (VMT)- Example: 2021 Target Rate of Fatalities =Target Fatalities*CAMPO VMT/100 million=6.3/6.73=0.94

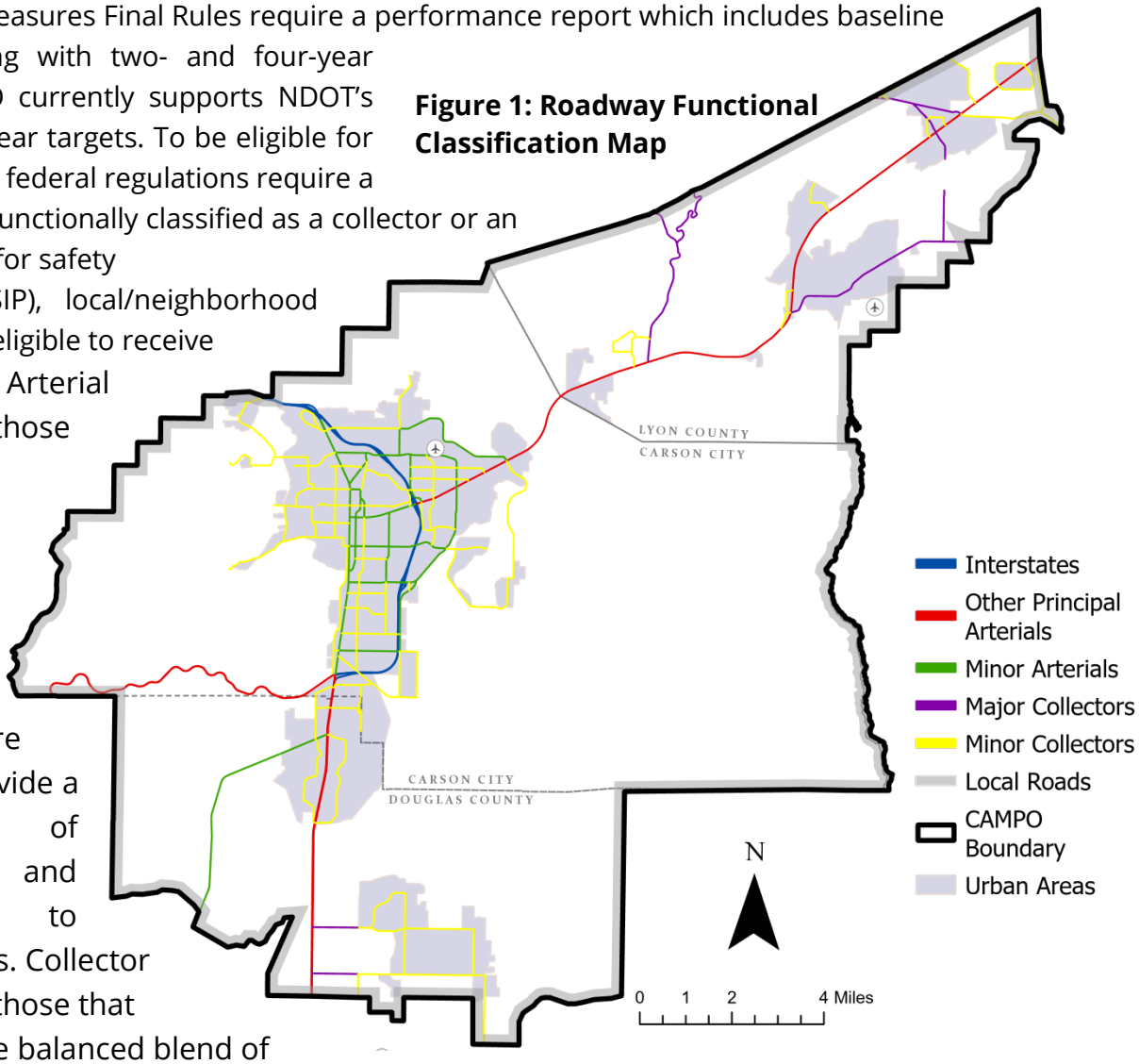
5. Green shading denotes target was met; red shading denotes target was not met.

6. Since February 2021, CAMPO has supported the State's safety targets in lieu of using CAMPO-specific targets, however, CAMPO continues to track all crashes, fatalities, and serious injuries within the CAMPO area.

Infrastructure Condition

FHWA has established specific performance measures and a target-setting methodology for pavement and bridges located on the National Highway System (NHS). The NHS comprises two categories: Interstate and non-Interstate. The Pavement Condition and Bridge Condition Performance Measures Final Rules require a performance report which includes baseline conditions along with two- and four-year targets. CAMPO currently supports NDOT's two- and four-year targets. To be eligible for federal funding, federal regulations require a roadway to be functionally classified as a collector or an arterial. Except for safety funds (e.g. HSIP), local/neighborhood streets are not eligible to receive federal funding. Arterial roadways are those roadways that provide a high level of regional mobility; local roadways are those that provide a high level of accessibility and local access to neighborhoods. Collector roadways are those that provide a more balanced blend of mobility and accessibility. Figure 1 displays the functional classification of roadways within CAMPO. The classification of roadways is a joint effort between local, regional, state, and federal agencies.

Figure 1: Roadway Functional Classification Map



Pavement

Federally required performance measures for pavement conditions are listed below.

1. **Percentage of Interstate Pavements in Good Condition**
2. **Percentage of Interstate Pavements in Poor Condition**
3. **Percentage of Non-Interstate National Highway System (NHS) Pavements in Good Condition**
4. **Percentage of Non-Interstate NHS Pavements in Poor Condition**

Table 3: Nevada State Performance Measures for Pavement

Performance Measure	Current	2024	
		2-Year Target	4-year Target
Percentage of Pavements of the Interstate System in Fair or Better Condition	84.9%	81%	81%
Percentage of Pavements of the Interstate System in Poor Condition	0.3%	< 0.5%	< 0.5%
Percentage of Pavements of the Non-Interstate National Highway System (NHS) Classified as in Good Condition	65.3%	67%	65.5%
Percentage of Pavements of the Non-Interstate National Highway System (NHS) Classified as in Poor Condition	0.4%	< 0.5%	<0.5%

Source: NDOT 2024 Performance Management Report;
https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Nevada

As part of CAMPO's Unified Planning Work Program, regional and local road pavement conditions are monitored and reported to local member agencies. These efforts are consistent with CAMPO's goals to preserve and maintain our region's existing transportation infrastructure. Consistent with federal performance-based planning initiatives, CAMPO has established the following performance measures to track pavement conditions within the CAMPO area:

1. **Average Pavement Condition Index (PCI) rating for collector and arterial roadways within the CAMPO boundary by jurisdiction**
2. **Percentage of roadways with a PCI rating of 55 or below in the CAMPO boundary by jurisdiction**

The roadway network provides vehicle mobility and is by far one of the most significant investments made by local agencies. Preservation of the roadway network has been identified as a high priority by federal, state, regional, and local agencies. To assist local agencies with monitoring the condition of pavement, CAMPO collects PCI data for Carson City and Douglas County and looks forward to eventually supporting pavement management planning for Western Lyon County as well.

Table 4 presents the CAMPO and Douglas County Area PCI by jurisdiction from the 2024 Pavement Survey.

Table 4: CAMPO and Douglas County Area PCI by Jurisdiction

Area	Functional Classification	Area (ft2)	Percentage of Network	Area Weighted PCI
CAMPO	Regional	3,561,229	13%	81
	Local	7,293,707	26%	58
CAMPO Total		**10,854,936**	**39%**	**66**
Douglas County	Regional	6,349,689	23%	84
	Local	10,949,844	39%	61
Douglas County Total		**17,299,533**	**61%**	**69**

Annual reporting of Carson City pavement conditions assists decision makers in priority-based budgeting. Carson City has established targets for pavement conditions within the Carson City Pavement Management Plan using PCI information. Target setting helps staff and decision makers evaluate and allocate limited funding resources toward maintaining pavement infrastructure.

1. **PCI Rating Target for Regional Roads – 75 and above**
2. **PCI Rating Target for Local Roads – 70 and above**

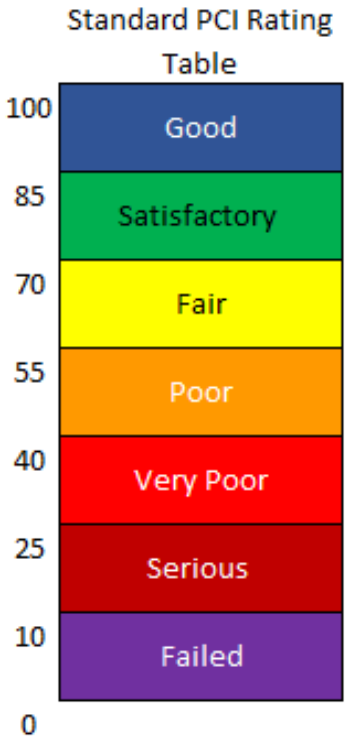


Figure 2: Pavement Deterioration Rates

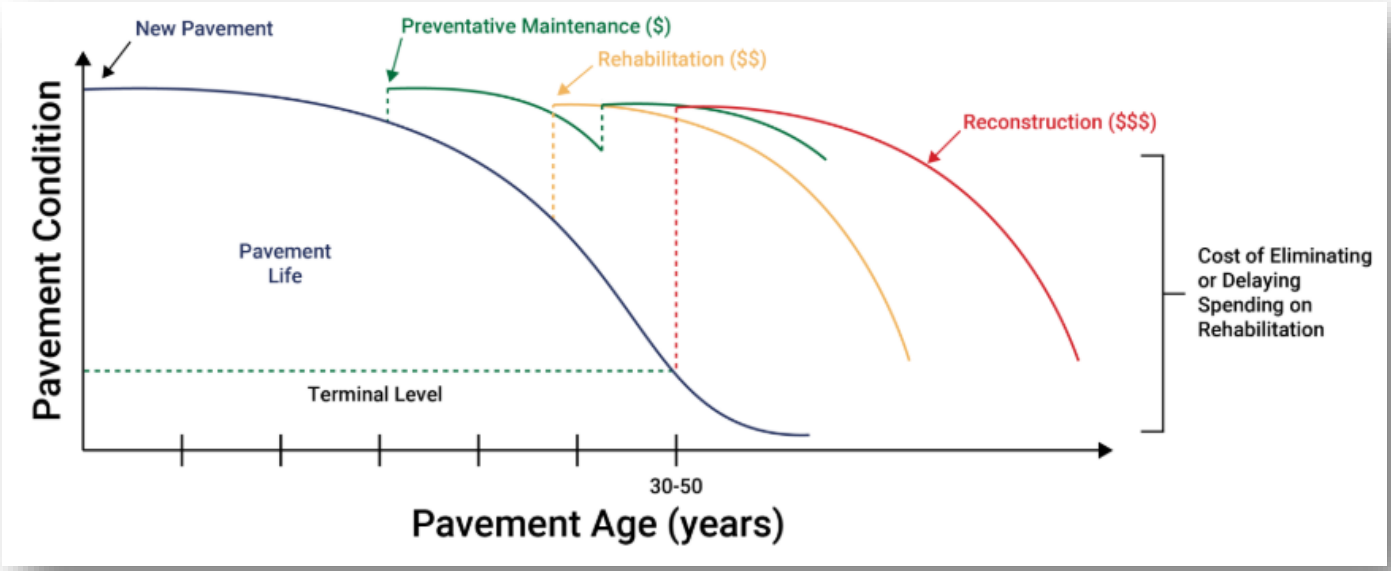


Table 5 presents the PCI for roadways within Carson City and across the five Pavement Performance Districts established under Carson City's Pavement Management Plan. The data reflects increases in regional road PCI in the Performance Districts where projects, such as the South Carson Complete Streets Project has been completed. Overall, Carson City roadway conditions have decreased nine percent since 2017, with local road conditions deteriorating by fourteen percent.

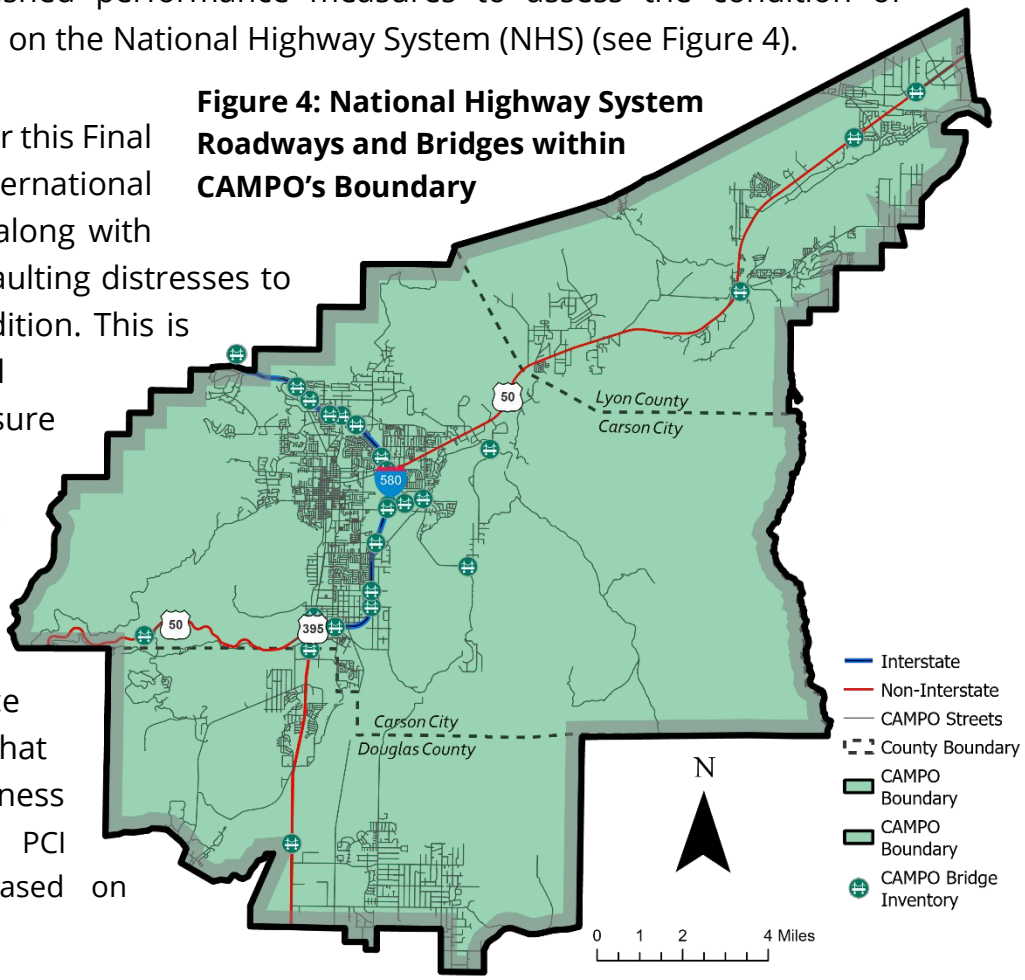
Table 5: Carson City Pavement Condition Index – Annual Report Card

Facility Type		Inspected PCI			Est. PCI	Percent Change 2017 to 2025
		2017	2022	2024	2025	
City-wide	Regional Roads	67	74	69	67	0%
	Local Roads	61	56	55	53	-14%
	All Roads	63	62	60	58	-9%
Performance District 1	Regional Roads	67	69	59	57	-15%
	Local Roads	62	57	54	52	-16%
	All Roads	64	61	56	54	-16%
Performance District 2	Regional Roads	73	80	73	70	-5%
	Local Roads	64	53	54	52	-19%
	All Roads	67	63	60	58	-14%
Performance District 3	Regional Roads	72	77	74	73	0%
	Local Roads	57	58	55	54	-7%
	All Roads	62	64	61	60	-3%
Performance District 4	Regional Roads	61	79	79	76	25%
	Local Roads	58	51	52	50	-14%
	All Roads	59	61	61	59	0%
Performance District 5	Regional Roads	64	65	62	59	-7%
	Local Roads	66	60	60	58	-13%
	All Roads	65	62	60	58	-11%

Pavement preservation treatments are the most efficient use of funding because the treatments are typically low cost and preserve past investment in infrastructure. It is important to note that the PCI values are beginning to decline at a faster rate (see Table 5). This is because the bulk of the City's roads are approaching the performance curve that has the sharpest decline, which is approximately between 69 PCI and 25 PCI (Figure 2). For reference, the average PCI for local roads is 53, which is near the middle of the mentioned range.

FHWA published the Pavement Condition and Bridge Condition Performance Measures Final Rules in the Federal Register on January 18, 2017, with an effective date of May 20, 2017. The rule established performance measures to assess the condition of pavements and bridges on the National Highway System (NHS) (see Figure 4).

Figure 4: National Highway System Roadways and Bridges within CAMPO's Boundary



Pavement conditions for this Final Rule use the International Roughness Index (IRI) along with cracking, rutting, and faulting distresses to measure roadway condition. This is different than how local member agencies measure roadway condition. Local member agencies use the Pavement Condition Index (PCI) to measure pavement condition. The difference between IRI and PCI is that IRI measures smoothness or ride quality while PCI measures conditions based on surface distress.

Bridges

Federally required performance measures for bridges, which include all bridges on the NHS, as well as bridges that function as highway on- and off-ramps, are referenced below:

1. **Percentage of NHS Bridges by Deck Area in Good Condition**
2. **Percentage of NHS Bridges by Deck Area in Poor Condition**

The performance measures evaluate the bridge deck, bridge structure above ground, bridge structure below ground, and associated culverts. These evaluations are performed, monitored, and reported by NDOT. CAMPO monitors these performance measures to advocate for resources as needed.

Table 6: Nevada State Performance Measures for Bridges

Performance Measure	Current	2024	
		2-Year Target	4-year Target
Percentage of National Highway System (NHS) Bridges Classified as in Good Condition	52.7%	> 35.0%	> 35.0%
Percentage of National Highway System (NHS) Bridges Classified as in Poor Condition	0.6%	< 7.0%	< 7.0%
Percentage of Non-Interstate National Highway System (NHS) Bridges Classified as in Good Condition	54.4%	> 35.0%	> 35.0%
Percentage of Non-Interstate National Highway System (NHS) Bridges Classified as in Poor Condition	0.8%	< 7.0%	< 7.0%

Source: NDOT 2024 Performance Management Report;
https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Nevada

System Reliability and Freight Movement

The National Highway System and Freight Performance Measures Final Rules are used to assess the performance of the interstate and non-interstate segments of the National Highway System as well as regional freight movement. These Performance Measures are developed to assess the performance of the interstate and non-interstate segments of the National Highway System as well as regional freight movement. Below are the required performance measures:

1. **Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate NHS that are reliable**
2. **Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable**
3. **Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index**

Like other measures, these are calculated, tracked, and reported to CAMPO by NDOT. CAMPO monitors the performance measures to advocate for resources as needed, consistent with CAMPO's goal of ensuring mobility for people and goods.

The Final Rules for Pavement Condition, Bridges, and System Reliability performance measures require a performance report which includes baseline conditions along with two- and four-year targets. CAMPO currently supports NDOT's two- and four-year targets for Pavement Condition, Bridge Condition, and System Performance measures. CAMPO staff has requested that NDOT provide all NHS data for these performance measures that are specific to CAMPO's Metropolitan Planning Area. Acquisition of this data will allow for a statewide and nationwide comparison. Table 7 contains the latest data for system reliability and truck travel time on the National Highway System.

Table 7: Nevada State Performance Measures for System Reliability and Freight Movement

Performance Measure	Current	2024	
		2-Year Target	4-year Target
Percent of the Person-Miles Traveled on the Interstate that are Reliable	85.1%	≥ 87.1%	≥ 87.2%
Percent of the Person-Miles Traveled on the Non-Interstate National Highway System (NHS) that are Reliable	90.1%	≥ 87.1%	≥ 87.2%
Truck Travel Time Reliability (TTTR) Index	1.30	≤ 1.25	≤1.24

Source: NDOT 2024 Performance Management Report; https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Nevada

APPENDIX C

Public Outreach, Survey, and Comments

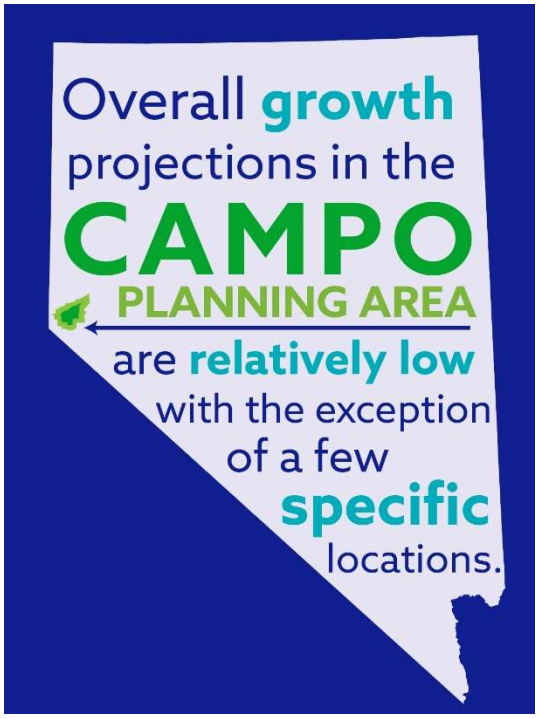


Public Outreach

Public Outreach is integral to the planning process. CAMPO welcomed suggestions from the public throughout the development of the RTP, providing multiple opportunities to elicit feedback, including receiving comments during RTP updates at CAMPO Board meetings, through the public survey, and from in-person and online public and agency partner meetings. CAMPO follows the approved CAMPO Public Participation Plan (PPP) for required public outreach during the CAMPO 2050 RTP update effort.

CAMPO Planning Partner Engagement Sessions

As part of the engagement process, CAMPO staff reached out to planning partners, as consistent with CAMPO's PPP, listed in Section 1.3, including many departments within each agency. Each listening session was moderated with a welcome and introductions, review of CAMPO's renewed vision and goals, and a review of each agencies vision and goals, an introduction to new CAMPO branding, a review of transportation needs, as each agency defines it, a review of agency priorities, identification of issues, challenges, and possible solutions, a draft list of planned projects within each region, a review of transit services, a discussion on how to prioritize projects, addressing how constraints impact outcomes, and finally ending with an acknowledgement of continued collaboration between CAMPO and each agency. Below and on the next pages are a summary of overall themes, and results heard from both CAMPO's planning partners and from the public.





Respondents' **top priorities** for **improving** the **region's transportation system** were:

- **sidewalk and bike facility connectivity**
- **roadway safety**
- **public transportation**
- **road condition**



General **active transportation connectivity** is needed, especially to **essential services**, **schools**, **transit**, and **trailheads**.



There is a need for **alternative routes into** and **out** of Carson City as **US 50** and **US 395** are **the only realistic** means currently.









Carson City Public Works Department
3505 Butti Way
Carson City NV 89701
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Meetings Open to the Public

Public Meeting

CAMPO staff held a public meeting, as consistent with CAMPO's PPP, on September 24, 2025, with 15 public attendees. A Press Release notice for the public meeting was released on September 9, 2025. Flyers in English and Spanish were posted in 28 locations around CAMPO metropolitan planning area (MPA), including the JAC Transit Center, and posted on all buses. An email was sent to all planning partners, Nevada Department of Transportation (NDOT), local public agencies (LPAs), and counties. There were posts on Facebook, and Carson Now before and on the date of the event to encourage engagement.

Staff welcomed attendees with informative large-format display boards explaining what the RTP is, a summary of the survey results, a map of potential projects, the bicycle & pedestrian comment map, and a Coordinated Human Services Plan (CHSP) board asking the public to prioritize investments with existing funding constraints for JAC. There were numerous handouts provided at the meeting such as CAMPO Comment Cards, a funding summary, including an explanation of the project prioritization process and methodology, CAMPO postcards explaining the main tasks and responsibilities of an MPO, and a CAMPO fact sheet. A Spanish translator attended to facilitate Spanish speakers. All information including the boards, and the handouts were posted online at CarsonAreaMPO.com for the public to view at their convenience.



CAMPO Board Meetings

The CAMPO 2050 RTP development was discussed, in public, on record, at six CAMPO Board Meetings over the course of 2025 and into 2026, each with time for public comments.

CAMPO Board Presentations	Topics Discussed
CAMPO Board Presentation #1: April 9, 2025	CAMPO 2050 RTP & CHSP Vision, Goals, Logo, Table of Contents, Survey Questions, Timeline.
CAMPO Board Presentation #2: August 13, 2025	RTP & CHSP Outreach Timeline, Stakeholders & Partners, Common themes from Outreach, Survey Results, Regional Revenue Sources, Revenue Estimates, Project Prioritization.
CAMPO Board Presentation #3: September 10, 2025	CAMPO 2050 RTP Project Prioritization Scoring & Criteria.
CAMPO Board Presentation #4: November 12, 2025	*Planned:* Draft CAMPO 2050 RTP,30-Day Public Comment Period.
CAMPO Board Presentation #5: December 10, 2025	*Planned:* Update on Draft CAMPO 2050 RTP 30-Day Public Comment Period in the CAMPO Manager's Report.
CAMPO Board Presentation #6: January 14, 2026, for approval	*Planned*: Final Draft of CAMPO 2050 RTP, Public Comments & Responses.



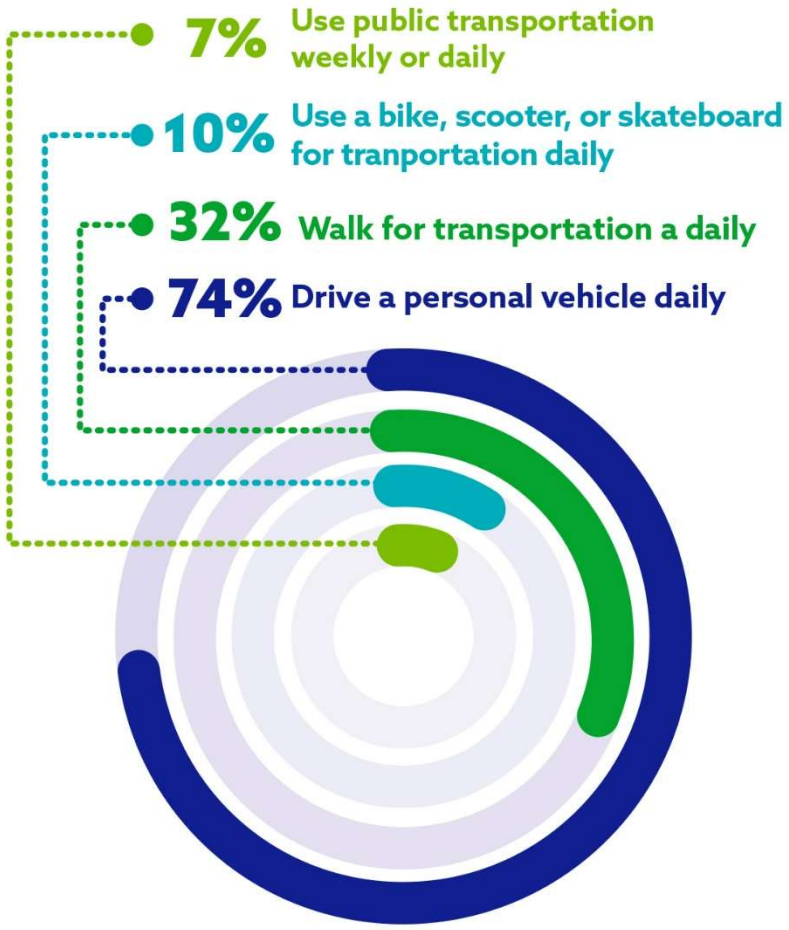
Public Feedback

Public Survey

The CAMPO 2050 RTP Survey (offered in English and Spanish) was open from May through July. A Press Release was issued in May, with continual reminders posted on Carson Now throughout the open survey period. To increase participation, CAMPO staff used new methods cited within CAMPO's PPP, to advertise and expand survey public participation. CAMPO staff offered a chance to win two $50 gift cards for participants. Staff posted survey flyers in English and Spanish; with 30 flyers posted on JAC busses; at 19 locations in Carson City including flyers in the downtown JAC transfer center, three locations in Douglas County, and six locations in Lyon County. Staff contacted 51 churches within the CAMPO area to inform them of the open survey; 41 by email, 10 by phone, and one pamphlet mailed. CAMPO staff issued numerous advertisements on YouTube and Instagram throughout the open survey period.

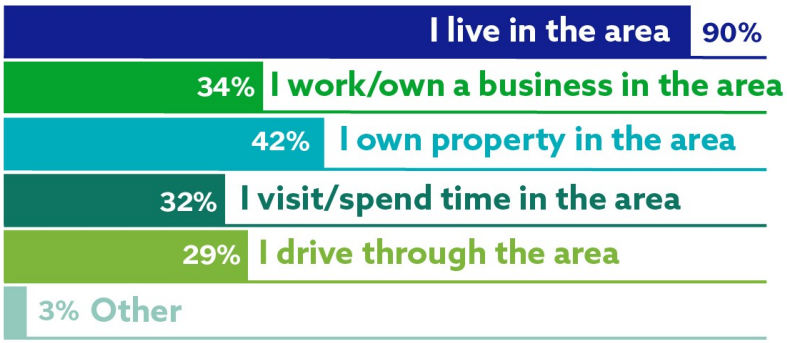
Public Survey Results

There were 267 CAMPO 2050 RTP survey participants. The survey results of all questions (1-15) are shown on the next pages. A summary of Question 2 is seen to the right.



Question 1

What is your relationship to the Carson Area MPO?

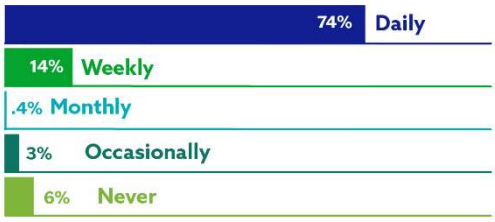


Those that answered, "Other" cited:

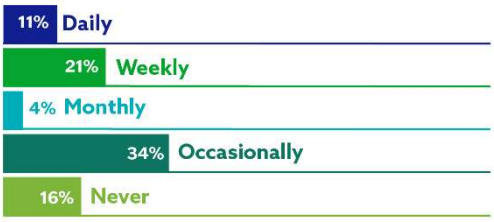
- My clients live in the area
- I take the JAC bus that should run on Sunday but it doesn't.
- I am homeless
- Chair of the Dayton Regional Citizen's Advisory Board

Question 2

How often do you use the following types of transportation?
DRIVE/PERSONAL VEHICLE



How often do you use the following types of transportation?
DRIVEN BY FAMILY OR FRIENDS



How often do you use the following types of transportation?
CARPOOL



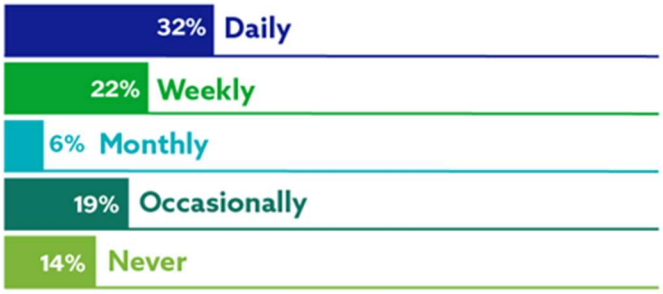
How often do you use the following types of transportation?
TAXI/RIDESHARE/UBER/LYFT



Question 2 (continued)

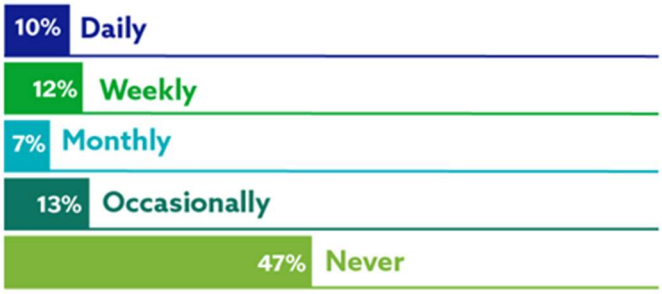
How often do you use the following types of transportation?

WALK



How often do you use the following types of transportation?

BIKE/SCOOTER/SKATEBOARD (OR SIMILAR)



How often do you use the following types of transportation?

PUBLIC TRANSPORTATION/TRANSIT



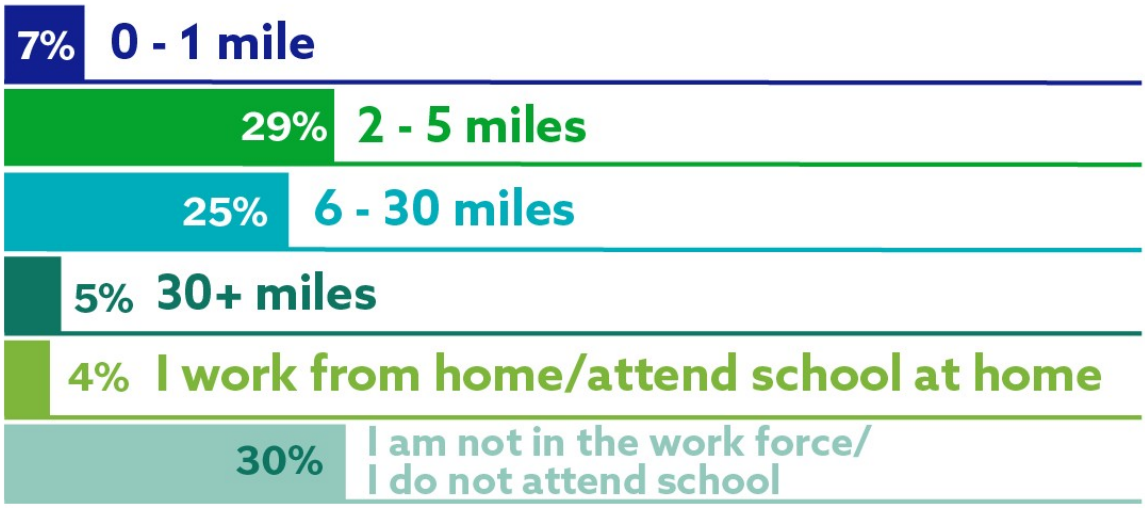
How often do you use the following types of transportation?

PRIVATE/ASSISTED LIVING FACILITY/SENIOR COMMUNITY



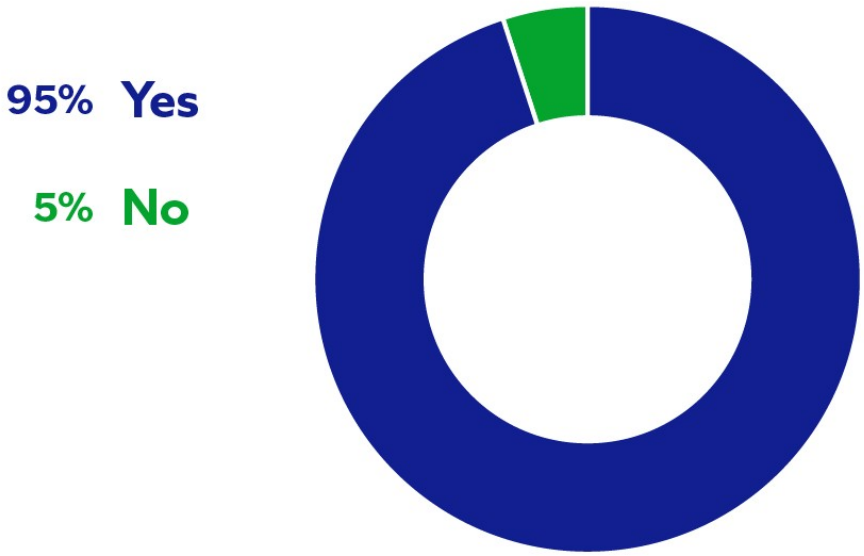
Question 3

How far do you typically commute to get to work or attend school?

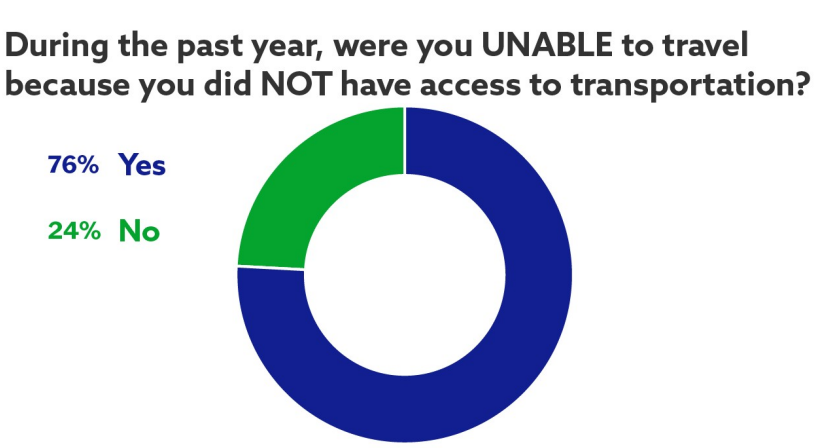


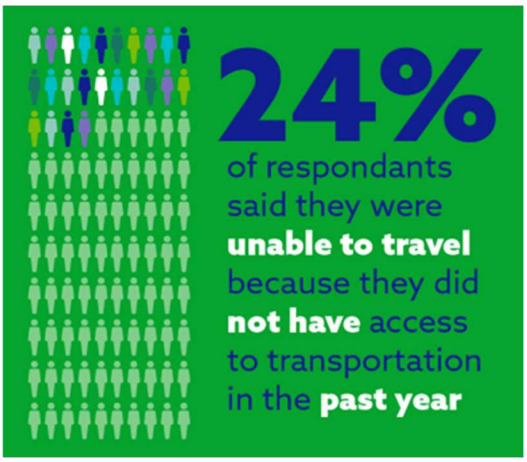
Question 4

Are you physically able to drive?



Question 5

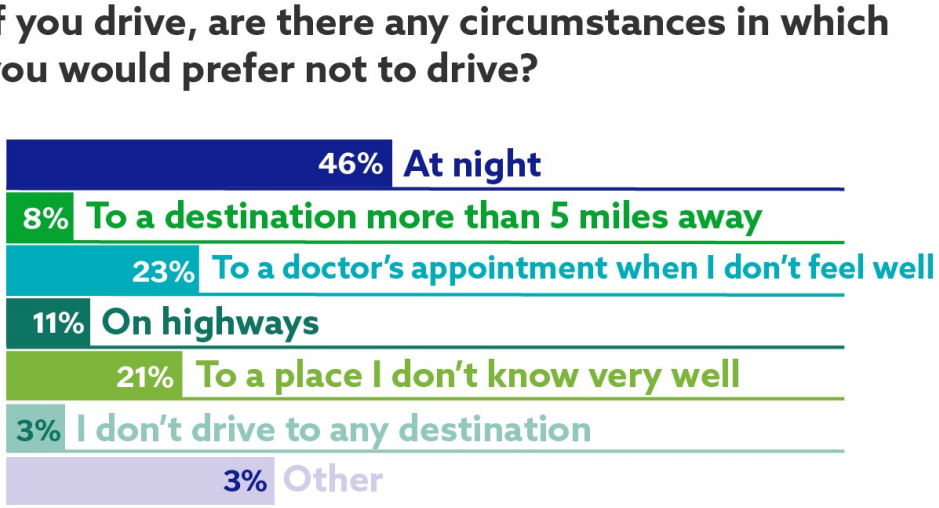




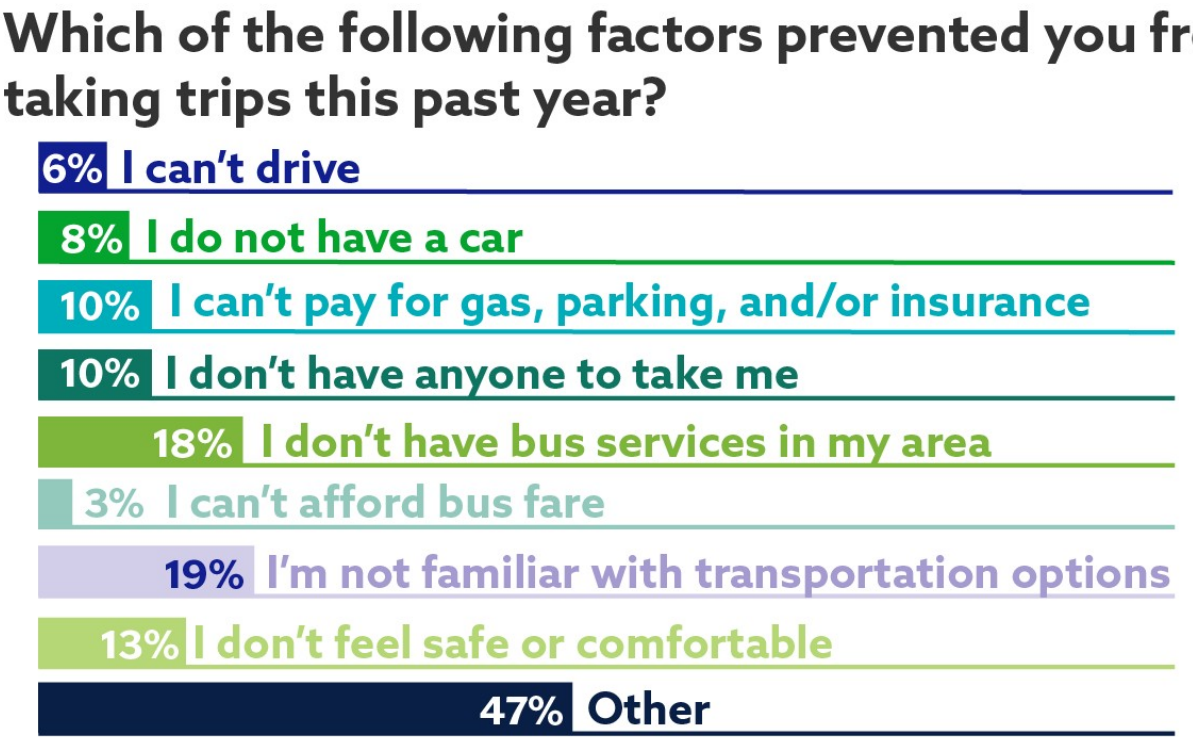
Question 6

Those that answered, "Other" cited:

- I prefer not to drive in inclement weather, such as snow and ice.
- I prefer not to drive when I drink alcohol.
- I prefer to cycle when feasible.
- My license is suspended.
- I don't drive.
- I would prefer to carpool.
- I prefer not to drive in rush hour, traffic jams.
- I prefer not to drive when parking is difficult.
- I prefer not to drive to the Reno Airport.
- I prefer not to drive during holidays, when people tend to drink more.



Question 7



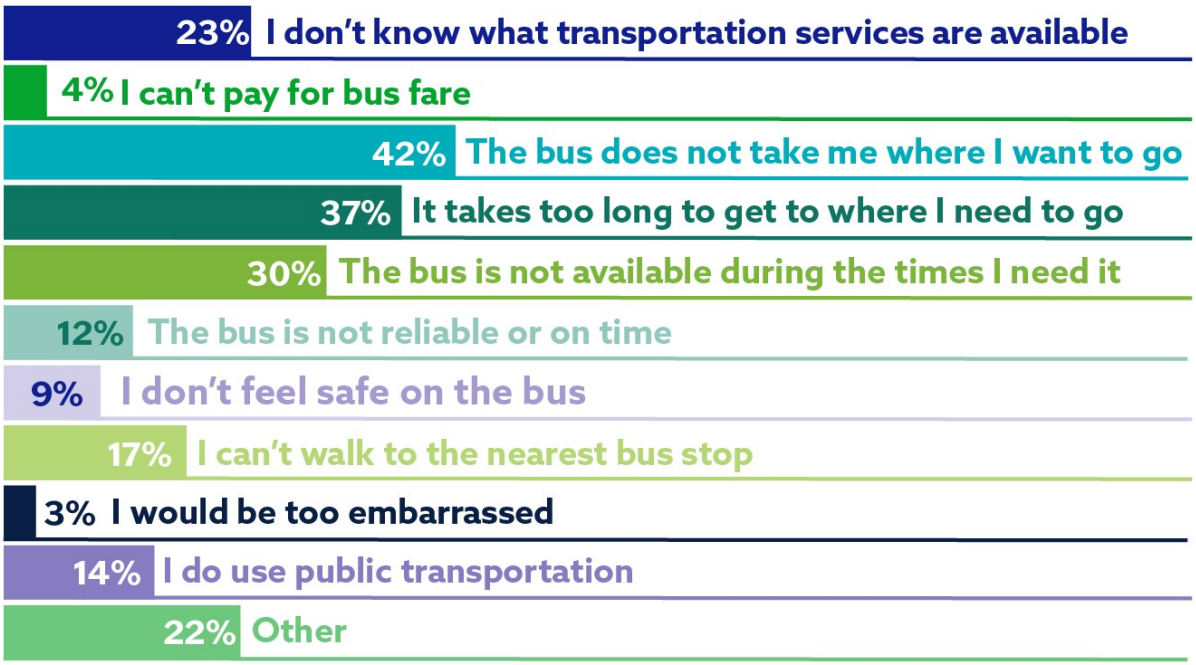
Those that answered, "Other" cited:

- No issues
- Inconvenience
- I am night-blind.
- Car repairs.
- There needs to be more routes and increased frequency for her to get to work.
- I must walk nearly a mile to catch the bus. I would use it more if the bus stop was closer.
- Gas prices.
- Social anxiety laziness/overworked.



Question 8

What are the reasons why you do not choose (or cannot use) public transportation?

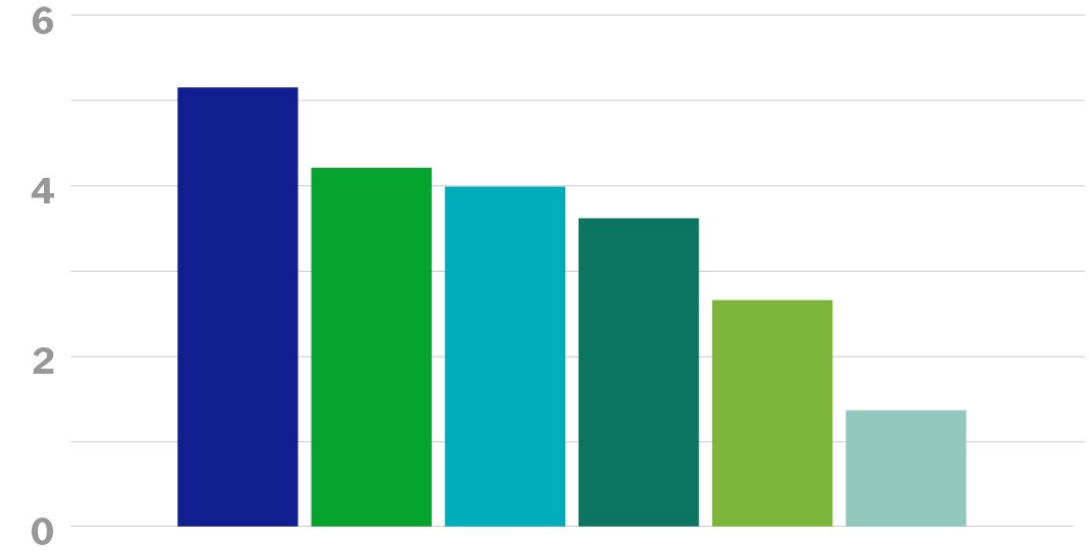


Those that answered, "Other" cited:

- I am disabled
- No bus close to home, no buses available
- Does not come to Douglas County
- I prefer my car
- I can walk where I need to go
- Dayton does not have a bus to Carson, and I wouldn't take the bus unless I had to.
- Bus stops need shade and rain/ snow covers
- There is no bus stop on Highway 50 past College Parkway
- There are a lack of covered bus stops and difficulty figuring out routes and times when buses arrive at bus stops.
- Bus stops are very far away. Last time I looked at the schedule I couldn't figure it out
- I don't go to many places. I have dogs. Bus stops are unprotected from weather.
- I don't use public transportation.

Question 9

What do you think would get more people to use public transportation?



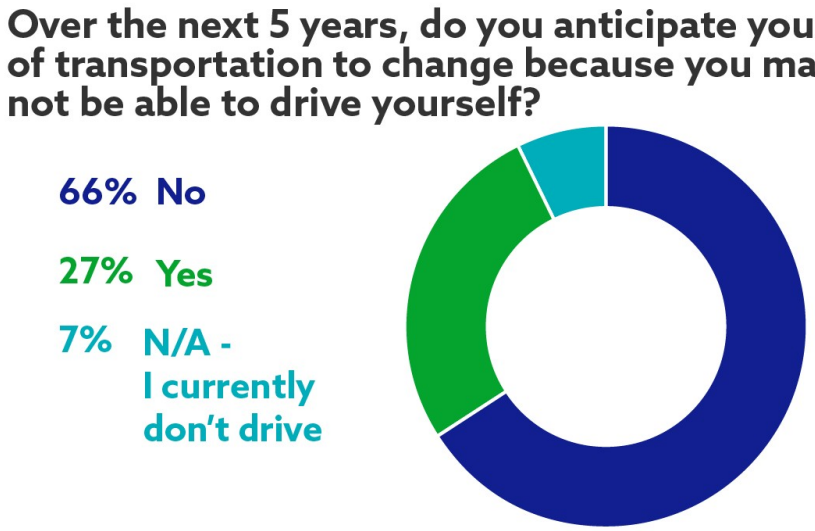
- Availability & frequency of scheduled services
- Connectivity throughout the City, or to specific locations
- On Demand Transit Services (Flexible shared service that provides scheduled rides on demend)
- Ease of navigating and understanding the service
- Affordability of a Rider's Fare
- Other

Question 9 (continued)

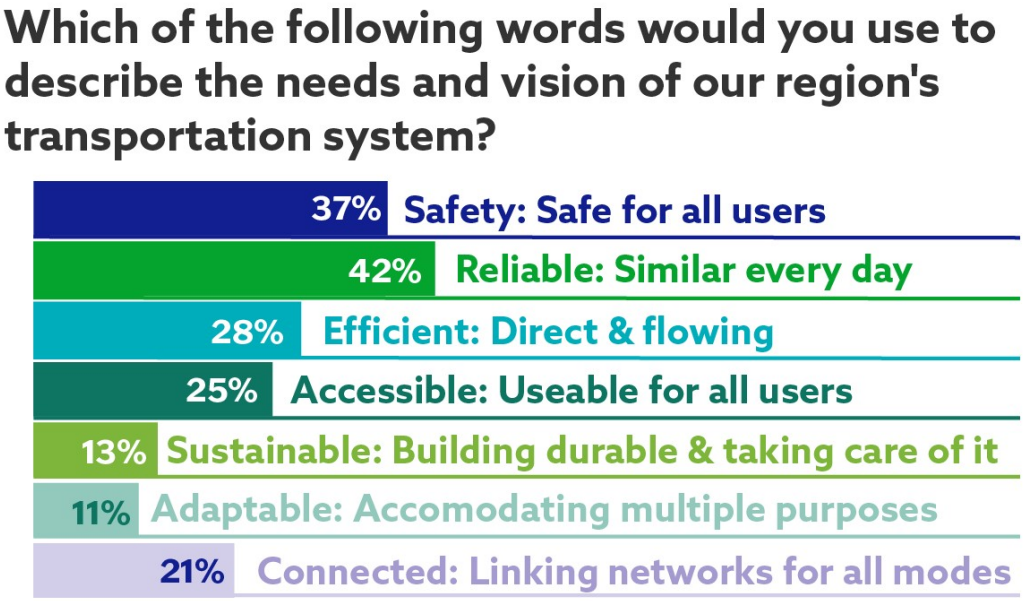
Those that answered, "Other" cited:

- Expanded bus routes throughout Carson and expanded connections at Walmart Topsy Lane into Douglas County and to work facilities in Dayton. We really need services 7 days a week.
- Increased frequency of buses. Increased locations of bus stops. A bus stop at Brown & Gordon would be fantastic resource for the domestic violence shelter clients, please!
- A route to Tahoe would get me to ride if I could take my bike.
- More routes; evening routes for commuting; more public transportation; increase accessibility and comfort of ride.
- JAC bus needs to go to Brian Building, NDOT, DMV. Making a transfer at Washington Street doesn't work well. Can't the bus go front North Carson to the state capitol complex as part of the loop??
- The CAMPO area as it exists today & for the foreseeable future is not dense or populated enough to make public transport a cost-effective option for day-to-day use without subsidies that almost certainly will not be forthcoming.
- Later nights, 7 days a week and go further past Costco to Target area, in Indian Hills.
- More bus stops in a wider area i.e. all the way down East College instead of Airport.
- I can't go to church, do laundry mats or shop BECAUSE THERE IS NO SUNDAY BUS.
- Nonstandard vehicles, such as SUVs or micro transit vehicles situated like airport shuttles so our demographics feel more like they are using Uber or a Shuttle rather than a "bus".
- Buses often go on different streets when inbound than when outbound. Also, they stop running too early and not at all Sundays.
- Having something like a "free test ride" day to show people how easy it is and to reduce the stigma associated with riding the bus.
- Discounted fares on special events or discounted fares combined with purchases for events (the bus service provides rides to and from events at specific locations in the city for a minimal fee).
- I have seen a lot of Seniors take the bus in addition to low income and homeless. I do think there needs to be more ways for this population to have free access to the bus.
- I think other options like some sort of light rail or subway would be beneficial as a lot of businesses are localized to Carson Street and the state route, some sort of option here would ease the heave congestion the region faces during rush hour which is heavier and more dangerous than other regions of the city and a possible connection to Reno that is more frequent.

Question 10

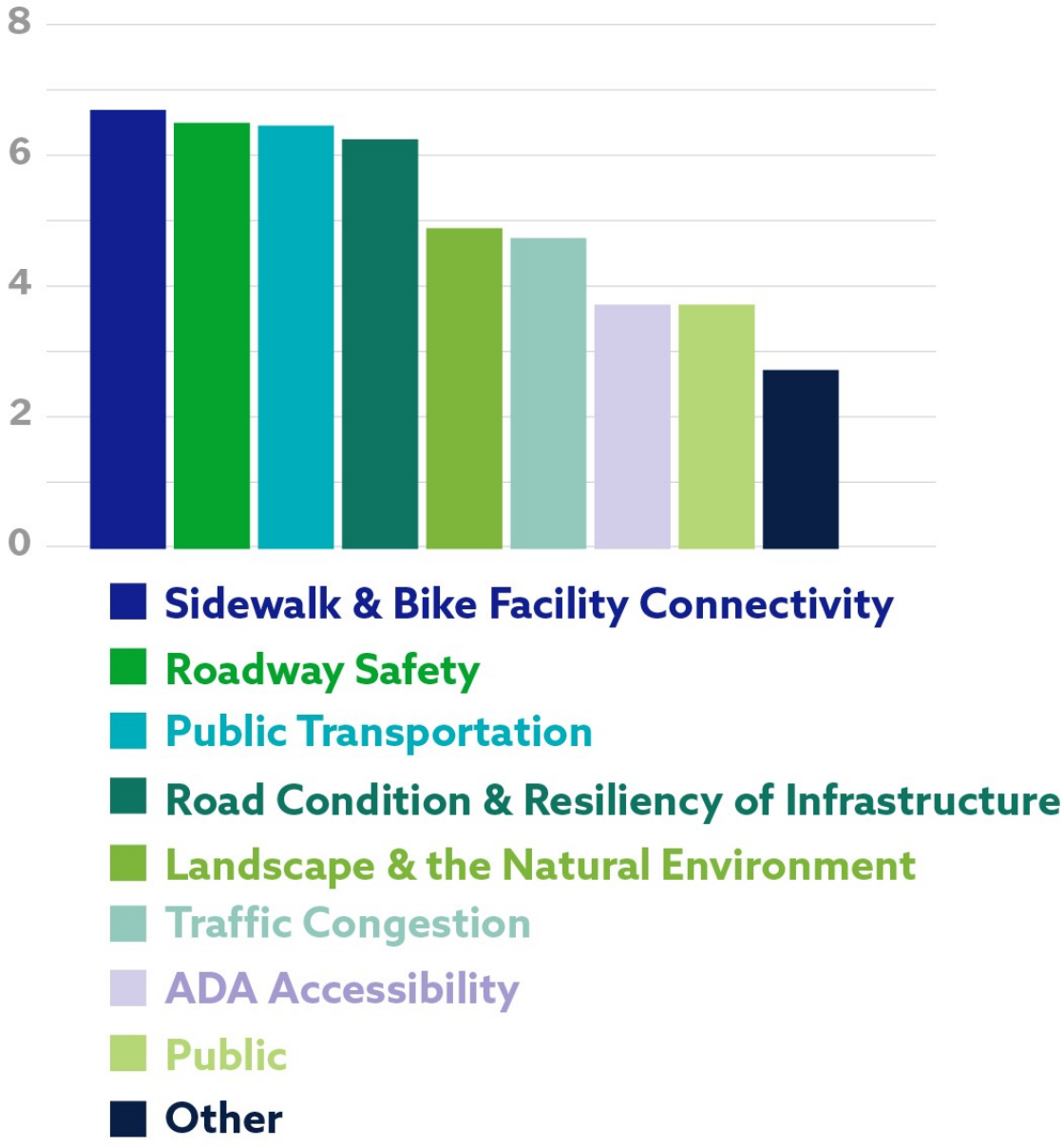


Question 11



Question 12

Rank the following potential priorities for the region's transportation system over the next 25 years.



Carson City Public Works Department
3505 Butti Way
Carson City NV 89701
PH: 775-887-2355
FX: 775-887-2112

Question 12a

If "Other" is ranked above the prewritten options, please describe a potential priority for the region's transportation system over the next 25 years.

Those that answered, "Other" cited:

- I'm disabled and I was waiting for the bus, and they didn't have room for me, I'm not the only one that it happened to, I talked to other disabled and Seniors that had the same experience.
- Both work and medical transport are needed for those reliant on services for support - especially through the Highway 50 corridor into Silver Springs where no services exist.
- We should have a commuter train from Reno to Carson. I lived in Carson for 20 years and for 10 of them I had no car. The bus system there (Reno) is good.
- Something needs to change through the Mound House corridor of Hwy 50. The speeding, congestion, lack of crosswalks and lack of lighting contribute to many accidents including fatalities. With more homes being built east of Dayton, these issues will only get worse.
- The network needs better connectivity and better redundancy for bike paths
- Sunday bus a must, more hours on the weekend
- Connectivity to other communities.
- I think a light rail again would be beneficial and would stand out as Nevada's capital it would also be a sign of connectivity and movement forward towards modern development and ease traffic and help more people get around this amazing town.
- I would like to see more green powered public transportation
- I really believe all of these are equally important.
- Technical issues with the ordering of priorities within the survey

Question 13



of respondents **agree or strongly agree** that the **local and regional transportation system impacts** their **quality of life**

The local and regional transportation system impacts my quality of life.

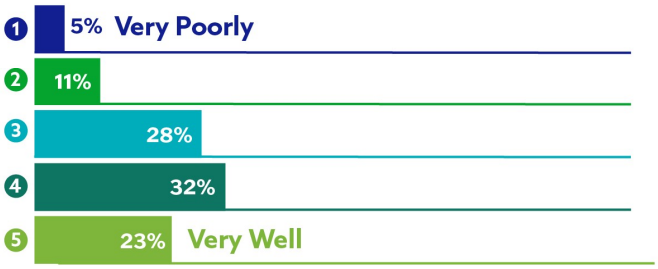
46% Agree
23% Strongly Agree
20% Disagree
11% Strongly Disagree



Question 14

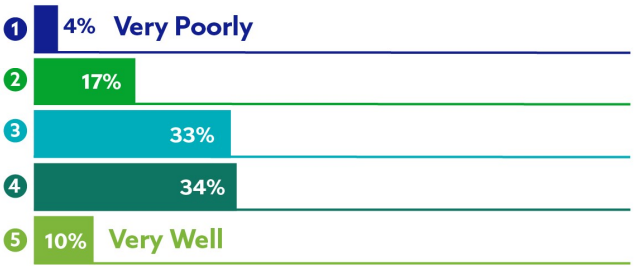
Rate how well you think the following areas are performing in the CAMPO region (1-5).

EASE OF VEHICLE TRAVEL ON HIGHWAYS/INTERSTATES



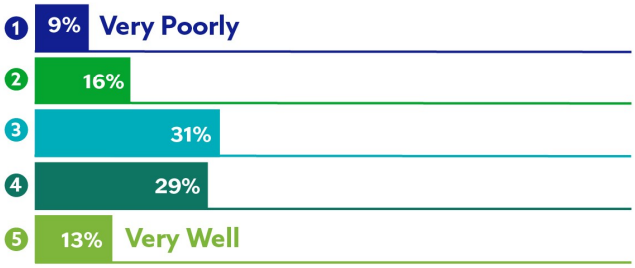
Rate how well you think the following areas are performing in the CAMPO region (1-5).

EASE OF VEHICLE TRAVEL ON ALL OTHER STREETS



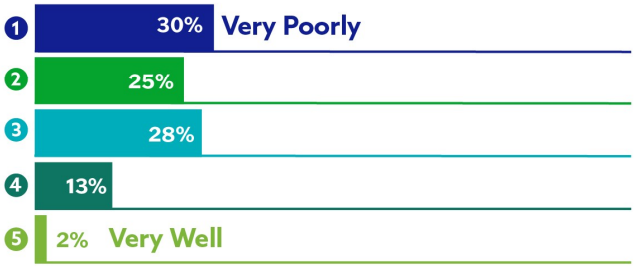
Rate how well you think the following areas are performing in the CAMPO region (1-5).

TRAFFIC SIGNAL OPERATIONS



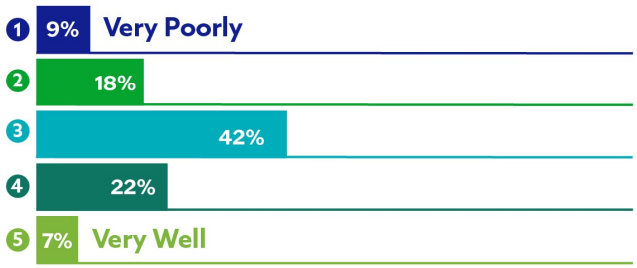
Rate how well you think the following areas are performing in the CAMPO region (1-5).

PAVEMENT CONDITION OF ROADWAYS



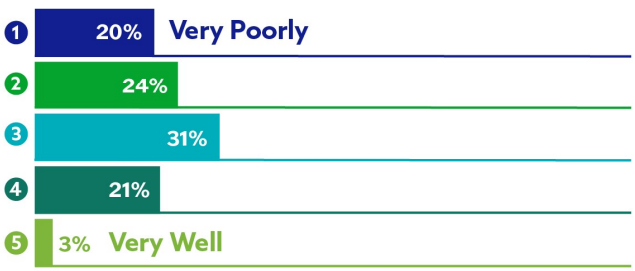
Rate how well you think the following areas are performing in the CAMPO region (1-5).

VEHICLE TRAFFIC SAFETY



Rate how well you think the following areas are performing in the CAMPO region (1-5).

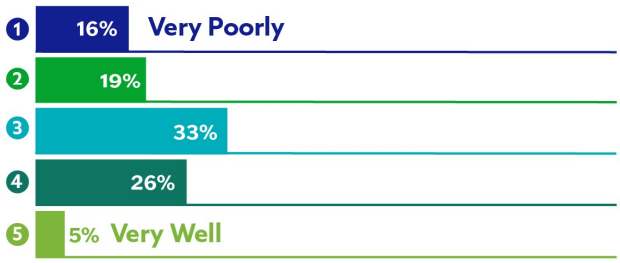
PEDESTRIAN (WALK/BIKE/ROLL) TRAFFIC SAFETY



Question 14 (continued)

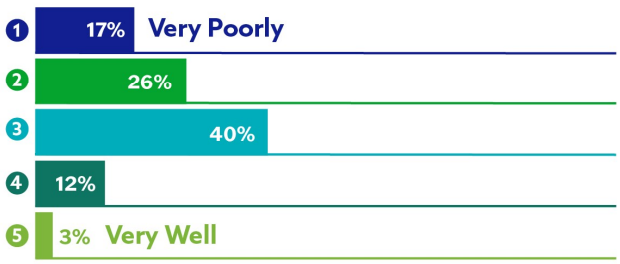
Rate how well you think the following areas are performing in the CAMPO region (1-5).

CONDITION OF SIDEWALKS & MULTI-USE PATHS



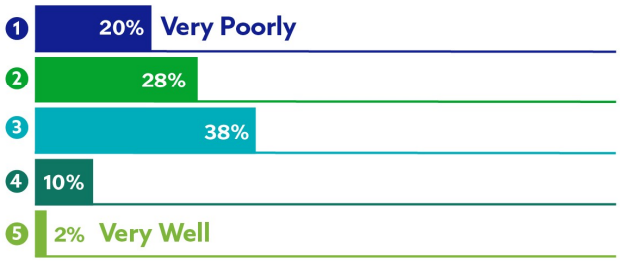
Rate how well you think the following areas are performing in the CAMPO region (1-5).

ACCESS TO PUBLIC TRANSPORTATION



Rate how well you think the following areas are performing in the CAMPO region (1-5).

EASE & FREQUENCY OF PUBLIC TRANSPORTATION



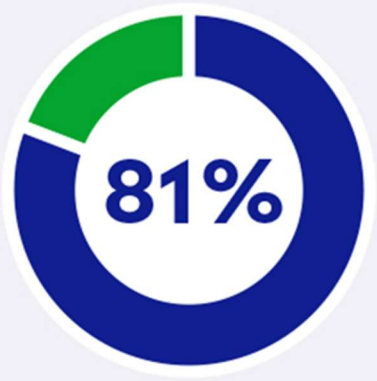
Question 15

When I travel in my community, I would like to _____ more than I currently do:

30% Use Transit
26% Walk
25% Bike
16% Drive
3% Other



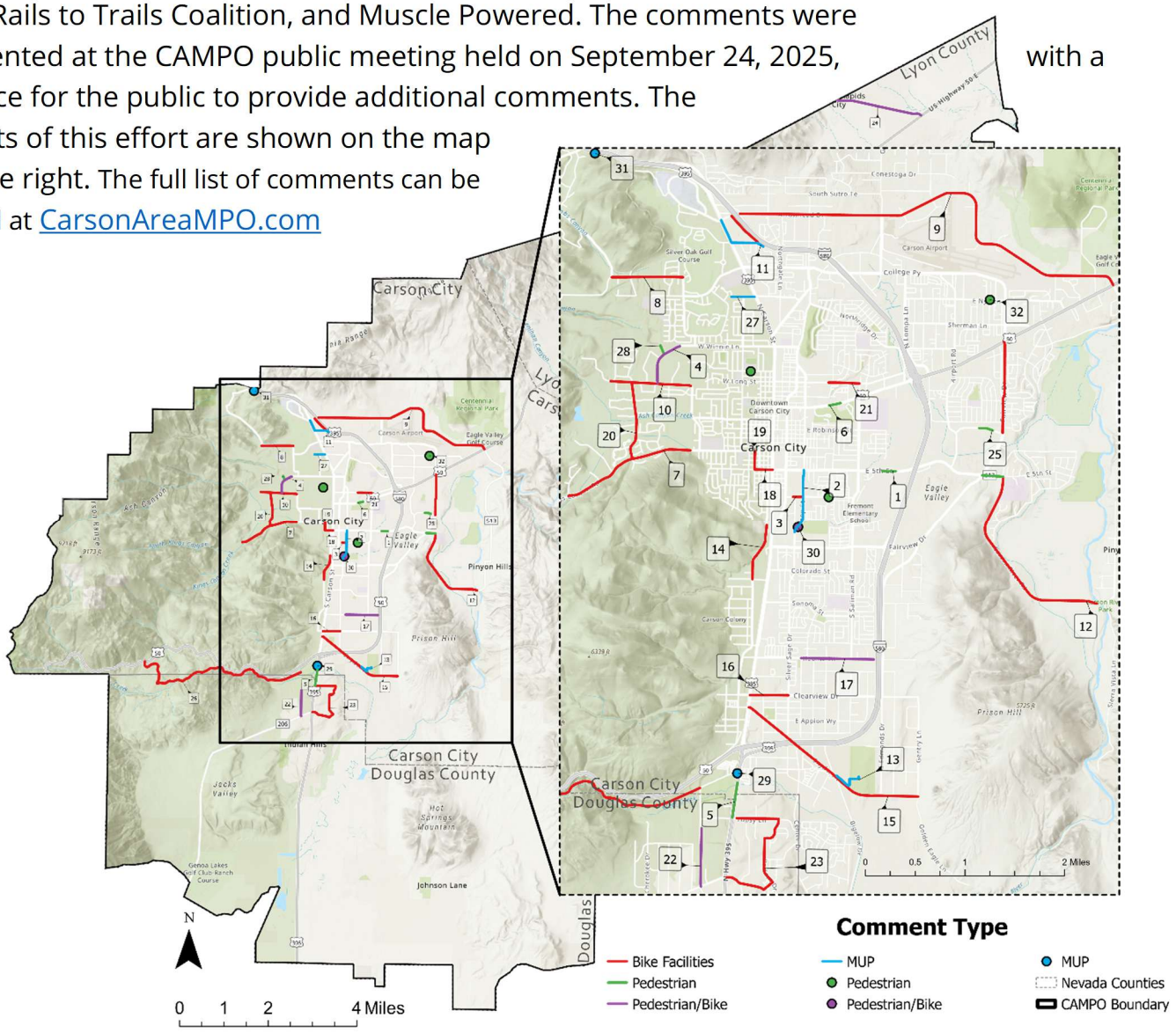
of responses indicated a **desire** to use **transit, walk, or bike** more than they **currently do**



Carson City Public Works Department
3505 Butti Way
Carson City NV 89701
PH: 775-887-2355
FX: 775-887-2112

Bicycle Facilities & Pedestrian Comment Map

The Bicycle Facilities and Pedestrian Comment Map was introduced to multimodal CAMPO stakeholders to provide comments on where bicycle and pedestrian connectivity is needed within CAMPO. This is an ongoing process. CAMPO staff reached out to the CAMPO Regional Transportation Stakeholder Coalition, the Nevada Bicycle and Pedestrian Advisory Board, the Nevada Strategic Highway Safety Plan Vulnerable User Task Force, the V&T Rails to Trails Coalition, and Muscle Powered. The comments were presented at the CAMPO public meeting held on September 24, 2025, with a chance for the public to provide additional comments. The results of this effort are shown on the map on the right. The full list of comments can be found at CarsonAreaMPO.com



Carson City Public Works Department
3505 Butti Way
Carson City NV 89701
PH: 775-887-2355
FX: 775-887-2112

Other Outreach

KNVC 95.1FM

In addition to the methods stated previously, CAMPO staff was invited to speak about the CAMPO 2050 RTP effort on a local radio station, KNVC 95.1FM in Carson City in August 2025. The segment was broadcast live and recorded.



Coordinated Human Services Plan Outreach (CHSP)

The Coordinated Human Services Plan update overlapped with the CAMPO 2050 RTP update. The outreach associated with the CHSP included transit partner outreach, with CAMPO staff, including Carson Tahoe Health, Western Nevada College, Carson City Senior Center, Neighbor Network of Northern Nevada, FISH, RSVP, Night Off the Streets and RCIL, among others and a CAMPO Steering Committee Workshop on October 9, 2025, on short- and long-term themes, needs, and possible solutions.

Carson City Planning Commission Meeting

CAMPO staff was invited to the Carson City Planning Commission on October 29, 2025. Staff made a short presentation and discussed Carson City planning, land-use, and transportation considerations from the Planning Commission, and the Carson City Master Plan and plan to continue to work together in the future.

CAMPO 2050 RTP Comments & Responses

30-Day Public Comment Period

A 30-day public comment period was open to the public on November 5 through December 5, 2025. A Press Release was announced prior to November 5th. An advertisement was placed in the Nevada Appeal that ran on two Saturdays within the 30-day public comment period, November 8 and November 22. An announcement was also made at the November 12th CAMPO Board meeting.

CAMPO received ___ number of comments. Comments and responses were presented to the CAMPO Board and are shown below. *(Comments and Responses will be included in the final draft)*

APPENDIX D

Travel Demand Model Documentation



CAMPO and Douglas County Travel Demand Model Development Report

Prepared For:

Carson Area Metropolitan Planning Organization (CAMPO) and Douglas County

Prepared By:

WOOD RODGERS

BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

With Support From:

Caliper

Mapping & Transportation Software Solutions

November 2025

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1 INTRODUCTION

The Carson Area Metropolitan Planning Organization (CAMPO) has historically maintained a travel demand model (TDM), called the CAMPO TDM, which covers the CAMPO planning area including all of Carson City, as well as parts of Douglas County and Lyon County. Douglas County has historically maintained a separate TDM, called the Douglas County/Carson City TDM, which includes all of Douglas County and Carson City. In the past, these two TDMs have always been updated on different schedules and contained different scenarios. Moving forward, the two TDMs will be combined into a single CAMPO and Douglas County TDM in an effort to streamline the modeling process for both agencies.

This report has been prepared to document the development of the CAMPO and Douglas County TDM. The CAMPO and Douglas County TDM was developed by combining the latest versions of the existing and previously separate CAMPO TDM and the Douglas County/Carson City TDM. CAMPO and Douglas County proposed to combine the two existing TDMs, which contained significant overlap, to streamline maintenance of a single model and ensure consistent forecasting between the two agencies.

The CAMPO and Douglas County TDM has been prepared by Wood Rodgers, Inc. (Wood Rodgers) and Caliper Corporation (Caliper), in partnership with CAMPO, Carson City, and Douglas County. The CAMPO and Douglas County TDM was based off the framework of the prior CAMPO TDM as that model had been most recently updated, but also utilized inputs from the Douglas County/Carson City TDM, especially in areas of Douglas County outside of CAMPO. The new model was prepared in 2023/2024 and then updated in 2025. In addition to combining the two prior models, development of the CAMPO and Douglas County TDM included updating the model to contain new inputs, code, tools, and scenarios, based on the latest data, plans, and software available at the time.

The CAMPO and Douglas County TDM is a TransCAD-based model. TransCAD software combines geographic information system (GIS) and transportation modeling capabilities into a single platform which can be used to store, display, manage, and analyze transportation data for all modes of travel. TransCAD software is industry standard and used by the Nevada Department of Transportation (NDOT) as well as other agencies throughout the State of Nevada (State) for travel demand modeling purposes.

The remainder of this introduction chapter includes background on the prior CAMPO TDM and Douglas County/Carson City TDM, a description of major functionality improvements made to the new CAMPO and Douglas County TDM, and a list of additional minor updates made to the new CAMPO and Douglas County TDM.

1.1 BACKGROUND

1.1.1 CAMPO TDM

The CAMPO TDM was updated in 2013 and 2015 by DKS Associates, and then again in 2018 by Kimley Horn. The CAMPO TDM was last updated by Wood Rodgers in 2020 in support of the CAMPO 2050 Regional Transportation Plan Update. The CAMPO TDM included the full CAMPO planning area within its model area, including portions of Carson City, Douglas County, and Lyon County. The 2020 CAMPO TDM ran in TransCAD 7.0 software and contained seven (7) scenarios:

- 2020 Base Year
- 2030 No Build
- 2030 Constrained
- 2030 Unconstrained
- 2050 No Build
- 2050 Constrained
- 2050 Unconstrained

The revisions and updates made to the CAMPO TDM in 2020 are documented in the CAMPO 2020 Travel Demand Model (TDM) Update and Base Year Validation Memorandum (Wood Rodgers, December 22, 2020).

1.1.2 Douglas County TDM

The Douglas County/Carson City TDM was last updated by Parsons in 2017 in support of the 2017 Douglas County Transportation Plan. The Douglas County/Carson City TDM included all of Doulgas County and Carson City within its model area. The 2017 Douglas County/Carson City TDM ran in TransCAD 7.0 software and contained four (4) scenarios:

- 2014 Base Year
- 2025 Historic Growth
- 2040 Historic Growth
- 2040 Historic Growth with 4-Lane Muller Parkway

The revisions and updates made to the Douglas County/Carson City TDM in 2017 are documented in the Douglas County/Carson City Travel Demand Model (Parsons, August 2017).

1.1.3 CAMPO and Douglas County TDM

The new CAMPO and Douglas County TDM was developed based off of the framework of the prior 2020 CAMPO TDM. In the CAMPO area of the CAMPO and Douglas County TDM, initial inputs were obtained directly from the 2020 CAMPO TDM. In the Douglas County area of the CAMPO and Douglas County TDM which fell outside the CAMPO area, initial inputs were obtained from the Douglas County/Carson City TDM. As the scenario years used in the prior CAMPO TDM and Douglas County/Carson City TDM did not match, revisions were made to all new TDM inputs using latest available data. In addition, functionality of the TDM framework was expanded utilizing latest best practices and to address CAMPO and Douglas County data needs. The following sections outline the major improvements and updates made to the CAMPO and Douglas County TDM as compared to the prior CAMPO TDM it was based on.

1.2 MAJOR FUNCTIONALITY IMPROVEMENTS

1.2.1 TransCAD 9.0

The new CAMPO and Douglas County TDM was updated to run using the latest TransCAD 9.0 software. The development and calibration of the model was performed in TransCAD 9.0 (64-bit), Build 32930. Alongside the update to TransCAD 9.0, the model framework was updated as follows:

- The model interface was converted to the flowchart manager system in TransCAD 9.0. All model input and output files can now be organized, viewed, and edited directly from the model interface. The flowchart manager model interface is shown in **Figure 1.1**.
- The model file and folder structure has been streamlined. There is now a single "ModelInputs" folder which stores all model input files for all scenarios. The outputs generated for each scenario are stored in separate run folders. The new folder structure is shown in **Figure 1.2** and **Figure 1.3**.
- All model scenarios are now integrated directly into the model interface and can be selected from a dropdown menu built into the interface. Scenario parameters, such as using a constrained vs. unconstrained roadway network, can be defined within the model interface. The new model scenario dropdown is shown in **Figure 1.4**. The Scenario Parameters window is shown in **Figure 1.1**.
- All of the model procedures (assignment, gravity, mode choice, etc.) have been converted from batch code to the more modern API class-based code. The new code is easier to read, requires fewer inputs, is better documented under the Geographic Information System Developer's Kit (GISDK) "Help" file (under the section "Working with TransCAD Classes"), and has built in verification checks. GISDK is a collection of software tools and documentation that come with TransCAD and make it possible to automate repetitive TransCAD tasks, create user designed add-ins, integrate other programs, or build

custom applications. GISDK also makes it possible to call the TransCAD functionality from other software applications.

- The model now auto-compiles based on the code in the Code subfolder whenever the ".model" file is opened or refreshed in TransCAD.
- Model runtimes have been optimized and the ability to run multiple scenarios at once has been added.

Figure 1.1 - CAMPO and Douglas County TDM TransCAD 9.0 Interface

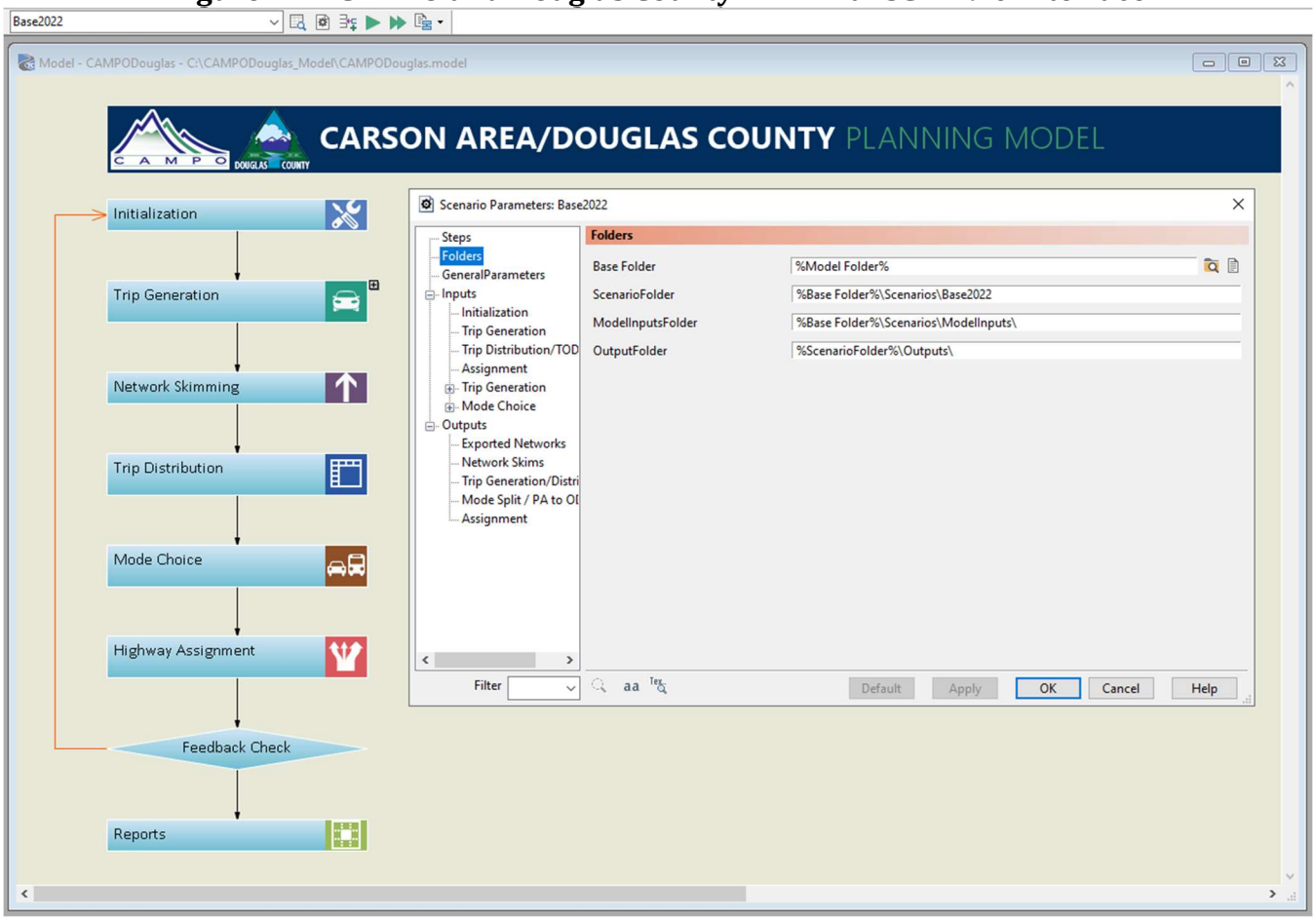


Figure 1.2 - Model Folder Structure

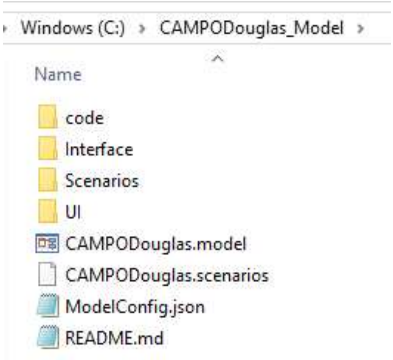


Figure 1.3 - Model Folder Structure: Scenarios

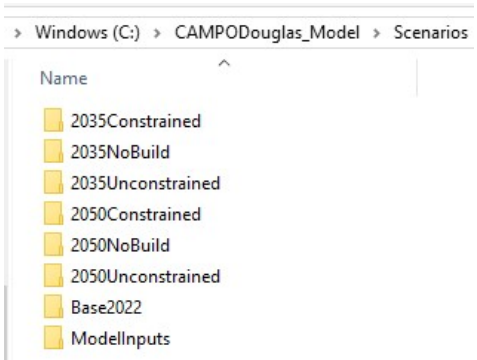
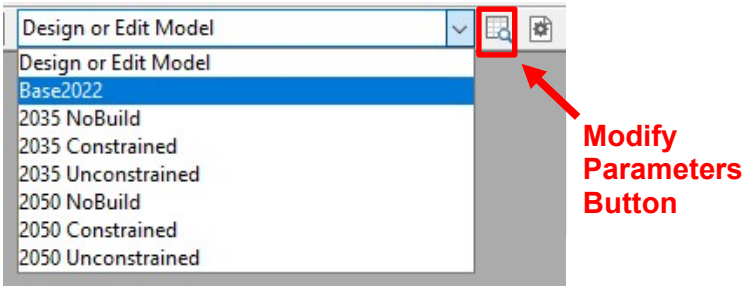


Figure 1.4 - Model Scenario Dropdown

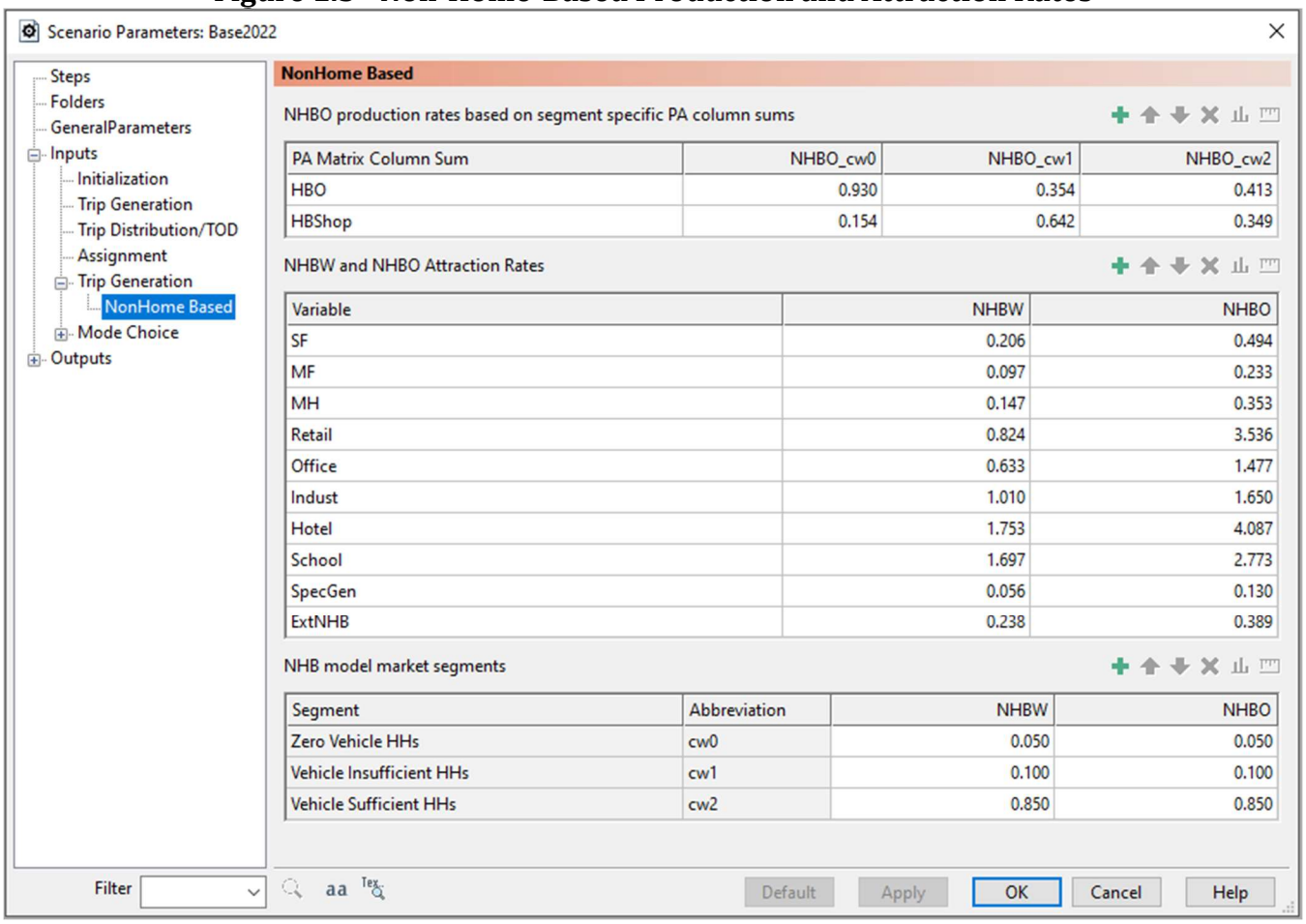


1.2.2 Trip Generation and Trip Distribution Sub-Models

Caliper performed a comprehensive review of the existing trip generation and trip distribution sub-models used in the prior CAMPO TDM and identified and implemented several key improvements. The improvements focused on adding enhanced Non-Home-Based (NHB) trip functionality and making the sub-model more user friendly. Non-Home-Based trips are any trips which start and end at locations other than a home (such as stores, offices, schools, etc.). The following changes were made to the mode choice sub-model:

- Split the NHB trip type used in the trip generation sub-model into Non-Home-Based-Other (NHBO) and Non-Home-Based-Work (NHBW) types based on employment category percentages from a similar transferred model.
- Made the locations of NHB trip productions (where the trip starts) based on the locations of Home-Based (HB) trip attractions (where the trip ends) using methodology from a similar model. This change results in more realistically chained trips, where a vehicle may drive from their home to school to drop off their kids (HB trip), and then from the school to the office to go to work (NHB trip starting at the attraction of the HB trips). Previously, all NHB and HB trips were modeled independently in the TDM.
- Utilized the HB auto sufficiency category factors in the prior CAMPO TDM, as well as similar factors from an equivalent model, to apply the sufficiency factor to NHB trips. The CAMPO and Douglas County TDM uses the following auto sufficiency categories: zero vehicle households (cw0), vehicle insufficient households (cw1), and vehicle sufficient households (cw2). Note that vehicle insufficient households are defined as having less vehicles than workers, while vehicle sufficient households have at least as many vehicles as workers.
- Implemented separate linear regression models for NHBW and NHBO in the trip generation sub-model. The attraction rates used in the models were based on the same variables used for NHB trips in the prior CAMPO TDM, just split between NHBW and NHBO. The production rates for NHBO trips are based on Home-Based-Other (HBO) and Home-Based-Shop (HBShop) attraction rates and the cw0, cw1, and cw2 values for NHBO based on a similar model.
- The trip generation sub-model rates for the NHB trips have been coded directly into the flowchart, making it easy to view and edit. The NHB sub-model parameters can be viewed in the Scenario Parameters window, under Inputs->Trip Generation->NonHome Based, as shown in **Figure 1.5**.
- Split the NHB trips into NHBO and NHBW in the trip distribution and mode choice sub-models.
- The NHBO and NBHW trips are merged again during the time of day and assignment sub-models.

Figure 1.5 - Non-Home-Based Production and Attraction Rates



1.2.3 Mode Choice Sub-Model

Caliper performed a comprehensive review of the existing mode choice sub-model used in the prior CAMPO TDM and identified and implemented several key improvements. The improvements focused on increasing accuracy and making the sub-model more user friendly. The following changes were made to the mode choice sub-model:

- An error was identified and fixed where the Transit mode was utilizing Auto travel times. The updated sub-model now properly utilizes Transit Costs for the Transit mode.
- Split the NHB trips into NHBO and NHBW as described in Section 1.2.2.
- The mode choice sub-model has now been directly coded into the flowchart interface, making it easy to view and edit. The Mode Choice sub-model parameters can be viewed in the Scenario Parameters window, under Inputs->Mode Choice. The Mode Choice parameters in the model are shown in **Figure 1.6**, **Figure 1.7**, and **Figure 1.8**.

Figure 1.6 - Mode Choice Parameters: Utility

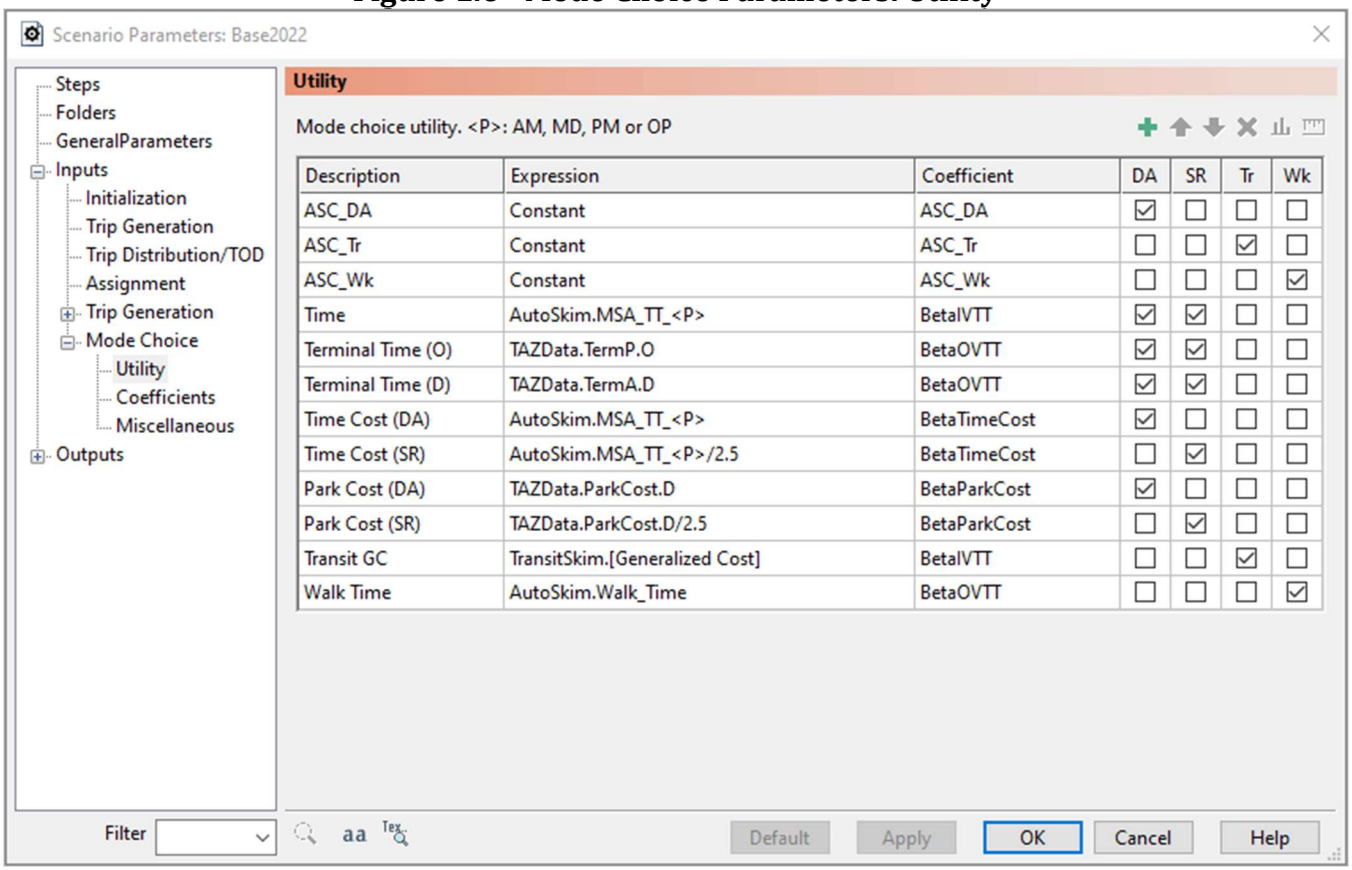


Figure 1.7 - Mode Choice Parameters: Coefficients

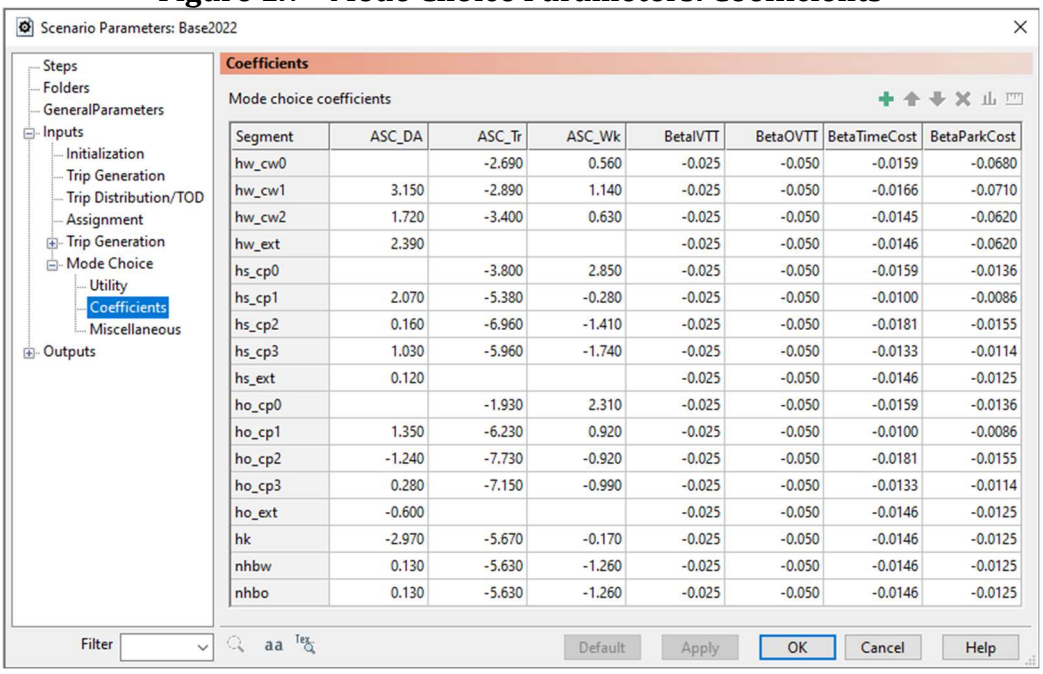
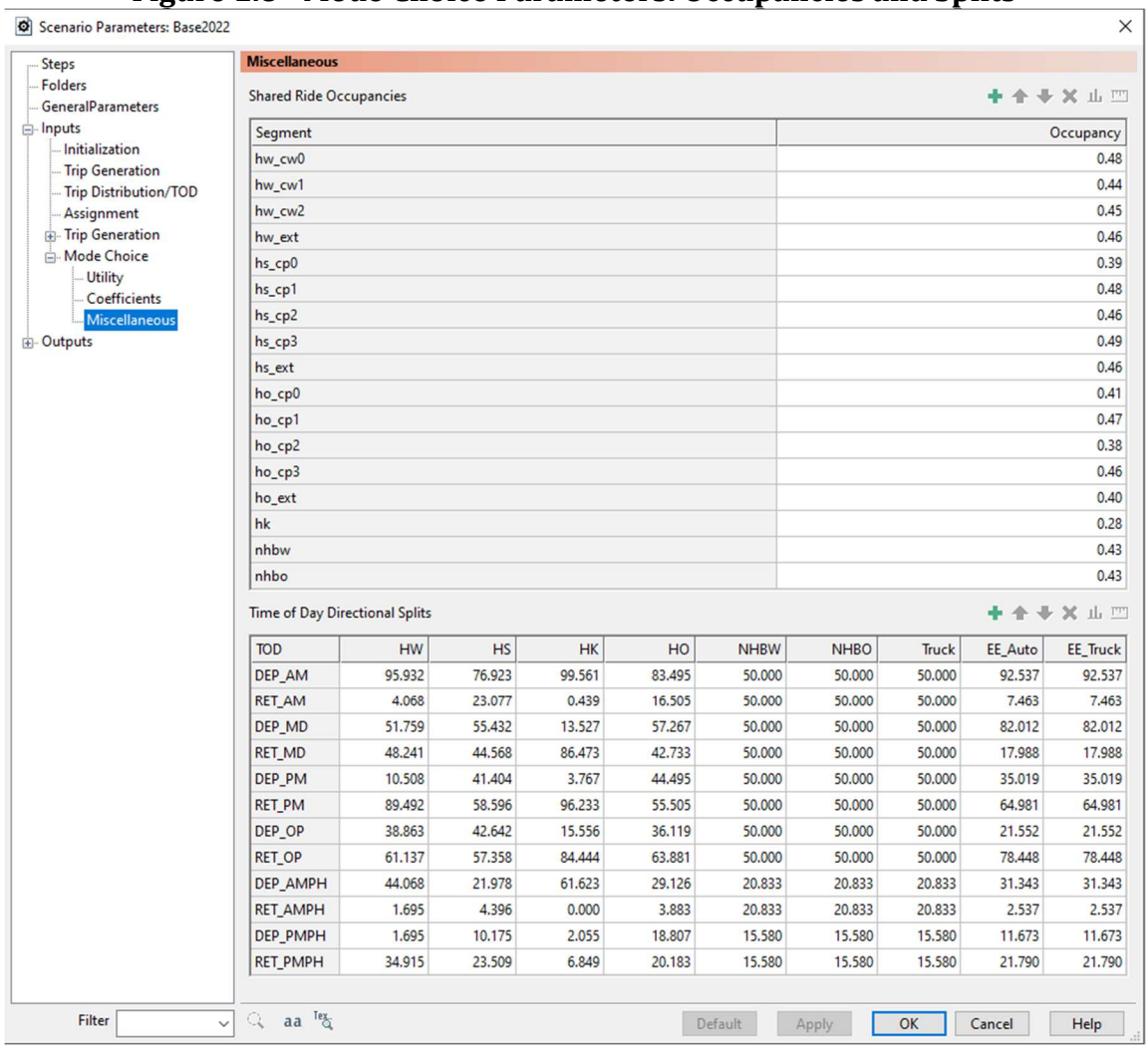


Figure 1.8 - Mode Choice Parameters: Occupancies and Splits



1.2.4 Truck Sub-Model

Douglas County and CAMPO expressed an interest in being able to obtain future truck forecasts from the new TDM. The prior CAMPO TDM included a very simple truck sub-model which merged truck trips with the rest of the vehicle trips after trip generation, making it difficult to identify truck volumes separately from total vehicle flow. Caliper enhanced the truck sub-model so that it could be utilized for general truck volume forecasts in the future. The following changes were made to the truck sub-model:

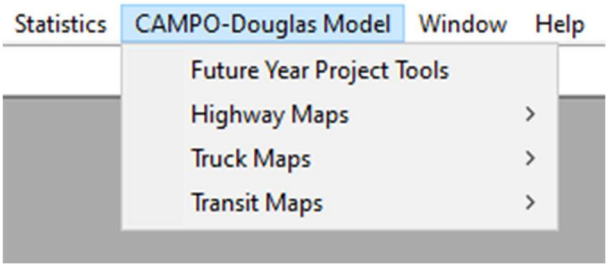
- Truck volumes were isolated from the other trip types throughout all modeling steps, including trip distribution, time of day, mode choice, and assignment.
- The truck trip generation rates and volumes were calibrated against truck rates and assumptions contained in the latest available version of Nevada Department of Transportation's (NDOT) Statewide Travel Demand Model. The truck rates were modified somewhat as the two models had different scenario years.
- Added truck trip rates for all model time periods. The prior CAMPO TDM only modeled daily trucks.
- Added the ability to not allow trucks to use certain roadway links in the model using a truck restriction. Truck restrictions are set using a new roadway network attribute. See section 2.1.1 for more details on setting truck restrictions for certain roadway links.

1.2.5 Modeling Tools

The prior CAMPO model had several built-in tools to help streamline the modeling process and generation of results and maps. Tools in the prior CAMPO model included a Future Year Project Tool, which allowed the user to view and edit the attributes of planned future roadway projects in the model, and a Highway Maps tool, which allowed the user to automatically generate maps showing daily volumes on the CAMPO roadway network.

Caliper transferred the CAMPO TDM tools into the new CAMPO and Douglas County TDM interface and performed general enhancements and bug fixes. In addition, Caliper expanded the functionality of the tools and added new tools when useful. The modeling tools can be accessed from the CAMPO-Douglas Model dropdown in the TransCAD toolbar when the CAMPO and Douglas County model interface is open. **Figure 1.9** shows the CAMPO-Douglas dropdown.

Figure 1.9 - CAMPO and Douglas County TDM Model Tools Dropdown

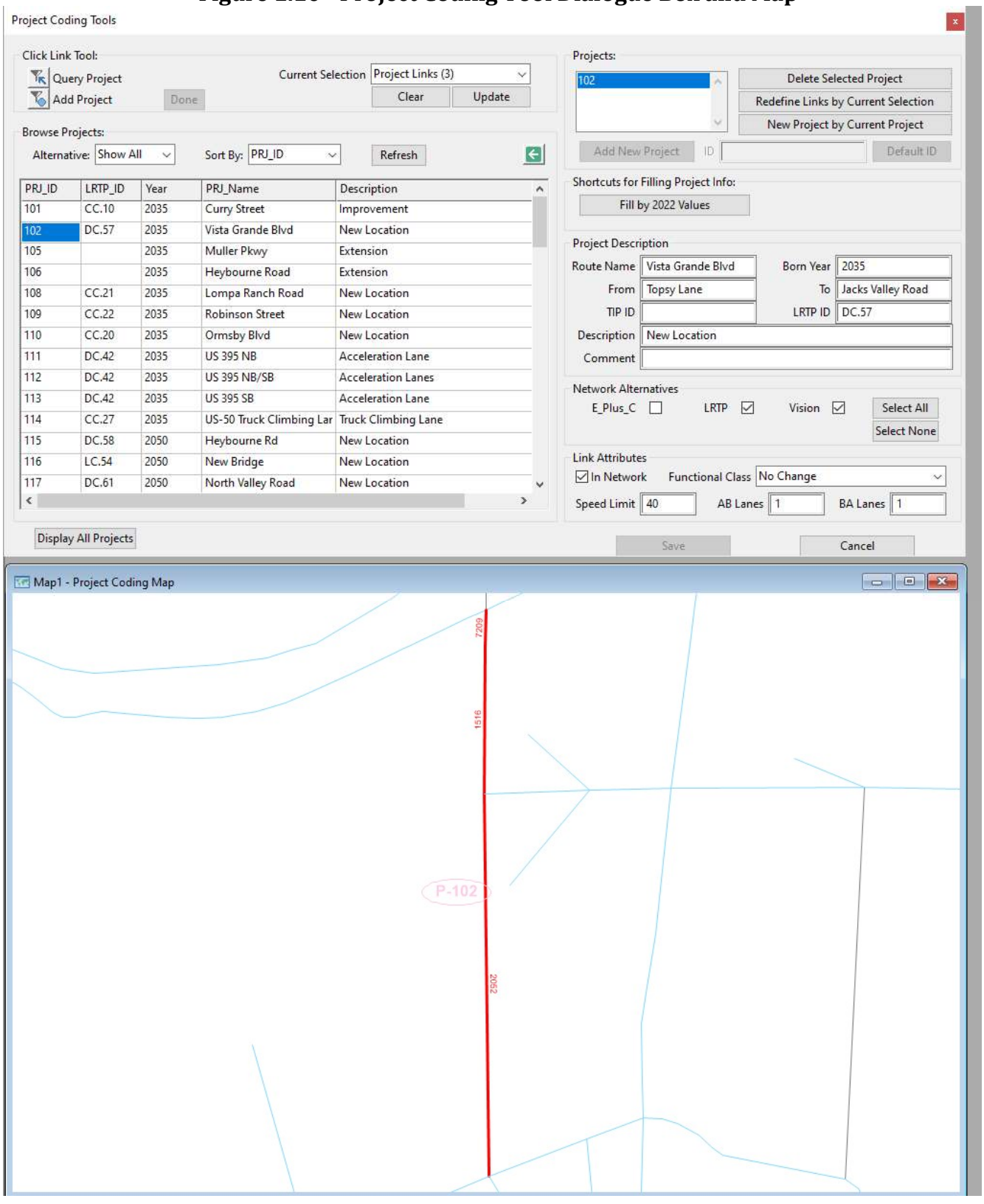


The CAMPO and Douglas County TDM includes the following enhanced or new tools:

- **Future Year Project Tools:** This tool is used to organize, view, and edit future roadway projects and their attributes in the model. All of the tool features were combined into a single Project Coding Tools dialogue box and Project Coding Map which open automatically when the tool is launched. The Project Coding Tools dialogue box and Project Coding Map are shown in **Figure 1.10**.

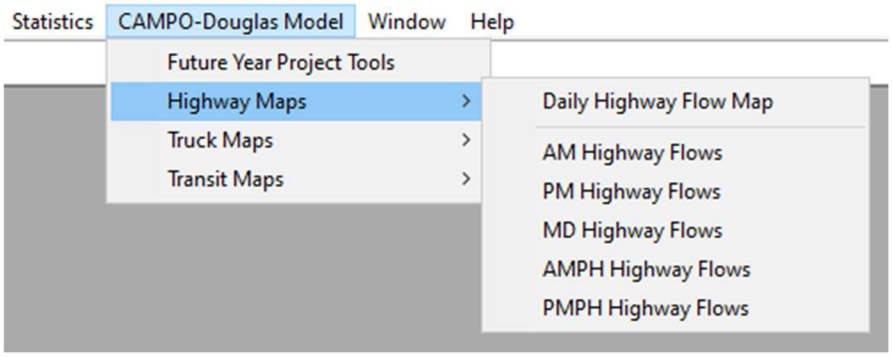
  The project editing tools were enhanced, including various bug fixes, stability fixes, and dialogue box improvements while viewing and editing projects. Clicking any project in the dialogue box will zoom to, label, and highlight the corresponding project links in the map, as well as show all the project attributes in the dialogue box. Project attributes include name, limits, completion year, ID, whether it is constrained or unconstrained, and the associated model link attributes. All project attributes can be edited and saved directly in the dialogue box. A button was also added to Display All Projects, which highlights and labels all future roadway projects in the map so they can all be viewed at once. The option to add a new future roadway project was added to the project coding tool dialogue box. Previously, new projects had to be added manually in the corresponding Projects_Final.bin file.

Figure 1.10 - Project Coding Tool Dialogue Box and Map



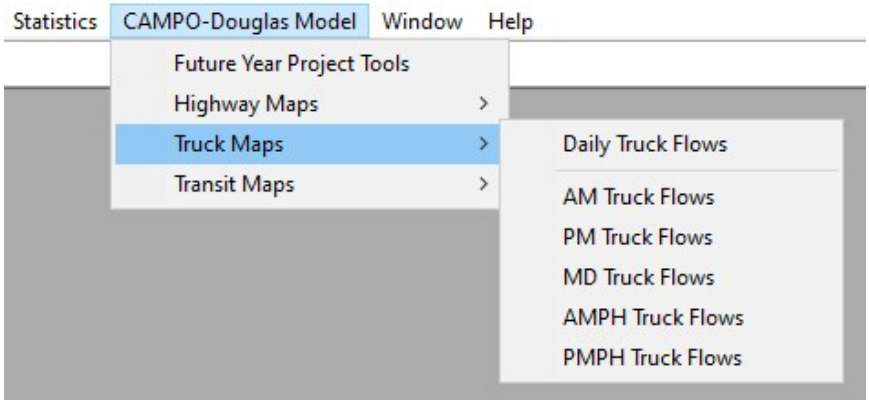
- **Highway Maps:** This tool is used to automatically generate maps that show the model roadway network labeled with model forecasted volumes. The tool was updated to generate maps for Daily, AM Peak 3-Hour Period, PM Peak 3-Hour Period, Midday 6-Hour Period, AM Peak Hour, and PM Peak Hour flows. The Highway Maps dropdown menu and associated scenarios are shown in **Figure 1.11**. The daily maps only display flows, while all the other time period maps also display volume to capacity ratios (V/C). An example daily map generated by the tool and an example PM peak hour map generated by the tool are shown in **Figure 1.13**.

Figure 1.11 - Highway Maps Dropdown



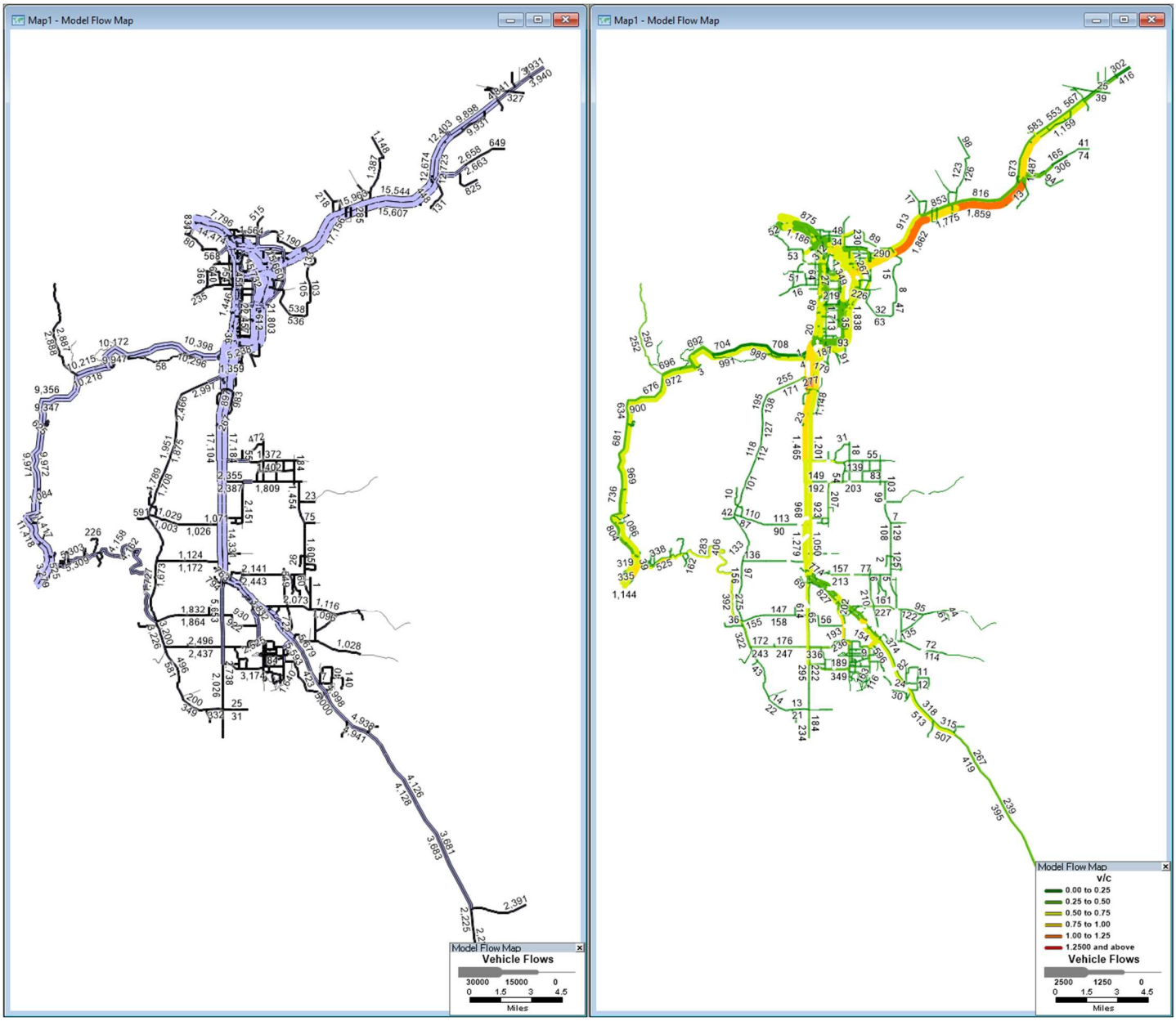
- **Truck Maps:** This new tool is similar to the Highway Maps tool but generates maps that show the model roadway network labeled with model forecasted truck volumes. The tool generates maps for the same time periods as the Highway Maps tool. The V/C ratios shown in the non-daily maps represent the same V/C values shown in the Highway Maps which take all traffic into account. The Highway Maps dropdown menu and associated scenarios are shown in **Figure 1.12**. An example daily truck map generated by the tool and an example PM peak hour truck map generated by the tool are shown in **Figure 1.14**.

Figure 1.12 - Truck Maps Dropdown



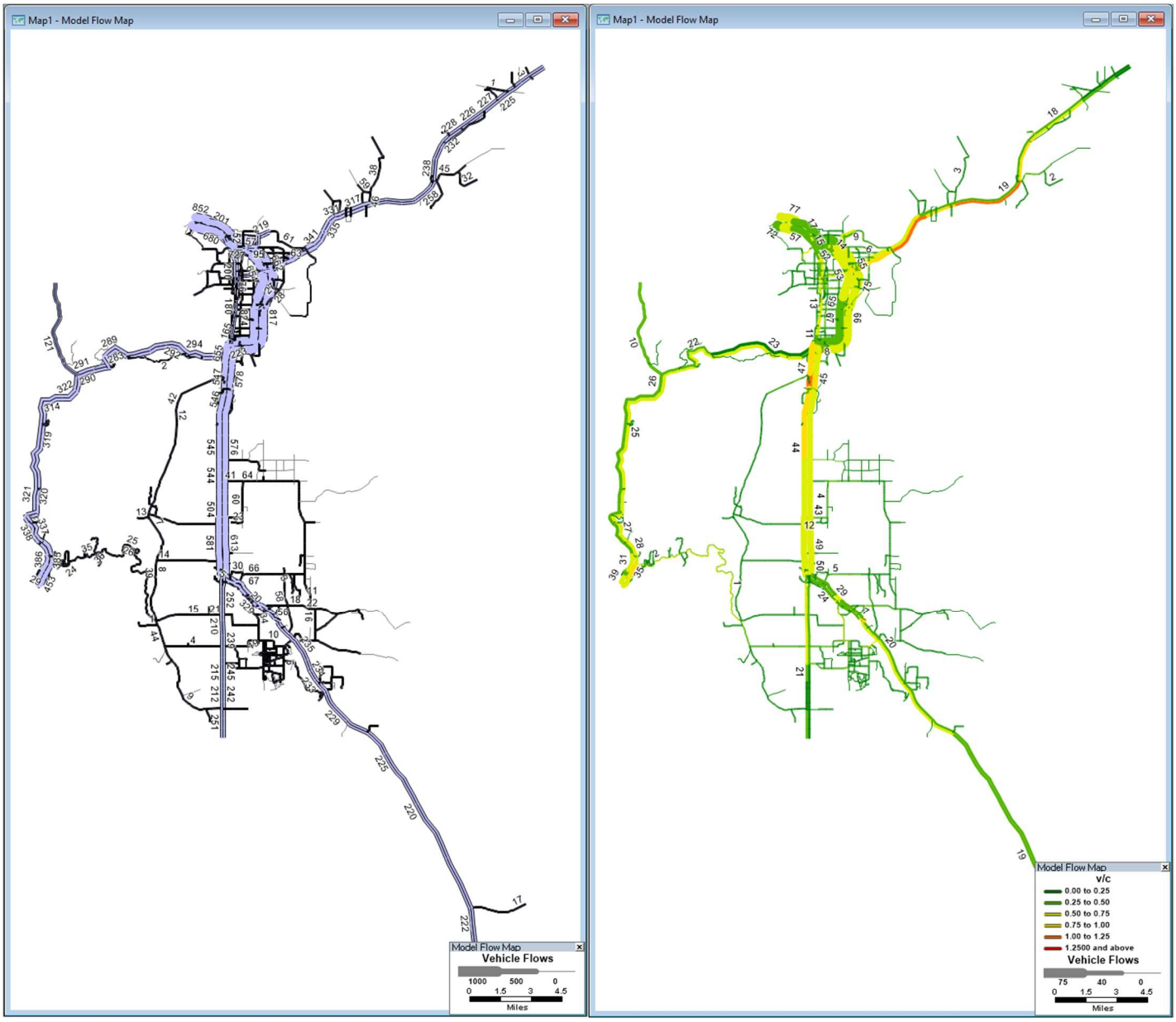
- **Transit Maps:** This new tool generates a map that shows total passengers riding on each segment of each transit route in the model. The prior CAMPO TDM included transit flows as tabular outputs, but the model did not previously display those flows graphically. The tool generates maps for daily transit ridership only. An example daily transit map generated by the tool is shown in **Figure 1.15**.

Figure 1.13 - Example Daily Flow Map and PM Peak Flow Map



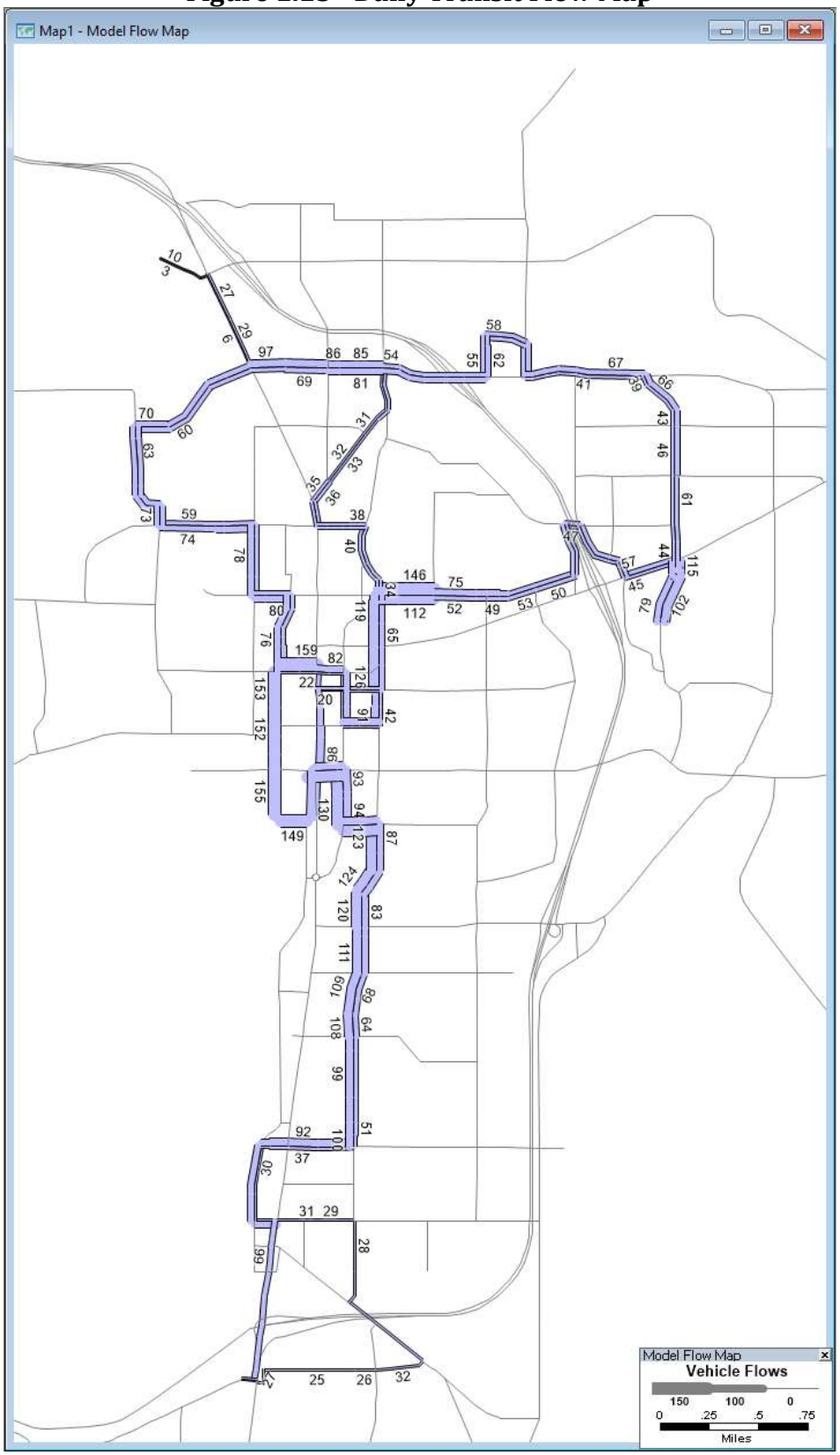
The model Daily Flow Map is shown on the left, and the model PM Peak Flow Map is shown on the right. In the maps, roadway segments are represented by lines called "links". The labels on the links represent the directional traffic volumes for the period shown (daily volumes and PM peak hour volumes). The more traffic volumes there are on a link, the thicker the link is in the map. In addition, for the PM Peak Flow Map, the links are color coded by Volume to Capacity ratio (V/C). The V/C represents the traffic volumes on a link divided by that link's capacity. Low V/C links are colored green. As a link's V/C gets closer to 1.0 (at capacity), the color changes from green to yellow to orange to red. A link that is at or over capacity would typically be expected to experience heavy traffic congestion.

Figure 1.14 - Example Daily Truck Flow Map and PM Peak Truck Flow Map



The model Daily Truck Flow Map is shown on the left, and the model PM Peak Truck Flow Map is shown on the right. The labels on the links represent the directional truck volumes for the period shown (daily truck volumes and PM peak hour truck volumes). The more truck volumes there are on a link, the thicker the link is in the map. The PM Peak Truck Flow Map is color coded by V/C using the same V/C values as the overall PM Peak Flow Map in **Figure 1.13**. The same V/C values are used for both maps because V/C only applies to total traffic (trucks plus passenger vehicles).

Figure 1.15 - Daily Transit Flow Map



The links in the Daily Transit Flow Map are labeled with daily transit passenger flows, which represent the total number of transit passenger trips that traveled along each link during the day in the model. The more transit passenger flows there are on a link, the thicker the link is in the map.

1.2.6 Updated Scenarios

The new CAMPO and Douglas County TDM was updated to have seven (7) total scenarios, similar to the scenarios in the prior CAMPO TDM. The new scenarios in the CAMPO and Douglas County TDM are:

- 2022 Base Year
- 2035 No Build
- 2035 Constrained
- 2035 Unconstrained
- 2050 No Build
- 2050 Constrained
- 2050 Unconstrained

A new base year of 2022 was selected based on latest available data to represent current, post-COVID conditions. The prior CAMPO TDM used an interim future year of 2030, but the latest CAMPO and Douglas County TDM uses an interim future year of 2035 to better meet the planning needs of CAMPO and Douglas County. The horizon year of 2050 was kept consistent with the prior CAMPO TDM. All future years were modeled as three separate scenarios: no future roadway improvements (No Build), only financially constrained future roadway improvements (Constrained), and all planned future roadway improvements regardless of potential funding (Unconstrained). Additional information on the data, assumptions, and updates made to the seven model scenarios is included in Chapter 2 of this report.

1.2.7 GIS Interface Web Tool

CAMPO and Douglas County expressed a desire to be able to more easily access the TDM data without using TransCAD software. In order to address this, Wood Rodgers developed a GIS Interface Web Tool for the CAMPO and Douglas County TDM. The GIS Interface Web Tool, or CAMPO Douglas Travel Demand Model Data Browser, is essentially an online tool with a GIS-based interface which hosts key TDM input and output data, including volumes, trucks, and land uses (homes, employees by type, etc.). Additional information on the GIS Interface Web Tool is included in Chapter 5 of this report.

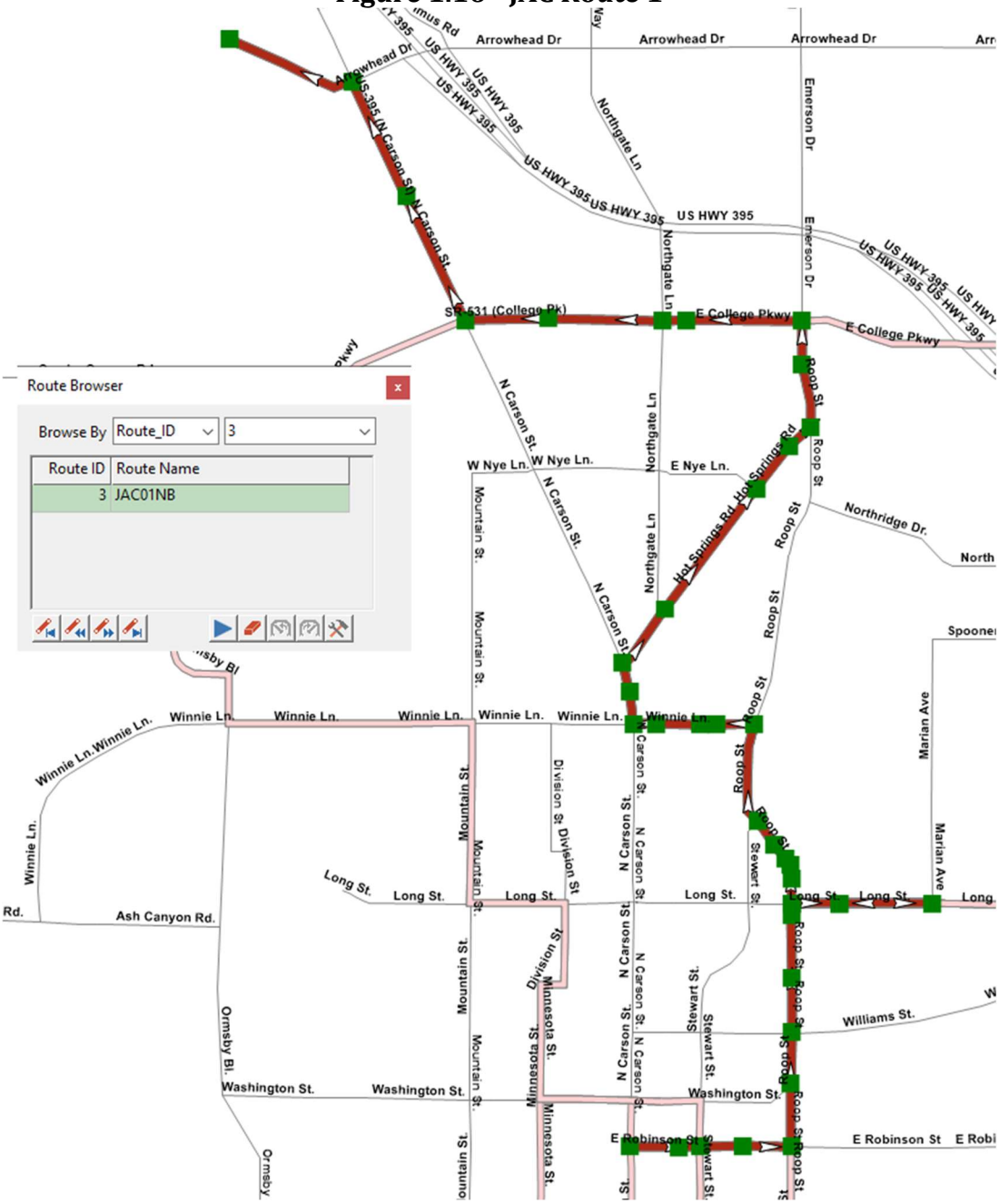
1.3 Additional Minor Updates

In addition to the major improvements outlined in Section 1.2, the following additional minor updates were made to the CAMPO and Douglas County TDM:

- All traffic counts in the CAMPO and Douglas County TDM master network were updated using latest available 2022 average weekday traffic counts available from the NDOT Traffic Records Information Access (TRINA) website. Traffic counts were updated for the following five (5) primary model time periods:
    - AM Peak Period, AM (6 AM – 9 AM)
    - Mid-Day Period, MD (9 AM – 3 PM)
    - PM Peak Period, PM (3 PM – 6 PM)
    - Night Period, OP (6 PM – 6 AM)
    - Daily (sum of all other periods/counts)
- The transit networks in the model were updated to reflect the latest routes and schedules, including Jump Around Carson (JAC) Routes 1, 2A, 2B, and 3. The modeled JAC Routes are shown in **Figure 1.16**, **Figure 1.17**, and **Figure 1.18**.
- Several errors in the existing CAMPO TDM framework were fixed, including correcting an error in the AM peak hour calculation (the old V/C values were off by a factor of 10), fixing a bug where the roadway link level of service (LOS) values sometimes would not populate during a model run, various crashes when using the model tools, and other stability and coding errors.

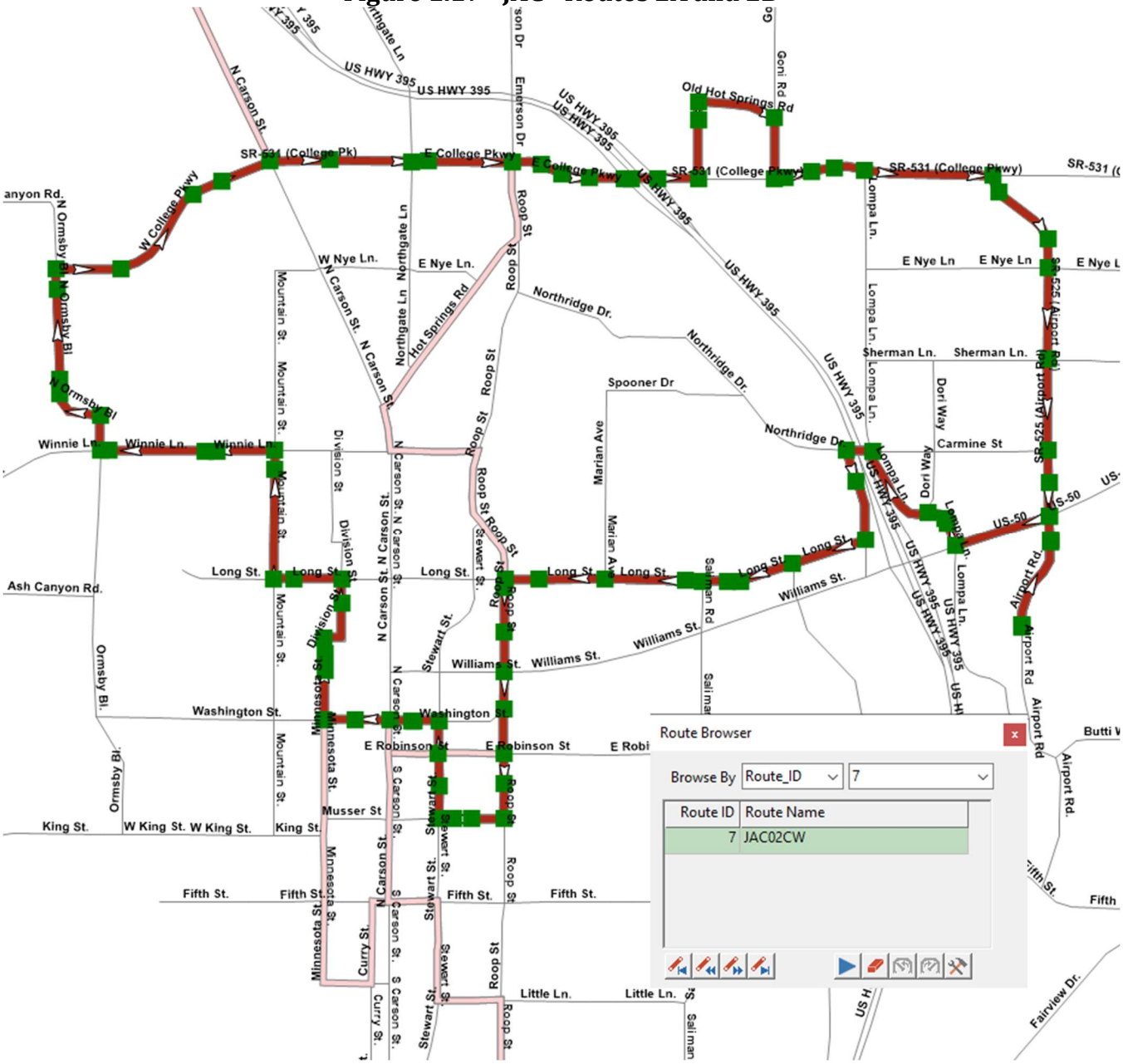
- Existing roadway posted speeds and land use quantities obtained from the prior CAMPO TDM and Douglas County/Carson City TDM were reviewed for accuracy and inconsistencies and errors were fixed. Additional information on the updates to the model inputs is included in Chapter 2 of this report.
- The new CAMPO and Douglas County TDM was evaluated for its multimodal modeling capabilities (pedestrian, bicycle, and transit) as well as the ability to evaluate recommended emission data based on the latest Infrastructure Investment and Jobs Act (IIJA) and possible future Metropolitan Planning Organization (MPO) emission regulations. Recommendations for potential future updates to the CAMPO and Douglas County TDM to better address these topics are included in Chapter 6 of this report.

Figure 1.16 - JAC Route 1



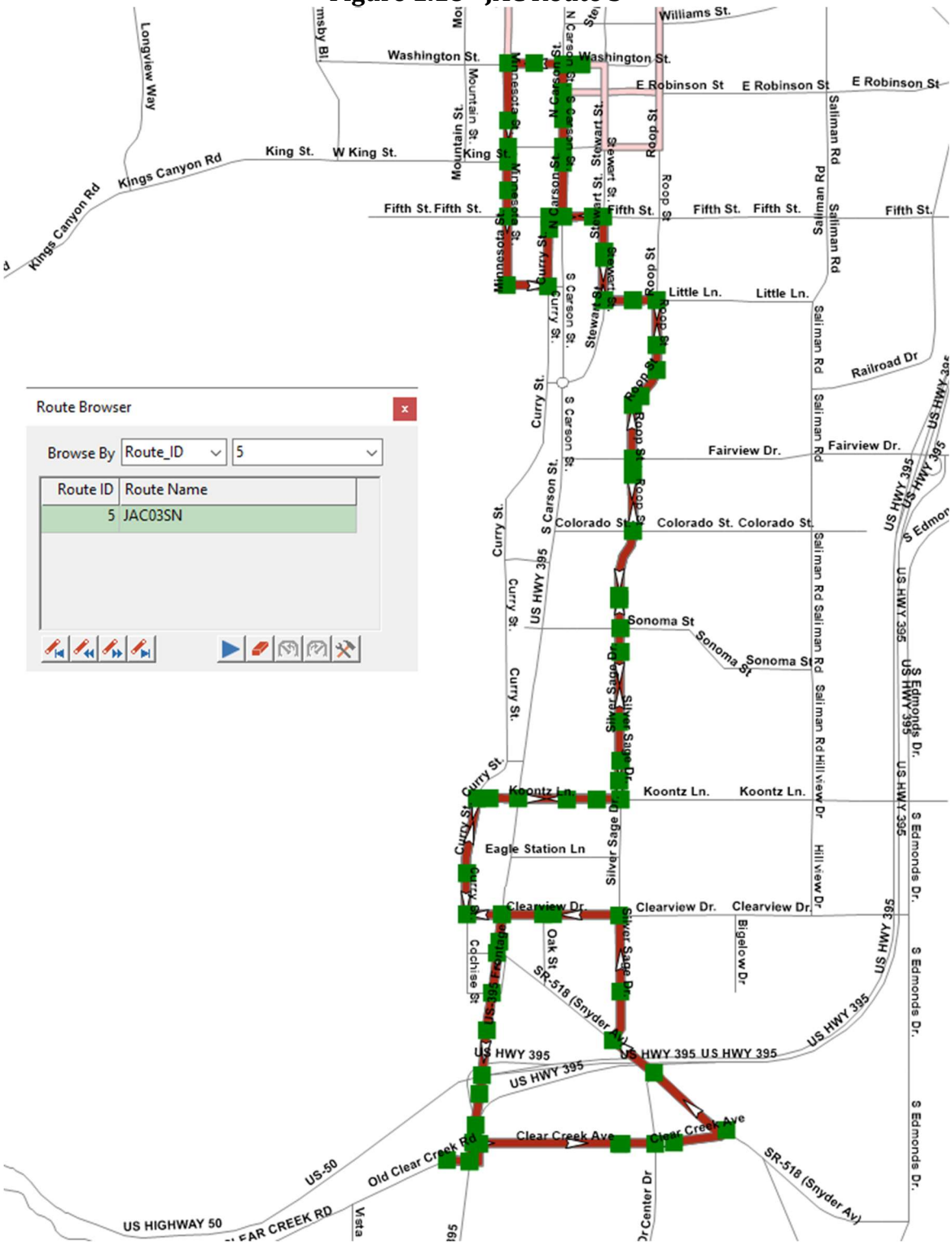
JAC Route 1 runs northbound and southbound. The northbound route is shown.

Figure 1.17 - JAC - Routes 2A and 2B



JAC Route 2A runs clockwise and is shown above. Route 2B mirrors 2A and runs counterclockwise.

Figure 1.18 - JAC Route 3



JAC Route 3 runs southbound and then loops back northbound following a similar route.

2 CAMPO AND DOUGLAS COUNTY MODEL UPDATE

2.1 ROADWAY NETWORK

2.1.1 Master Network and Base Year

A single master roadway network is used for the base year (2022) and all future year models (2035 and 2050). The master network contains all existing and future roadway links. The model network used in each scenario is created as a selection set from the master network's line layer.

A link attribute named "In Network" in the master network's line layer is used to identify the links to be included in the model's highway network building process. Existing links that will be active in the base year network are identified by the "Y22_In Network" attribute. Any new roadway to be constructed in a future year is assigned a future project ID and listed in the Future Year Project lookup table and Project Coding Tools. Future year projects are discussed more in Section 2.1.2.

The roadway links in the master network contain a large number of attributes, including the roadway name, posted speed, functional classification, number of lanes, traffic counts (if available), future project ID (if applicable), and many more. A list of all CAMPO and Douglas County TDM master network link attributes, including definitions, is included in **Appendix A-1**.

The initial CAMPO and Douglas County TDM master network was created by merging the existing CAMPO TDM and Douglas County/Carson City TDM roadway networks. The Douglas County/Carson City TDM roadway network attributes were translated to the equivalent attributes in the CAMPO TDM framework. As the existing models used different base years, the existing roadway links and attributes were reviewed and updated as necessary to reflect new base year 2022 conditions. Wood Rodgers compared the master network to current roadway centerline GIS information available from Carson City and Douglas County and performed a comparison to recent aerial photographs. Master network geometry, lanes, speeds, and functional classifications, among others, were updated as necessary.

The CAMPO and Douglas County TDM retained the roadway functional classification and link classification number system of the prior CAMPO TDM. **Table 2.1** shows the roadway functional classifications and corresponding link class number used by the model.

Table 2.1 - CAMPO and Douglas County TDM Link Classifications

Link Class #	Functional Classification
1	Zone Connector
2	Arterial, No LTL (Left-Turn-Lane)
3	Arterial, With LTL (Left-Turn-Lane)
4	Ramp
5	Minor Collector
6	Interstate
7	Local
8	Major Collector, No LTL (Left-Turn-Lane)
9	Major Collector, With LTL (Left-Turn-Lane)

Three (3) new link attributes were added to the master network. The "CAMPO" attribute indicates roadways that fall within the CAMPO area with a "Y" and roadways that fall outside the CAMPO area with a "N". The "County" attribute contains the name of the County each link is located in. These new attributes allow traffic data from the model to be easily summarized and displayed by jurisdiction. The "Truck_Restriction" attribute indicates roadway segments that allow truck traffic with a "null" or "--" value, and roadway segments that do not allow truck traffic with a "1". This new attribute allows the TDM to restrict trucks from traveling on and being assigned to certain roadway links.

Maps showing the CAMPO and Douglas County TDM master network, including calibrated posted speeds, are included in **Appendix B-1** (CAMPO) and **Appendix B-2** (Douglas County).

2.1.2 Future Year Roadway Projects

Planned future roadway projects are assigned future project IDs and listed in the Future Year Project lookup table (Projects_Final.bin) and Project Coding Tools. Planned new roadways are added to the TDM master network with most attributes left blank except for the future project ID fields "PRJ_ID1", "PRJ_ID2", or "PRJ_ID3". In the Future Year Project lookup table, each project is given attributes including name, limits, completion year, ID, whether it is constrained (LRTP) or unconstrained (Vision), and the associated model link attributes. When a future year scenario is run, links that have projects with matching attributes (year, constrained/unconstrained) are activated and populated with the project attributes.

The Future Year Project lookup table was updated for the CAMPO and Douglas County TDM. For the CAMPO area, all future projects consistent with the CAMPO 2050 Regional Transportation Plan (RTP) as of November 2025 were included. For the Douglas County area outside of CAMPO, all planned projects listed in Table 4.11 and Figure 4.5 of the 2017 Douglas County Transportation Plan were included. The updated future year projects for constrained and unconstrained scenarios are shown in **Table 2.2** and **Table 2.**, respectively.

Table 2.2 - Constrained Future Roadway Projects

Agency	Project Name	Limits	Description	2035	2050	Model Project ID	Agency Project ID
CC	Curry Street Improvements	Rhodes Street to 5th Street	Improved 2-lane roadway	X	X	101	CC.10
DC	Vista Grande Boulevard Connector	Topsy Lane to Jacks Valley Road	New 2-lane Road	X	X	102	DO. 57
DC	Muller Parkway Phase 1	Monte Vista Avenue to Pinenut Road	Construct new 2-lane arterial.	X	X	105	MP.3-P1
DC	Heybourne Road	Buckeye Road south to Gilman Avenue	Construct new 2-lane collector	X	X	106	MP.14
CC	Lompa Ranch Road Connector	William Street to Railroad Drive	New 2-Lane Road	X	X	108	CC.21
CC	Robinson Street Extension	Saliman Road to Lompa Ranch Road Connector	New 2-lane Road	X	X	109	CC.22
CC	Ormsby Boulevard Connector	Ash Canyon Road to Winnie Lane	New 2-lane Road	X	X	110	CC.20
DC	US 395 Corridor Congestion Improvements	S Sunridge Drive to 1/3 mile to the north	New Northbound Acceleration Lane	X	X	111	DO.42
DC	US 395 Corridor Congestion Improvements	S Sunridge Drive to Silver City RV Resort	New Northbound and Southbound Acceleration Lanes	X	X	112	DO.42
DC	US 395 Corridor Congestion Improvements	Micah Drive to 1/3 miles to the south	New Southbound Acceleration Lane	X	X	113	DO.42
CC	US Highway 50 Truck Climbing Lane	Drako Way to Carson City/Lyon County Line	Construct a truck climbing lane	X	X	114	CC.27
DC	Heybourne Road Connector	Stephanie Way to Johnson Lane	New 2-lane Road		X	115	DO.58
LC	East Dayton Bridge	Dayton Valley to Chaves Road	Construct Bridge over Carson River connecting Chaves Road to Dayton Valley Road		X	116	LY.54

Table 2.3 - Constrained Future Roadway Projects (cont.)

Agency	Project Name	Limits	Description	2035	2050	Model Project ID	Agency Project ID
DC	North Valley Road Connector	Topsy Lane to North Sunridge	New 2-lane Road		X	117	DO.61
CC	College Parkway Widening	Goni Road to I-580	Widen the westbound lane from 2 to 3 lanes		X	118	CC.7
CC	Fairview Drive Widening	Butti Way to Fifth Street	Widen to 4 lanes		X	119	CC.8
CC	I 580/US Highway 50/US Highway 395 Interchange	I-580/Carson Street and US-50/US-395 intersection	Construct a grade-separated interchange at the southern terminus of I-580 to transition to US Highway 395 to the south.		X	120	CC.2

Notes: CC = Carson City, DC = Douglas County, MP = Douglas County Master Plan.

Table 2.3 - Unconstrained Future Roadway Projects

Agency	Project Name	Limits	Description	2035	2050	Model Project ID	Agency Project ID
CC	Appion Way Connector	Cochise Street to Snyder Avenue	New 2-lane Road and Intersection	X	X	201	CC. 35
CC	Fifth Street Capacity Improvements	Saliman Road to Lompa Ranch Road	Widen to 4 lanes	X	X	202	CC.28
CC	Lompa Lane Extension	Modoc Road to Airport Road	New 2-lane Road	X	X	203	CC.31
CC	Saliman Road Capacity Improvements	Fairview Drive to Colorado Street	New 4-lane Road	X	X	204	CC. 33
CC	Stewart Street Extension	South Carson Street to Curry Street	New 2-lane Road	X	X	205	CC.26
CC	West Long Street Extension	West Long Street to Ormsby Boulevard	Construct a new 2-lane collector roadway.	X	X	206	CC.38
DC	Heybourne Road	Monterra Drive to Meridian Boulevard	Construct new 2-lane collector	X	X	225	MP.4
DC	Heybourne Road	Gilman Avenue east to Muller Parkway	Construct new 2-lane collector	X	X	226	MP.13
DC	Riverview Drive	Dresslerville Road to U.S. 395	Widen existing road from 2 lanes to 4 lanes	X	X	227	MP.7
DC	Genoa Lane Realignment	West of U.S. 395	Realign Genoa Lane to meet Airport Road to facilitate a single interchange for both roads	X	X	228	MP.10
DC	U.S. 395	Johnson Lane to Muller Parkway	Segment 4 freeway improvements identified in the U.S. 395 Southern Sierra Corridor Study (SSCS); interchanges at Airport Road/Genoa Lane; interchange or roundabout at Muller Parkway	X	X	229	MP.9

Table 2.3 - Unconstrained Future Roadway Projects (cont.)

Agency	Project Name	Limits	Description	2035	2050	Model Project ID	Agency Project ID
DC	U.S. 395	Muller Parkway to SR 88	Segment 5 improvements identified in the U.S. 395 SSCS; widen U.S. 395 from 4 lanes to 6 lanes	X	X	230	MP.11
DC	U.S. 395	Riverview Drive/Muller Parkway to Rockbottom Road	Segment 7 improvements identified in the U.S. 395 SSCS; widen from 2 lanes to 4 lanes with a continuous center left turn lane	X	X	231	MP.12
DC	Waterloo Lane Extension	U.S. 395/Stodick Parkway to SR 88	Construct new 2-lane collector	X	X	232	MP.18
DC	Zerolene Road	U.S. 395 to Heybourne Road	Construct new 2-lane collector	X	X	233	MP.21
DC	East Valley Road Realignment (Sawmill Road)	Toler Lane to Aervoe Pacific	Construct new 2-lane collector	X	X	234	MP.24
DC	Sawmill Road Extension	Pinenut Road south to Eastside Bypass/U.S.395	Construct new 2-lane collector	X	X	235	MP.26
DC	East Ranchos Connection	U.S. 395 to Long Valley Road	Construct new 2-lane collector	X	X	236	MP.27
DC	South Ranchos Connection	E. Ranchos Connection to Dressler Lane Connection	Construct new 2-lane collector	X	X	237	MP.28
DC	Dressler Lane Connection	U.S. 395 to SR88/Fairview Lane	Segment 11 improvements identified in the U.S. 395 SSCS; Construct new 2-lane collector	X	X	238	MP.32
DC	US 395 Corridor Congestion Improvements	Jacks Valley Road to Micah Drive	New Northbound and Southbound Climbing Lanes and widening from 4 to 6 lanes.		X	207	DO.45, DO.46
CC	College Parkway Connector	College Parkway to Arrowhead Drive	New 2-lane Road		X	212	CC.17
DC	East Valley Road Realignment	Connection to Vicky Lane	New 2-lane Road		X	213	DO.62
DC	Stephanie Lane Capacity Improvements	US 395 to Santa Barbara Drive	Widen to 4 Lanes		X	214	DO.59
DC	Johnson Lane Capacity Improvements	US 395 to Vicky Lane	Widen to 4 Lanes		X	215	DO.60
CC	I-580 Interchange Modification	I-580/US 50/US 395 Interchange	New I-580 Westbound to US 395 Southbound Connector		X	217	Multi.3
DC	Vicky Lane Connection	Stephanie Way to Bigelow Drive	New 2-lane Road		X	218	Multi.2

Table 2.3 - Unconstrained Future Roadway Projects (cont.)

Agency	Project Name	Limits	Description	2035	2050	Model Project ID	Agency Project ID
CC	Hillview Drive Connector	Koontz Lane to Valley View Drive	New 2-lane Road		X	219	CC.19
CC	Roop Street Capacity Improvements	Washington Street to Fifth Street	Widen to 4 lanes		X	222	CC.29
DC	Dresslerville Road	Riverview Drive to Long Valley Road	Widen from 2 lanes to 4 lanes		X	239	MP.15
DC	Ironwood Drive Extension	Lucerne Street to Heybourne Road	Construct new 2-lane collector		X	240	MP.20
DC	Drayton Boulevard	Pleasantview Drive to Kimmerling Road	Construct new 2-lane collector		X	241	MP.25
DC	U.S. 395	Rockbottom Road to Double Springs	Segment 8 improvements identified in the U.S. 395 SSCS*; extend southbound truck climbing lane 10 miles		X	242	MP.29
DC	U.S. 395 Westside Bypass	Genoa Lane to Mottsville Lane	Segment 9 improvements identified in the U.S. 395 SSCS*; Construct new 4-lane bypass		X	243	MP.30
DC	SR 88	U.S. 395 to Kimmerling Road	Segment 10 improvements identified in the U.S. 395 SSCS*; widen from 2 lanes to 4 lanes		X	244	MP.31
DC	U.S. 395 Carson Valley Eastside Bypass	U.S. 395 to I-580 Freeway	Segment 12 improvements identified the U.S. 395 SSCS*; Construct new 2-lane arterial		X	245	MP.33
DC	Heybourne Extension	Stephanie Way to I-580 Freeway	Construct new 2-lane collector		X	246	MP.35
DC	Muller Parkway Phase 2	Monte Vista Avenue to Pinenut Road	Widen from 2 lanes to 4 lanes		X	247	MP.3-P2
CC	West Washington Connector	West Washington Street to Ormsby Boulevard	Construct a local 2-lane road connection.		X	249	CC.37
CC	US-50 - Dayton Operational Improvements	Pine Cone Road to Neigh Road	Widen from 4 lanes to 6 lanes.		X	250	LY.49

Notes: CC = Carson City, DC = Douglas County, LC = Lyon County, MP = Douglas County Master Plan.

Maps showing the CAMPO and Douglas County TDM future roadway projects are included in **Appendix C-1** (CAMPO) and **Appendix C-2** (Douglas County).

2.1.3 Model Land Uses

2.1.3.1 Traffic Analysis Zones

The CAMPO and Douglas County TDM uses Traffic Analysis Zones (TAZs) to tabulate land use data within the model area. The TAZs used in the prior CAMPO TDM and Douglas County/Carson City TDM were merged to create an initial set of TAZs for the new model. In areas where the old TAZs overlapped, the CAMPO TDM TAZs were used. The initial merged set of TAZs were then further edited based on the following:

- Made edits to better match County boundaries.
- Made edits to better match most recent (2022) US Census Block Groups.

- Made edits as necessary so that TAZs would not extend across major roadways or physical barriers.
- Made edits as necessary so that the TAZs would not cut through / bisect buildings or land uses.

The prior CAMPO TDM had 242 TAZs. The prior Douglas County/Carson City TDM had 331 TAZs. The new CAMPO and Douglas County TDM has 461 TAZs. Maps showing the CAMPO and Douglas County TDM TAZs are included in **Appendix D-1** (CAMPO) and **Appendix D-2** (Douglas County).

2.1.3.2 Socioeconomic Inputs

The socioeconomic input files (SE_Data_XXXX.bin, where XXXX is the scenario year) contain land use attributes for every TAZ in the model. Typical land use attributes include number of households, employees, and students by type contained in each TAZ. A full list of CAMPO and Douglas County TDM socioeconomic data input attributes including definitions is included in **Appendix A-2**.

Base year 2022 land uses were initially based on the base year land use inputs from the prior CAMPO TDM (2020 base year) and Douglas County/Carson City TDM (2014 base year). In order to bring the initial base year land uses up to 2022 conditions, the following data sources were used:

- Lists of recently completed land use projects provided by the counties and aerial review.
- 2020 US Census Data
- 2021/2022 American Community Survey (ACS) Data
- 2022 Bureau of Labor Statistics (BLS) Data
- NevadaWorkForce.com Employment Data
- Nevada State Demographer Population and Employment Estimates

Recently completed projects were added to the corresponding TAZs. Population, household, and employment totals were then validated against data from the Census, ACS, BLS, and other sources at a Block Group and/or County level and land use totals were adjusted accordingly. The CAMPO and Douglas County TDM base year 2022 socioeconomic data inputs are included in **Appendix E**. Base year 2022 household and employment totals by County are summarized in **Table 2.4**.

The trip generation and mode choice sub-models in the CAMPO and Douglas County TDM use estimated numbers of households in each TAZ cross-classified by each combination of the number of persons, workers, and autos. The cross-classified households are not directly inventoried by TAZ but are estimated from the given TAZ information in such a way as to mirror aggregate distributions reported by the US Census by census tract. The cross-classified household data in the prior CAMPO TDM was calculated from 2006-2010 US Census Public Use Multi-data Sample (PUMS) and American Community Survey (ACS) data. Those cross-classified household ratios were maintained through the 2020 CAMPO TDM. The Douglas County/Carson City TDM did not contain cross-classified household data. For the new base year 2022 scenario in the CAMPO and Douglas County TDM, new cross-classified household data was calculated for all model TAZs using latest available 2021 PUMS and ACS data as well as the calculation procedures outlined in the 2013 CAMPO TDM Model Description and Validation Report (DKS, May 2013).

Future year 2035 and 2050 land uses were initially based on the future year land use inputs from the prior CAMPO TDM (2030 and 2050 future years) and Douglas County/Carson City TDM (2025 and 2040 future years). Since land use plans and foreseeable developments may have changed since the prior models were developed, lists of approved and pending land use developments were obtained from Carson City, Douglas County, and Lyon County. The final Envision Carson City Master Plan (Carson City Master Plan) was adopted by the Board of Supervisors in May 2025, and included updated land use maps (Carson City, May 2025). The latest updated Carson City Master Plan and Land Use Map approved in May 2025 were reviewed, and future land uses in the CAMPO and Douglas County TDM were updated to reflect the latest adopted land use plans and zoning in Carson City for the future years 2035 and 2050.

Projected population and employment totals for each future year were developed based on the best available approved forecasts. The population and employment growth rates used in the prior CAMPO TDM were

largely retained for the CAMPO area land uses as those rates are consistent with land use forecasts contained in the approved CAMPO 2050 RTP. In Douglas County, population growth rates contained in the Nevada County Population Projections 2023 to 2042 (Nevada State Demographer, October 1, 2023) were used to estimate future population totals. For future employment totals in Douglas County, historical growth rates based on historical employment totals from January 1990 to January 2024 published by the BLS were used.

The future year 2035 and 2050 socioeconomic data inputs were developed by adding future land uses to the base year 2022 inputs until the population and employment totals estimated using approved growth rates were reached. Future land uses were added based on approved and pending developments and growth areas identified in the prior models, prioritized based on likelihood to be developed. The CAMPO and Douglas County TDM future year 2035 and 2050 socioeconomic data inputs are included in **Appendix F** and **Appendix G**, respectively. Future year 2035 and 2050 household and employment totals and annual growth rates by County are summarized in **Table 2.4**.

Table 2.4 - Demographic Projections by County

Variable	Projections			Annual Growth Rate	
	2022	2035	2050	2022 to 2035	2022 to 2050
Carson City					
Total Households	23,198	26,356	28,240	1.0%	0.7%
Total Employment	30,368	32,748	34,511	0.6%	0.5%
Lyon County					
Total Households	6,647	8,718	10,642	2.1%	1.7%
Total Employment	2,897	3,431	3,829	1.3%	1.0%
Douglas County					
Total Households	20,921	23,326	24,806	0.8%	0.6%
Total Employment	18,602	22,291	27,458	1.4%	1.4%
Source:					

The list of pending and approved land use developments used in the creation of future year socioeconomic data inputs is included in **Appendix H**.

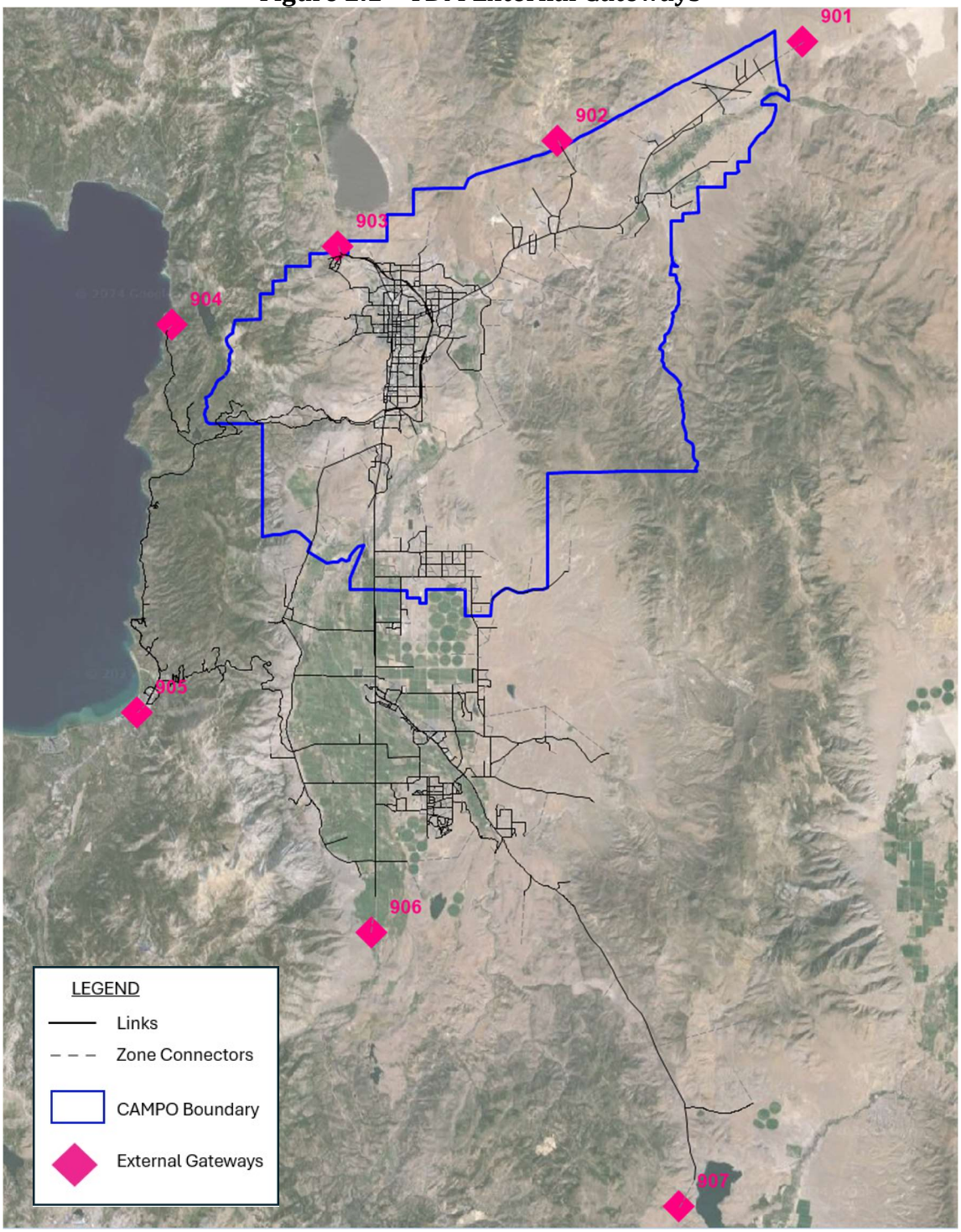
2.1.4 External Trips

In travel demand models, external gateways represent major roads where traffic enters and exits the model boundary. Seven (7) external gateways were selected for use in the new CAMPO and Douglas County TDM. The northern and eastern gateways were retained from the CAMPO TDM, while the western and southern gateways were retained from the Douglas County/Carson City TDM. The seven (7) external gateways are listed below and shown in **Figure 2.1**.

TDM External Gateways:

1. US 50 at Rainbow Dr in Lyon County
2. SR 341/342 at north Lyon County border
3. US 395 at north Carson City border
4. SR 28 at north Carson City border
5. US 50 at Park Ave in El Dorado County
6. SR 88 at south Douglas County border
7. US 395 at south Douglas County border

Figure 2.1 – TDM External Gateways



The CAMPO and Douglas County TDM base year internal-external (IX), external-internal (XI), and external-external (XX) trips were updated based on 2022 weekday daily traffic counts from NDOT TRINA and Fall 2022 origin-destination trip data from the Replica big data platform. Replica data is based on multiple anonymous data sources including GPS and cell phone data. Internal-external (IX) trips are trips that start in the TDM area (CAMPO or Douglas County) and end somewhere outside the TDM area. External-internal (XI) trips are trips that start outside the TDM area, and end somewhere inside the TDM area. External-External (XX) trips, also known as "pass-through" trips, are trips that start and end outside of the TDM area (i.e., trips that only pass through the TDM area).

Table 2.5 shows the estimated proportion of internal-external and external-internal trips (IX and XI) versus external-external trips (XX) at each gateway. The resulting percentage breakdown is then applied to 2022 NDOT TRINA traffic counts to estimate the total base year daily volume of each trip type at each gateway.

Table 2.5 - Breakdown of Replica Gateway Travel Flows

Gateway	Travel Flows (%) based on Replica and TRINA Data		Breakdown Applied to Traffic Counts	
	%IX + XI	%XX	IX + XI	XX
US 50 east of Bryce / Chaves Rd in Lyon County	83.9%	16.1%	6,918	1,332
SR 341 and SR 342 north of Silver City	92.8%	7.2%	2,106	164
US 395 at north Carson City border	81.5%	18.5%	35,848	8,152
SR 28 at north Carson City border	59.5%	40.5%	3,452	2,348
US 50 west of Park Avenue	78.6%	21.4%	22,256	6,044
SR 88 at south Douglas County border	62.3%	37.7%	2,774	1,676
US 395 at south Douglas County border	64.3%	35.7%	2,958	1,642
Note: XI = external-to-internal; IX = internal-to-external; XX = through (external-to-external)				

The IX, XI, and XX trip inputs for the CAMPO and Douglas County TDM base year 2022 scenario were developed based on the estimated volumes in **Table 2.5**. The base year 2022 external-external trip inputs, broken down by passenger cars and trucks, are shown in **Table 2.6**. The base year 2022 internal-external and external-internal trip inputs are included as part of the socioeconomic data inputs in **Appendix E**.

Table 2.6 - Base Year 2022 External-External Daily Trip Inputs

Gateway	Passenger Cars						
	1. US 50 - East	2. SR 341/342 - North	3. US 395 - North	4. SR 28 - North	5. US 50 - West	6. SR 88 - South	7. US 395 - South
1. US 50 - East	0	12	35	59	211	199	35
2. SR 341/342 - North	12	0	23	12	12	6	6
3. US 395 - North	35	23	0	316	2,260	433	457
4. SR 28 - North	59	12	316	0	749	6	82
5. US 50 - West	211	12	2,260	749	0	12	141
6. SR 88 - South	199	6	433	6	12	0	6
7. US 395 - South	35	6	457	82	141	6	0
	Trucks						
1. US 50 - East	0	6	6	6	35	105	23
2. SR 341/342 - North	6	0	0	0	0	0	0
3. US 395 - North	6	0	0	0	152	105	176
4. SR 28 - North	6	0	0	0	59	0	0
5. US 50 - West	35	0	152	59	0	6	0
6. SR 88 - South	105	0	105	0	6	0	0
7. US 395 - South	23	0	176	0	0	0	0

Future year IX, XI, and XX trip inputs were developed based on a combination of model land use growth rates (for IX and XI), historical growth at gateways, and gateway growth rates assumed in the prior CAMPO TDM and Douglas County/Carson City TDM. Future growth rates at external gateways were also checked against preliminary forecasts provided by NDOT and RSG Inc. from the draft updated Nevada Statewide TDM that was available as of June 2024. The future year 2035 and 2050 external-external trip inputs, broken down by passenger cars and trucks, are shown in **Table 2.7** and **Table 2.8**, respectively. The future year 2035 and

2050 internal-external and external-internal trip inputs are included as part of the socioeconomic data inputs in **Appendix F** and **Appendix G**, respectively.

Table 2.7 - Future Year 2035 External-External Daily Trip Inputs

Gateway	Passenger Cars						
	1. US 50 - East	2. SR 341/342 - North	3. US 395 - North	4. SR 28 - North	5. US 50 - West	6. SR 88 - South	7. US 395 - South
1. US 50 - East	0	14	49	75	246	226	42
2. SR 341/342 - North	14	0	27	13	12	6	6
3. US 395 - North	49	27	0	394	2,567	480	529
4. SR 28 - North	75	13	394	0	782	6	87
5. US 50 - West	246	12	2,567	782	0	12	141
6. SR 88 - South	226	6	480	6	12	0	6
7. US 395 - South	42	6	529	87	141	6	0
Trucks							
1. US 50 - East	0	7	13	11	40	118	25
2. SR 341/342 - North	7	0	0	0	0	0	0
3. US 395 - North	13	0	0	0	176	119	196
4. SR 28 - North	11	0	0	0	61	0	0
5. US 50 - West	40	0	175	61	0	6	0
6. SR 88 - South	117	0	118	0	6	0	0
7. US 395 - South	25	0	195	0	0	0	0

Table 2.8 - Future Year 2050 External-External Daily Trip Inputs

Gateway	Passenger Cars						
	1. US 50 - East	2. SR 341/342 - North	3. US 395 - North	4. SR 28 - North	5. US 50 - West	6. SR 88 - South	7. US 395 - South
1. US 50 - East	0	18	71	99	292	261	50
2. SR 341/342 - North	18	0	32	14	12	6	6
3. US 395 - North	71	32	0	505	2,973	540	624
4. SR 28 - North	99	14	505	0	813	6	92
5. US 50 - West	292	12	2,973	813	0	12	141
6. SR 88 - South	261	6	540	6	12	0	6
7. US 395 - South	50	6	624	92	141	6	0
Trucks							
1. US 50 - East	0	7	26	20	46	133	28
2. SR 341/342 - North	7	0	0	0	0	0	0
3. US 395 - North	26	0	0	0	207	137	222
4. SR 28 - North	20	0	0	0	61	0	0
5. US 50 - West	47	0	206	61	0	6	0
6. SR 88 - South	133	0	137	0	6	0	0
7. US 395 - South	29	0	222	0	0	0	0

3 MODEL CALIBRATION AND VALIDATION

3.1 TRAFFIC COUNT DATA

Latest available year 2022 weekday Average Daily Traffic (ADT) count data was obtained from the NDOT TRINA website for the 271 roadway segments in the CAMPO and Douglas County TDM area where NDOT conducts traffic counts were available. Tuesday, Wednesday, and Thursday traffic counts were averaged to obtain weekday ADT. Where hourly counts were available, the counts were further broken down into the following time periods to match the TDM time periods:

- AM Peak Period, AM (6 AM – 9 AM)
- Mid-Day Period, MD (9 AM – 3 PM)
- PM Peak Period, PM (3 PM – 6 PM)
- Night Period, OP (6 PM – 6 AM)

3.2 CALIBRATION CHANGES

The new base year 2022 CAMPO and Douglas County TDM scenario was run and daily volumes were extracted. CAMPO and Douglas County TDM estimated base year daily volumes at 271 roadway segments were validated against year 2022 daily traffic counts to ensure accuracy of the base year 2022 scenario. Travel forecasting model validation criteria specified in the National Cooperative Highway Research Program (NCHRP) Report 716 – Travel Demand Forecasting: Parameters and Techniques (NCHRP, March 2012) and the Travel Model Validation and Reasonableness Checking Manual (prepared for the Federal Highway Administration, First Edition dated February 1997, Second Edition dated September 24, 2010) were used to validate the CAMPO and Douglas County TDM, consistent with validation done for the prior CAMPO TDM.

Iterative refinements to the CAMPO and Douglas County TDM socioeconomic inputs and roadway network attributes were made in the base year 2022 scenario to achieve acceptable levels of validation between traffic counts and model estimated base year volumes. Only a small number of refinements were required, which included adjusting land use totals to better reflect existing conditions in certain areas, adjustments to the locations of centroids and centroid connectors so the TDM would more realistically assign trips to the roadway network, and minor adjustments of posted speeds (+/- 5 to 10 miles per hour) on parallel roadways to achieve a more realistic distribution of traffic. Segments of the following 27 roadways had their posted speeds adjusted up or down by 5 to 10 miles per hour for validation purposes:

- 5th Street
- Airport Road
- Arrowhead Drive
- Carson Street
- Centerville Lane
- Clearview Drive
- Division St
- East Valley Road
- Fish Springs Road
- Foothill Road
- Genoa Lane
- Kingsbury Grade
- Koontz Lane
- Long Street
- Mountain Street
- North Saliman Road
- Northridge Drive
- Ormsby Boulevard
- Roop Street
- Silver Sage Drive
- SR-88
- Stewart Street
- Toler Lane
- US-50
- Washington Street
- West College Parkway
- Winnie Lane

The updated and calibrated CAMPO and Douglas County TDM base year 2022 posted speeds are included in **Appendix B-1** (CAMPO) and **Appendix B-2** (Douglas County).

3.3 VALIDATION RESULTS

3.3.1 Overall Network Validation

The model validation criteria and the validation results from the updated and calibrated CAMPO and Douglas County TDM base year 2022 scenario are shown in **Table 3.1**, **Table 3.2**, and **Table 3.3**.

Table 3.1 - TDM Daily Volumes Percent Deviation by Roadway Functional Classification

Roadway Functional Classification	Volume Per Day		Number of Traffic Count Locations	% Difference	
	Observed (Traffic Counts)[1]	Model Estimated		Model Compared to Observed	Guidelines (Targets)
Freeways	226,026	240,920	11	6.59%	+/- 7%
Principal Arterials	1,296,786	1,300,181	82	0.26%	+/- 10%
Minor Arterials	263,023	298,395	49	13.45%	+/- 15%
Collectors	345,687	354,682	111	2.60%	+/- 25%
Ramps	98,539	104,643	18	6.19%	+/- 25%
TOTAL	**2,230,061**	**2,298,820**	**271**	**3.08%**	**+/- 5%**

Notes: [1]Observed volumes are based on extrapolated/adjusted year 2022 NDOT TRINA traffic counts.

Table 3.2 - TDM Daily Volumes Percent Deviation by Volume Group

Volume Group	Volume Per Day		Number of Traffic Count Locations	% Difference	
	Observed (Traffic Counts)[1]	Model Estimated		Model Compared to Observed	Guidelines (Targets)
<1,000	15,091	36,710	25	143%	200%
1,000-2,499	80,369	91,783	46	14%	100%
2,500-4,999	199,033	198,572	56	0%	50%
5,000-9,999	394,521	424,198	55	8%	25%
10,000-24,999	1,185,958	1,167,535	79	-2%	20%
25,000-49,999	356,243	380,276	11	7%	15%
≥50,000	0	0	0	0%	10%

Notes: [1]Observed volumes are based on extrapolated/adjusted year 2022 NDOT TRINA traffic counts.

Table 3.3 - TDM Percent RMSE by Roadway Functional Classification

Roadway Functional Classification	Number of Traffic Count Locations	% RMSE[1]	
		Model Compared to Observed	Guidelines (Small Region)
Freeways	11	16%	20%
Principal Arterials	82	21%	30%
Minor Arterials	49	34%	40%
Collectors	111	55%	70%
Ramps	18	50%	70%
TOTAL	**271**	**30%**	**45%**

Notes: [1]RMSE = Root Mean Squared Error. RMSE measures the average difference between values predicted by a model and the actual values. It provides an estimation of how well the model is able to predict the target value.

As shown in Table 3.1, Table 3.2, and, Table 3.3, the updated CAMPO and Douglas County TDM base year 2022 scenario estimates daily traffic volumes that meet or exceed all validation targets. Additionally,

approximately two-thirds of the 271 roadway segments included in the TDM validation meet individual link validation targets set by the FHWA and NCHRP documents, which is generally considered acceptable for a model of this size. Therefore, the updated CAMPO and Douglas County TDM base year 2022 scenario estimates daily traffic volumes that reasonably match year 2022 typical weekday traffic counts.

The CAMPO and Douglas County TDM is primarily a daily model, and therefore is calibrated based on daily traffic volumes. However, the TDM also forecasts volumes for the AM and PM peak periods. Since the AM and PM peak period TDM forecasts are often used in support of traffic studies, the base year 2022 AM 3-hour peak period and PM 3-hour peak period forecasts were compared against counts for informational purposes. Note that only 234 of the 271 TRINA count locations had AM and PM counts available. **Table 3.4** and **Table 3.5** show how AM 3-hour peak period and PM 3-hour peak period model volumes compare to counts.

Table 3.4 - AM Volumes Percent Deviation by Roadway Functional Classification

Roadway Functional Classification	Observed Traffic Count	Model Estimated Volume	Number of Traffic Count Locations	Percent Difference
Freeways	15,239	10,972	4	-28%
Principal Arterials	190,113	163,217	70	-14%
Minor Arterials	40,343	37,596	48	-7%
Collectors	49,751	37,806	94	-24%
Ramps	18,107	15,404	18	-15%
Total	**313,553**	**264,996**	**234**	**-15%**
Note: AM Peak 3-Hour volumes and counts are used in this table.				

Table 3.5 - PM Volumes Percent Deviation by Roadway Functional Classification

Roadway Functional Classification	Observed Traffic Count	Model Estimated Volume	Number of Traffic Count Locations	Percent Difference
Freeways	20,469	17,894	4	-13%
Principal Arterials	275,885	262,149	70	-5%
Minor Arterials	64,568	74,072	48	15%
Collectors	77,777	78,352	94	1%
Ramps	24,016	24,433	18	2%
Total	**462,715**	**456,901**	**234**	**-1%**
Note: PM Peak 3-Hour volumes and counts are used in this table.				

3.3.2 Screenline Validation

The CAMPO and Douglas County TDM base year 2022 scenario's daily volumes on roadways crossing 14 screenlines were compared to available 2022 daily traffic count data on those roadways. Screenlines are imaginary horizontal and vertical lines that were drawn to cross the entire Carson City or Douglas County areas. Since the screenlines cross entire counties, they capture all east-west or north-south traffic at various points in each county to ensure that the modeled traffic along the screenlines reasonably match counts. The Carson City screenlines used for validation are shown in **Figure 3.1** and the Douglas County screenlines used for validation are shown in **Figure 3.2**. Total daily model volumes along each screenline were compared against total daily counts and the percent differences are summarized in **Table 3.6**.

Figure 3.1 - Carson City Screenlines

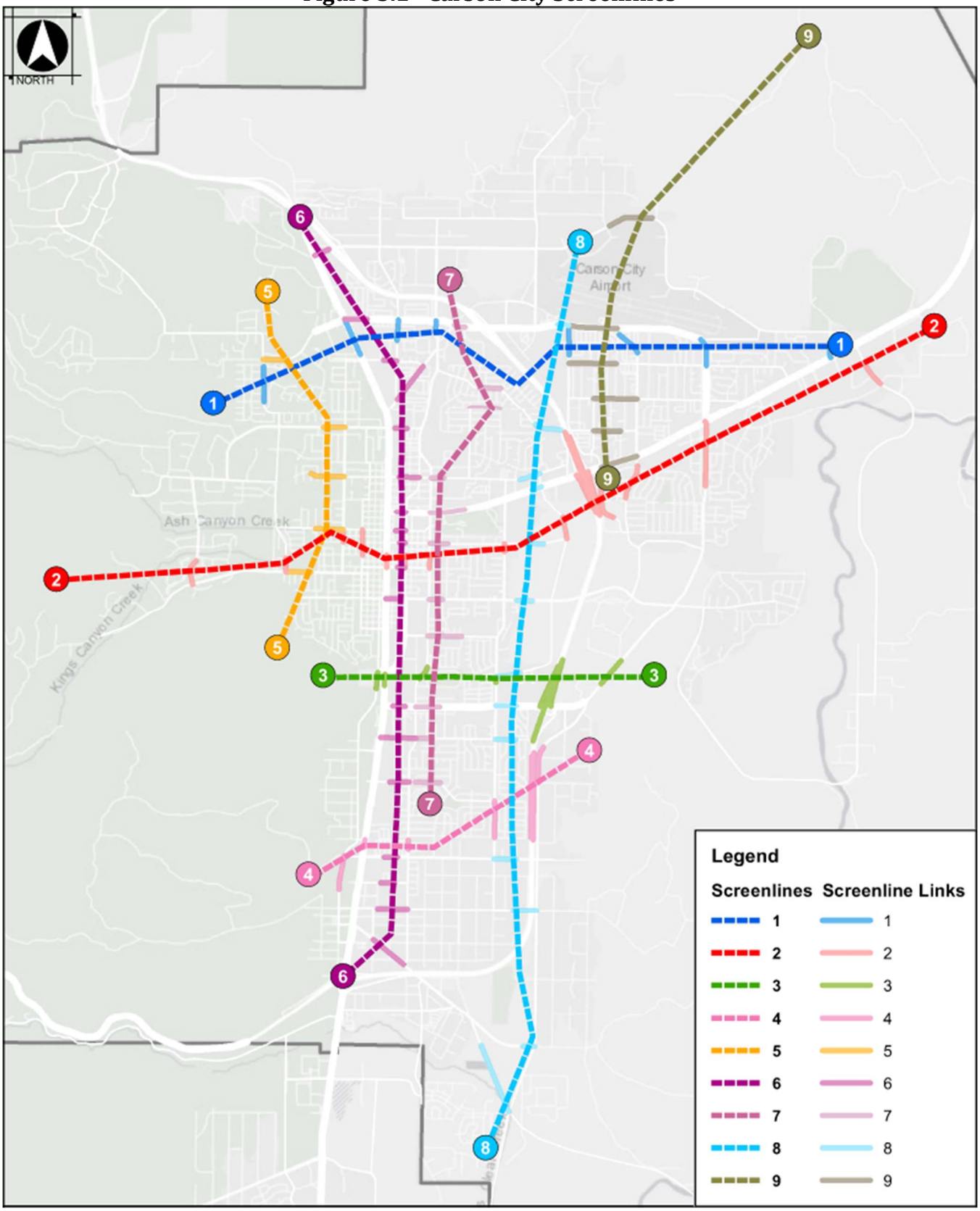


Figure 3.2 - Douglas County Screenlines

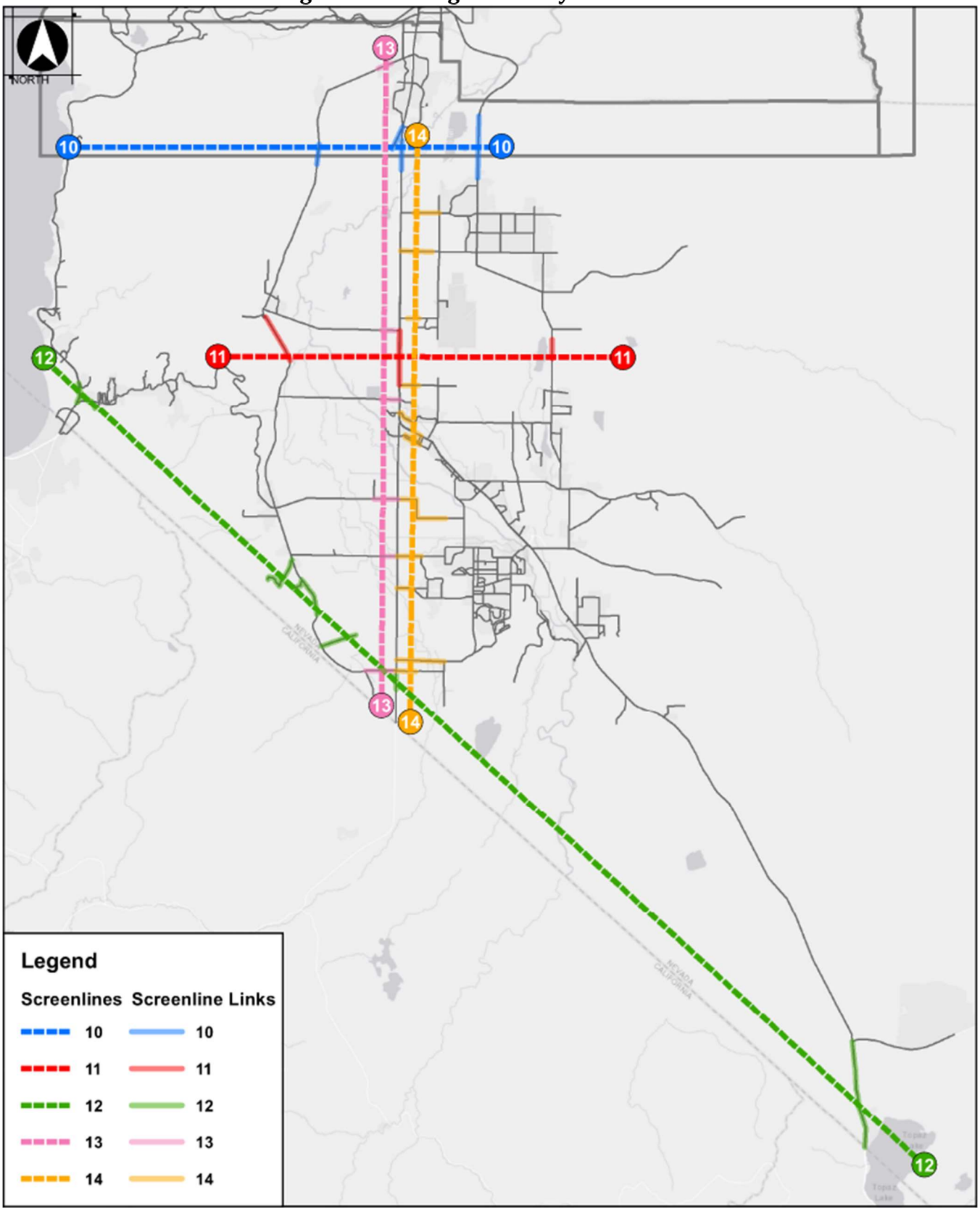


Table 3.6 - Screenline Model to Count Comparison

Screenline	Observed Traffic Count	Model Estimated Volume	Total Links Intersecting Screenline	Links with Traffic Counts	Model Compared to Observed
1	33,563	34,582	9	4	3%
2	64,977	68,924	17	10	6%
3	34,197	39,543	9	4	16%
4	81,061	84,854	7	7	5%
5	17,295	19,963	5	4	15%
6	59,408	59,322	18	10	0%
7	61,126	62,241	11	6	2%
8	70,759	71,702	13	10	1%
9	52,773	56,850	6	3	8%
10	52,960	57,365	7	4	8%
11	2,208	2,151	5	1	-3%
12	39,104	50,015	6	5	28%
13	7,373	8,541	7	3	16%
14	53,160	52,053	13	9	-2%
TOTAL	**629,964**	**668,108**	**133**	**80**	**6%**

As shown in **Table 3.6**, model volumes are within 10 percent of counts for 10 of the 14 screenlines which indicates that the traffic distribution throughout the model is reasonably accurate.

3.3.3 Gateway Validation

The new CAMPO and Douglas County TDM base year 2022 estimated volumes at the seven (7) model external gateways were also separately validated against year 2022 counts to ensure that the total traffic entering and exiting the model area was accurate. The roadway functional classification based validation criteria targets specified in **Table 3.1** were used to validate the gateways. Model gateway validation results are shown in **Table 3.7**.

Table 3.7 - TDM External Gateway Daily Volume Validation

#	Gateway	Roadway Functional Classification	Observed Traffic Count	Model Estimated Volume	Percent Difference	Validation Target
1	US 50 at Rainbow Dr in Lyon County	Principal Arterial	8,250	7,871	-4.60%	+/-10%
2	SR 341/342 at north Lyon County border	Collector	2,270	2,296	1.10%	+/-25%
3	US 395 at north Carson City border	Freeway	44,000	41,494	-5.70%	+/-7%
4	SR 28 at north Carson City border	Minor Arterial	5,800	5,775	-0.40%	+/-15%
5	US 50 at Park Ave in El Dorado County	Principal Arterial	28,300	25,738	-9.10%	+/-10%
6	SR 88 at south Douglas County border	Principal Arterial	4,450	4,546	2.10%	+/-10%
7	US 395 at south Douglas County border	Principal Arterial	4,600	4,449	-3.30%	+/-7%

As shown in **Table 3.7**, the updated CAMPO and Douglas County TDM base year 2022 scenario estimates daily traffic volumes at the model gateways that meet or exceed all validation targets. Therefore, the updated CAMPO and Douglas County TDM base year 2022 scenario estimates daily traffic volumes that reasonably match year 2022 typical weekday traffic counts at the model gateways.

4 MODEL TRAFFIC DATA AND REPORTING OUTPUTS

The updated and validated CAMPO and Douglas County TDM scenarios were run and results were extracted. **Table 4.1** shows total annual vehicle miles traveled (VMT) on the CAMPO and Douglas County roadway networks for existing and future years.

Table 4.1 - CAMPO and Douglas County Roadway Network Annual VMT

Agency	Year	Annual VMT (million vehicle miles)	Percent Change vs. Year 2022
CAMPO	2022	692	0%
	2035	783	+13%
	2050	859	+24%
Douglas County	2022	544	0%
	2035	589	+8%
	2050	627	+15%
Note: The constrained TDM scenarios were used for years 2035 and 2050.			

The results from the new CAMPO and Douglas County TDM scenarios were also used to generate maps showing daily volumes and level of service (LOS), as well as PM peak hour volumes and V/C, for the base year and constrained future year scenarios. The maps showing the CAMPO and Douglas County TDM volumes, LOS, and V/C are included in **Appendix I-1** (CAMPO) and **Appendix I-2** (Douglas County).

5 GIS INTERFACE WEB TOOL

Wood Rodgers developed a GIS Interface Web Tool for the CAMPO and Douglas County TDM. The GIS Interface Web Tool, or CAMPO Douglas Travel Demand Model Data Browser, is an online tool with a GIS-based interface which hosts key TDM input and output data.

The following data layers can be viewed in the CAMPO Douglas Travel Demand Model Data Browser:

- TDM Networks:
    - Base Year 2022
    - No Build 2030
    - Constrained 2030
    - No Build 2050
    - Constrained 2050
- TDM TAZs:
    - CAMPO TAZs 2022
    - Douglas County TAZs 2022
    - CAMPO TAZs 2030
    - Douglas County TAZs 2030
    - CAMPO TAZs 2050
    - Douglas County TAZs 2050

Network layers contain the following attributes from the TDM:

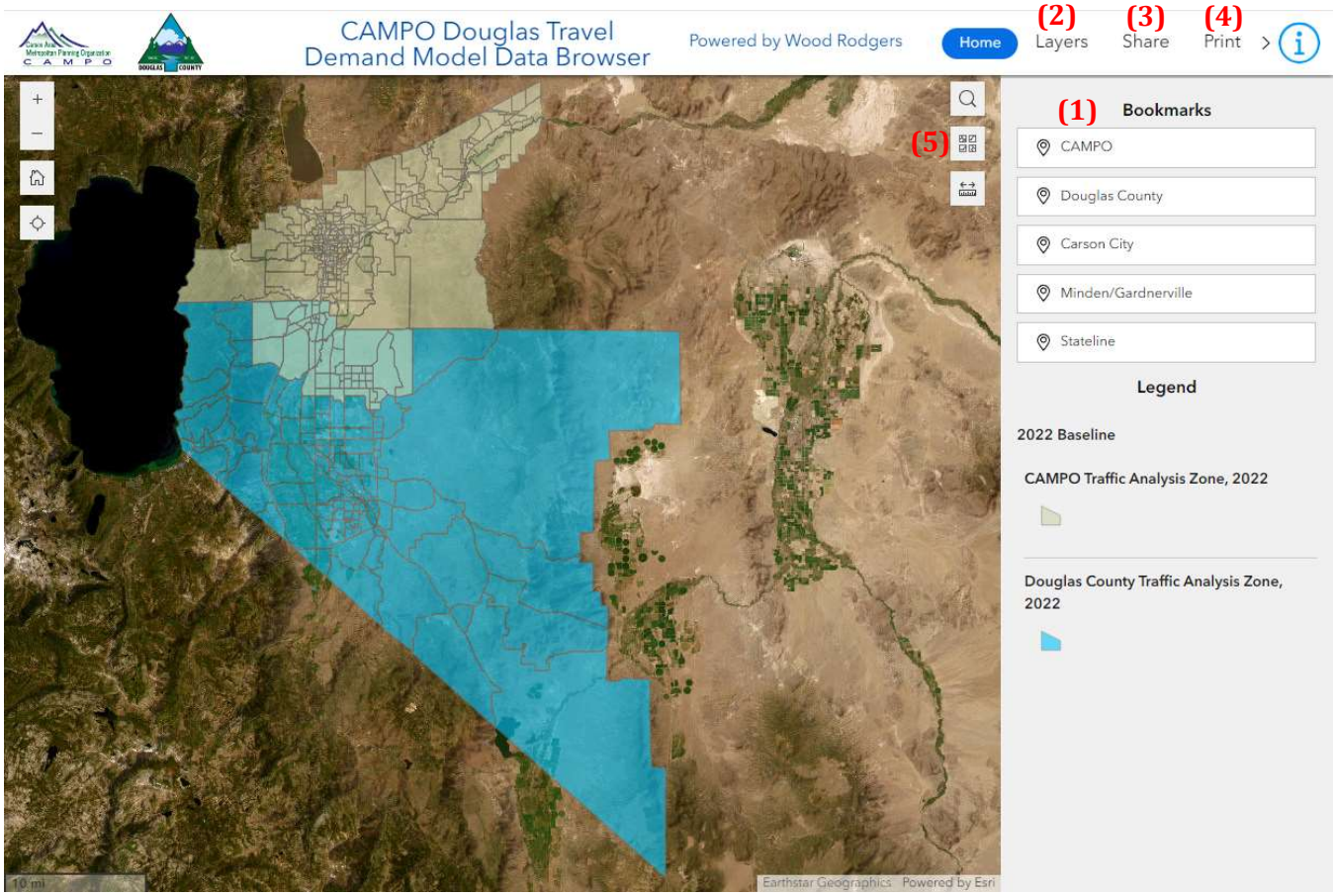
- Daily Volumes
- Daily Trucks
- AM Peak Hour Volumes
- PM Peak Hour Volumes

TAZ layers contain the following attributes from the TDM:

- TAZ ID
- Retail Employees
- Office Employees
- Hotel Employees
- Total Households
- Single Family Households
- Multifamily Households
- Mobile Home Households

The CAMPO Douglas Travel Demand Model Data Browser is shown in **Figure 5.1**.

Figure 5.1 - CAMPO Douglas Travel Demand Model Data Browser



Click on a Bookmark **(1)** to jump to a specific location. Click on the Layers **(2)** tab to turn data layers on or off. The Layers tab is shown in **Figure 5.2**. Click on the Share **(3)** tab to export a link to your current map view. Click on the Print **(4)** tab to export your current map view as a PDF. Click on the Basemap **(5)** button to change the background imagery to another type of map.

Figure 5.2 - GIS Tool TDM Data Layers

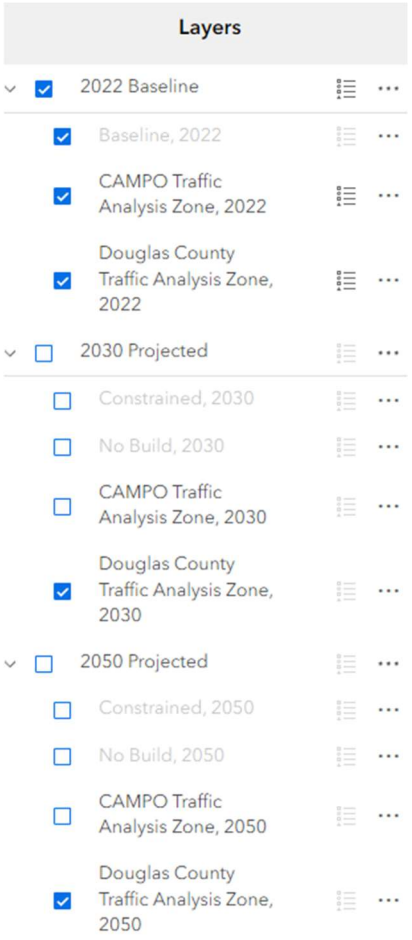
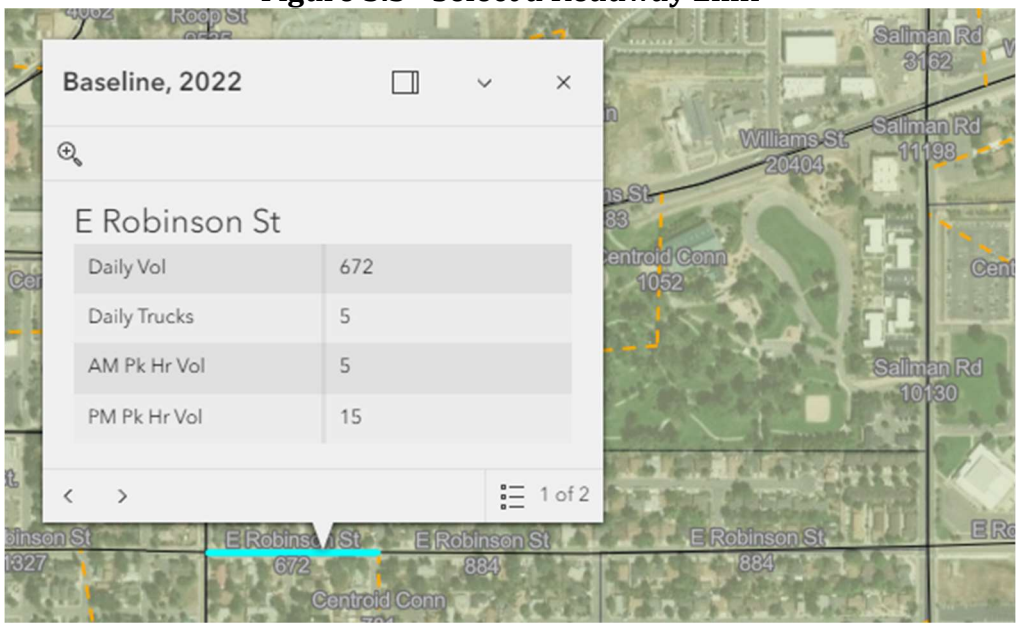
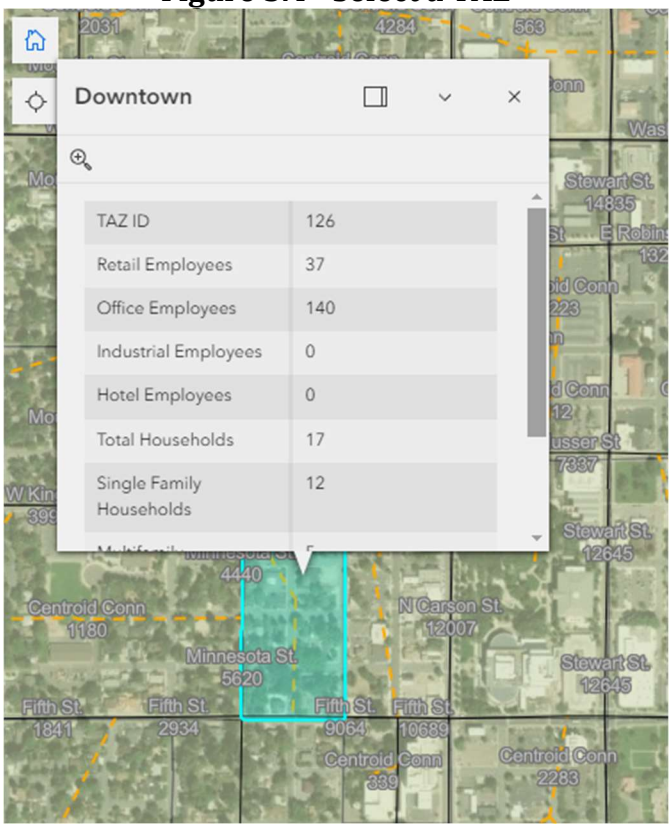


Figure 5.3 - Select a Roadway Link



Click on a roadway link to view traffic volumes. **Figure 5.3** shows volumes for a selected segment of E Robinson Street in Carson City.

Figure 5.4 - Select a TAZ



Click on a TAZ to view land use quantities. **Figure 5.4** shows land uses for a selected TAZ located in Downtown Carson City.

6 MODEL RECOMMENDATIONS

6.1 MULTIMODAL MODE CHOICE

Wood Rodgers and Caliper reviewed the CAMPO and Douglas County TDM's mode choice and modeling capabilities regarding multimodal travel, including pedestrians, bicycles, and transit. The current CAMPO and Douglas County TDM includes four (4) primary modes in the mode choice sub-model.

TDM Travel Modes:

- Drive Alone (DA)
- Shared Ride (SR)
- Transit (Tr)
- Non-Motorized (Wk), i.e. walk and bike

The transit trips are generated, distributed, and then assigned to the transit network. The non-motorized trips are generated but never distributed and assigned by the model, and so function essentially as a reduction in automotive trips. The total number of trips by mode generated by the TDM can be viewed in the TDM's mode split report. The CAMPO and Douglas County TDM models individual transit routes, but currently has no way to model pedestrian and bicycle facilities.

Based on the current capabilities of the CAMPO and Douglas County TDM, and CAMPO and Douglas County's upcoming multimodal projects, the following multimodal improvements are recommended for consideration as part of future TDM updates.

Multimodal Recommendations for the TDM:

- Add link attributes related to pedestrian facilities such as presence of sidewalk, terrain, and/or grade which could be used to model new pedestrian projects and determine the attractiveness of a route for pedestrians.
- Add link attributes related to bike facilities such as presence of bike lanes or paths (Class I, II, III, IV), bike speeds, etc.
- Split the non-motorized mode of travel into separate walk and bike modes.
- Divide the TDM network into subareas based on areas that would have more walk and bike trips. Collect walk and bike mode share data and it use it to set walk and bike mode share targets by subarea.
- Add trip distribution and assignment steps for walk and bike trips which would take the new pedestrian and bike facility attributes into account.
- Account for transit stop times.
- Update mode choice to include out of vehicle travel time (OVTT) and in vehicle travel time (IVTT) based on actual time for transit.

The above walk and bike recommendations would allow the model to include future pedestrian and bicycle projects and estimate trips on those facilities. However, any potential increases in multimodal travel over time would likely have to be analyzed outside of the TDM and input into the model alongside the future multimodal projects.

6.2 EMISSIONS DATA

Based on the Infrastructure Investment and Jobs Act (IIJA) and potential future MPO regulations, the CAMPO and Douglas County TDM may need to be used to analyze transportation related emissions in the future. The TDM currently provides most of the raw data needed to evaluate existing and future emission in the area, however many of the calculations would have to be done outside the model. The following emissions analysis improvements are recommended for consideration as part of future TDM updates. Most of the recommendations are related to automating the calculation of the most common metrics used in evaluation transportation emissions, such as vehicle miles traveled (VMT), person hours of travel, and congested speeds.

Emissions Analysis Recommendations for the TDM:

- Create tools in the CAMPO-Douglas Model dropdown menu that automate the calculation of the following metrics commonly used to estimate transportation emissions:
    - VMT on CAMPO/County Roadways, potentially by speed bin
    - VMT per Capita by area
    - Vehicle and person hours of travel
    - Vehicle and person hours of delay
    - Trips generated by mode

7 USING THE MODEL

The CAMPO and Douglas County TDM uses the standard TransCAD 9.0 flowchart interface. There is a full chapter available in the Help section of TransCAD 9.0 documenting how to use a standard flowchart interface model. To access the help chapter, on the TransCAD toolbar go to Help->TransCAD Help. Then in the Help window that opens, click Planning Help->Model Manager. The CAMPO and Douglas County TDM flowchart interface is shown in **Figure 7.2**.

Figure 7.1 - TransCAD Help

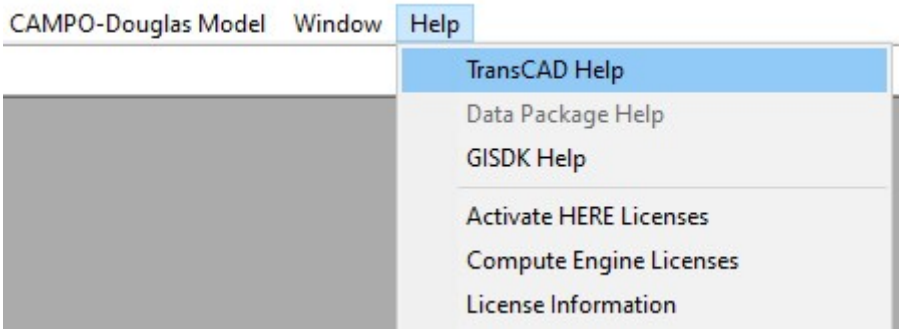
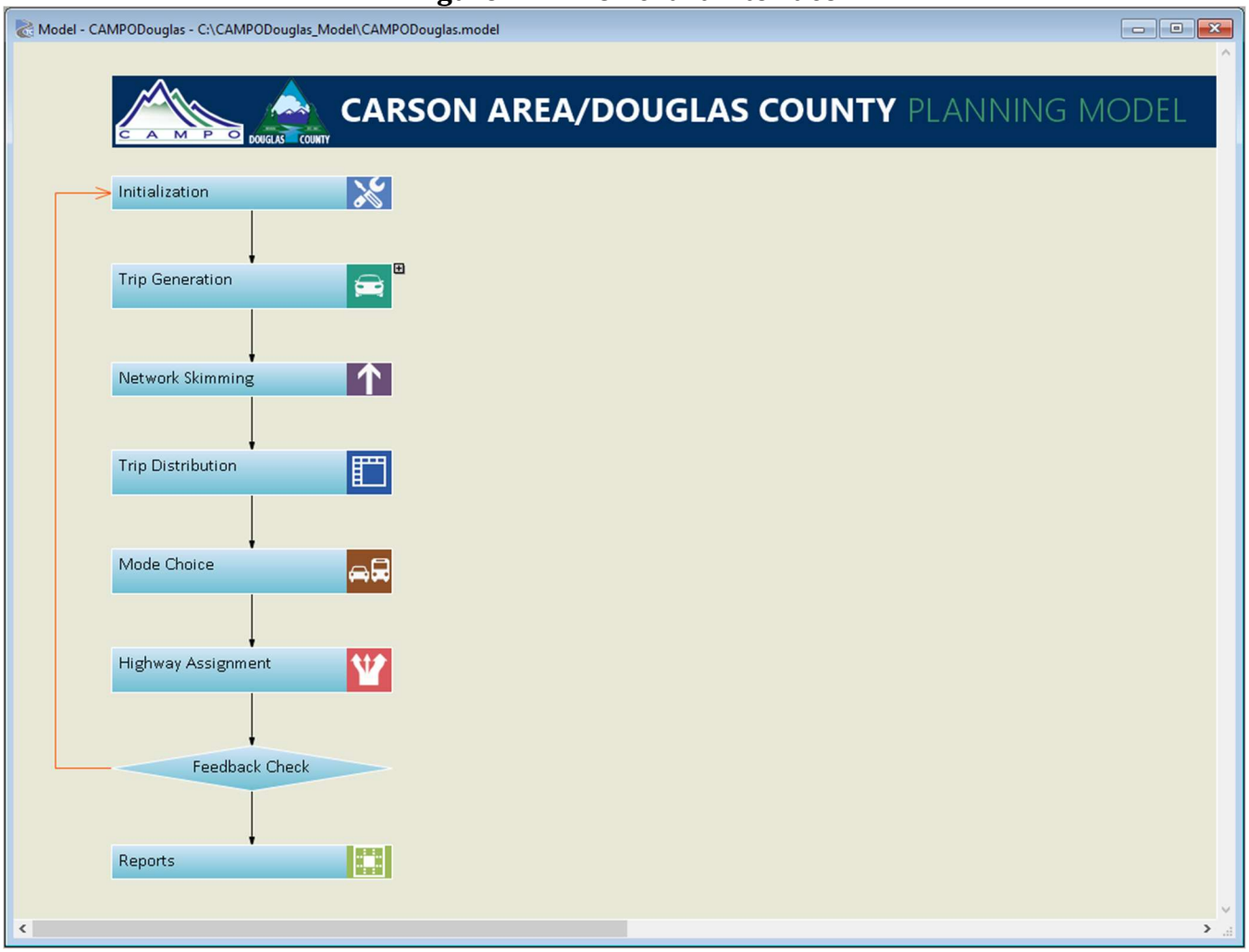


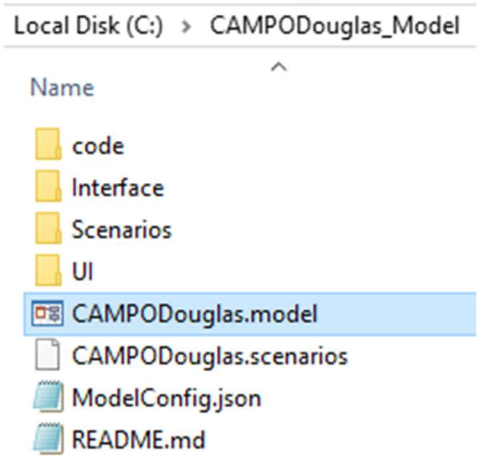
Figure 7.2 - Flowchart Interface



7.1 TDM Quick Start Guide

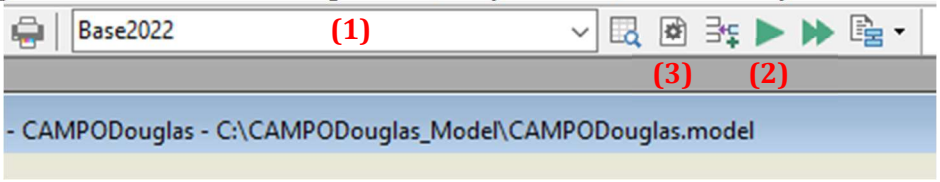
1. Unzip the model into a working folder. Name and location of working folder do not matter, but ideally would be on a local drive.
2. Open TransCAD 9.0 and drag the "CAMPODouglas.model" file into TransCAD.

Figure 7.3 - CAMPODouglas.model File



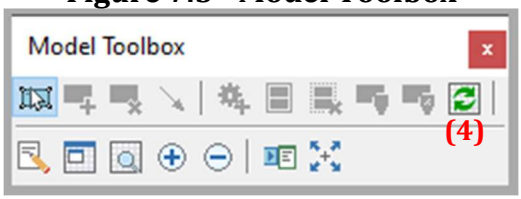
3. To run the model, select a scenario from the top dropdown menu **(1)** and then hit the play button **(2)**.

Figure 7.4 - Scenario Dropdown, Play Button, and Modify Parameters



4. If you want to view or edit the parameters of a scenario, click on the Modify Parameters button **(3)** while a scenario is selected in the top dropdown menu. Scenario parameters should be modified before or after a model run.
5. The model auto-compiles. So if an edit has been made to the code in the Code folder, either hit the refresh button **(4)** in the Model Toolbox or open and close the "CAMPODouglas.model" file.

Figure 7.5 - Model Toolbox



Appendix A-1
TDM Roadway Network Attributes

TDM Roadway Network Attributes

Field	Model	Description
ID	Input	ID Number
Dir	Input	Dir (0 - two way, 1 or -1 - one way)
Length	Input	length of link
Y20_In_Network	Input	is link in 2022 network (1 = yes, 0 = no)
Y20_Posted_Speed	Input	2022 posted speed
Y20_Link_Class	Input	2022 link class
Y20_AB_Lanes	Input	2022 number of lanes in AB direction
Y20_BA_Lanes	Input	2022 number of lanes in BA direction
Mode	Input	??? (all 70)
AB_STATION	Input	Count station coordinate
BA_STATION	Input	Count station coordinate
Name	Input	Name
Screenline_old	Input	Screenline ID (old)
Screen_Line_ID	Input	Sceenline ID
Counts_AM	Input	AM Count
Counts_MD	Input	MD Count
Counts_PM	Input	PM Count
Counts_OP	Input	OP Count
Counts_Daily	Input	Daily Count
PRJ_ID1	Input	Project ID 1
PRJ_ID2	Input	Project ID 2
PRJ_ID3	Input	Project ID 3
In_Network	Scenario	is link in Scenario network (1 = yes, 0 = no)
Area_Type	Input	Area Type
Posted_Speed	Scenario	Scenario Posted Speed
Link_Class	Scenario	Scenaro link class
AB_Lanes	Scenario	Scenario Lanes in AB direction
BA_Lanes	Scenario	Scenario lanes in BA direction
Truck_Restriction	Input	Are trucks allowed? (1 = no, null = yes)
CAMPO	Input	Is link in CAMPO? (Y = yes, N = No)
County	Input	County the link is located in
FF_Speed	Scenario	Scenario free flow speed
FF_TT	Scenario	Scenario free flow travel time
Bus_TT	Scenario	Scenario bus travel time
Walk_Time	Scenario	Scenario walk time
Alpha	Scenario	Scenario alpha setting
AB_Cong_Speed_AM	Output	congested speed
BA_Cong_Speed_AM	Output	congested speed
AB_Cong_Speed_MD	Output	congested speed
BA_Cong_Speed_MD	Output	congested speed
AB_Cong_Speed_PM	Output	congested speed
BA_Cong_Speed_PM	Output	congested speed
AB_Cong_Speed_OP	Output	congested speed
BA_Cong_Speed_OP	Output	congested speed

Field	Model	Description
AB_Cong_Speed_AMPH	Output	congested speed
BA_Cong_Speed_AMPH	Output	congested speed
AB_Cong_Speed_PMPH	Output	congested speed
BA_Cong_Speed_PMPH	Output	congested speed
AB_Cong_TT_AM	Output	congested travel time
BA_Cong_TT_AM	Output	congested travel time
AB_Cong_TT_MD	Output	congested travel time
BA_Cong_TT_MD	Output	congested travel time
AB_Cong_TT_PM	Output	congested travel time
BA_Cong_TT_PM	Output	congested travel time
AB_Cong_TT_OP	Output	congested travel time
BA_Cong_TT_OP	Output	congested travel time
AB_Cong_TT_AMPH	Output	congested travel time
BA_Cong_TT_AMPH	Output	congested travel time
AB_Cong_TT_PMPH	Output	congested travel time
BA_Cong_TT_PMPH	Output	congested travel time
AB_MSA_Speed_AM	Output	Speed
BA_MSA_Speed_AM	Output	Speed
AB_MSA_Speed_MD	Output	Speed
BA_MSA_Speed_MD	Output	Speed
AB_MSA_Speed_PM	Output	Speed
BA_MSA_Speed_PM	Output	Speed
AB_MSA_Speed_OP	Output	Speed
BA_MSA_Speed_OP	Output	Speed
AB_MSA_Speed_AMPH	Output	Speed
BA_MSA_Speed_AMPH	Output	Speed
AB_MSA_Speed_PMPH	Output	Speed
BA_MSA_Speed_PMPH	Output	Speed
AB_MSA_TT_AM	Output	Travel Time
BA_MSA_TT_AM	Output	Travel Time
AB_MSA_TT_MD	Output	Travel Time
BA_MSA_TT_MD	Output	Travel Time
AB_MSA_TT_PM	Output	Travel Time
BA_MSA_TT_PM	Output	Travel Time
AB_MSA_TT_OP	Output	Travel Time
BA_MSA_TT_OP	Output	Travel Time
AB_MSA_TT_AMPH	Output	Travel Time
BA_MSA_TT_AMPH	Output	Travel Time
AB_MSA_TT_PMPH	Output	Travel Time
BA_MSA_TT_PMPH	Output	Travel Time
AB_MSA_Flow_AM	Output	Flow
BA_MSA_Flow_AM	Output	Flow
AB_MSA_Flow_MD	Output	Flow
BA_MSA_Flow_MD	Output	Flow
AB_MSA_Flow_PM	Output	Flow
BA_MSA_Flow_PM	Output	Flow

Field	Model	Description
AB_MSA_Flow_OP	Output	Flow
BA_MSA_Flow_OP	Output	Flow
AB_MSA_Flow_AMPH	Output	Flow
BA_MSA_Flow_AMPH	Output	Flow
AB_MSA_Flow_PMPH	Output	Flow
BA_MSA_Flow_PMPH	Output	Flow
AB_Capa_AM	Output	Capacity in AB direction AM
BA_Capa_AM	Output	Capacity in BA direction AM
AB_Capa_MD	Output	Capacity in AB direction MD
BA_Capa_MD	Output	Capacity in BA direction MD
AB_Capa_PM	Output	Capacity in AB direction PM
BA_Capa_PM	Output	Capacity in BA direction PM
AB_Capa_OP	Output	Capacity in AB direction OP
BA_Capa_OP	Output	Capacity in BA direction OP
AB_Capa_Daily	Output	Capacity in AB direction Daily
BA_Capa_Daily	Output	Capacity in BA direction Daily
AB_Capa_AMPH	Output	Capacity in AB direction AM Peak Hour
BA_Capa_AMPH	Output	Capacity in BA direction AM Peak Hour
AB_Capa_PMPH	Output	Capacity in AB direction PM Peak Hour
BA_Capa_PMPH	Output	Capacity in BA direction PM Peak Hour
BothDir_Capa_AM	Output	Total capacity in both directions AM Hours
BothDir_Capa_MD	Output	Total capacity in both directions MD Hours
BothDir_Capa_PM	Output	Total capacity in both directions PM Hours
BothDir_Capa_OP	Output	Total capacity in both directions OP Hours
BothDir_Capa_Daily	Output	Total capacity in both directions Daily
BothDir_Capa_AMPH	Output	Total capacity in both directions AM Peak Hour
BothDir_Capa_PMPH	Output	Total capacity in both directions PM Peak Hour
AB_Vol_AM	Output	Volume
BA_Vol_AM	Output	Volume
BothDir_Vol_AM	Output	Volume
AB_TruckVol_AM	Output	Volume
BA_TruckVol_AM	Output	Volume
BothDir_TruckVol_AM	Output	Volume
AB_Vol_MD	Output	Volume
BA_Vol_MD	Output	Volume
BothDir_Vol_MD	Output	Volume
AB_TruckVol_MD	Output	Volume
BA_TruckVol_MD	Output	Volume
BothDir_TruckVol_MD	Output	Volume
AB_Vol_PM	Output	Volume
BA_Vol_PM	Output	Volume
BothDir_Vol_PM	Output	Volume
AB_TruckVol_PM	Output	Volume
BA_TruckVol_PM	Output	Volume
BothDir_TruckVol_PM	Output	Volume
AB_Vol_OP	Output	Volume

Field	Model	Description
BA_Vol_OP	Output	Volume
BothDir_Vol_OP	Output	Volume
AB_TruckVol_OP	Output	Volume
BA_TruckVol_OP	Output	Volume
BothDir_TruckVol_OP	Output	Volume
AB_Vol_Daily	Output	Volume
BA_Vol_Daily	Output	Volume
BothDir_Vol_Daily	Output	Volume
AB_TruckVol_Daily	Output	Volume
BA_TruckVol_Daily	Output	Volume
BothDir_TruckVol_Daily	Output	Volume
AB_Vol_AMPH	Output	Volume
BA_Vol_AMPH	Output	Volume
BothDir_Vol_AMPH	Output	Volume
AB_TruckVol_AMPH	Output	Volume
BA_TruckVol_AMPH	Output	Volume
BothDir_TruckVol_AMPH	Output	Volume
AB_Vol_PMPH	Output	Volume
BA_Vol_PMPH	Output	Volume
BothDir_Vol_PMPH	Output	Volume
AB_TruckVol_PMPH	Output	Volume
BA_TruckVol_PMPH	Output	Volume
BothDir_TruckVol_PMPH	Output	Volume
AB_DailyTransitFlow	Output	Flow
BA_DailyTransitFlow	Output	Flow
AB_VOC_AM	Output	VOC - volume over capacity calculated by model
BA_VOC_AM	Output	VOC - volume over capacity calculated by model
AB_VOC_MD	Output	VOC - volume over capacity calculated by model
BA_VOC_MD	Output	VOC - volume over capacity calculated by model
AB_VOC_PM	Output	VOC - volume over capacity calculated by model
BA_VOC_PM	Output	VOC - volume over capacity calculated by model
AB_VOC_OP	Output	VOC - volume over capacity calculated by model
BA_VOC_OP	Output	VOC - volume over capacity calculated by model
AB_VOC_AMPH	Output	VOC - volume over capacity calculated by model
BA_VOC_AMPH	Output	VOC - volume over capacity calculated by model
AB_VOC_PMPH	Output	VOC - volume over capacity calculated by model
BA_VOC_PMPH	Output	VOC - volume over capacity calculated by model
AB_LOS_AM	Output	LOS - Level of Service calculated by model
BA_LOS_AM	Output	LOS - Level of Service calculated by model
AB_LOS_MD	Output	LOS - Level of Service calculated by model
BA_LOS_MD	Output	LOS - Level of Service calculated by model
AB_LOS_PM	Output	LOS - Level of Service calculated by model
BA_LOS_PM	Output	LOS - Level of Service calculated by model
AB_LOS_OP	Output	LOS - Level of Service calculated by model
BA_LOS_OP	Output	LOS - Level of Service calculated by model
AB_LOS_AMPH	Output	LOS - Level of Service calculated by model

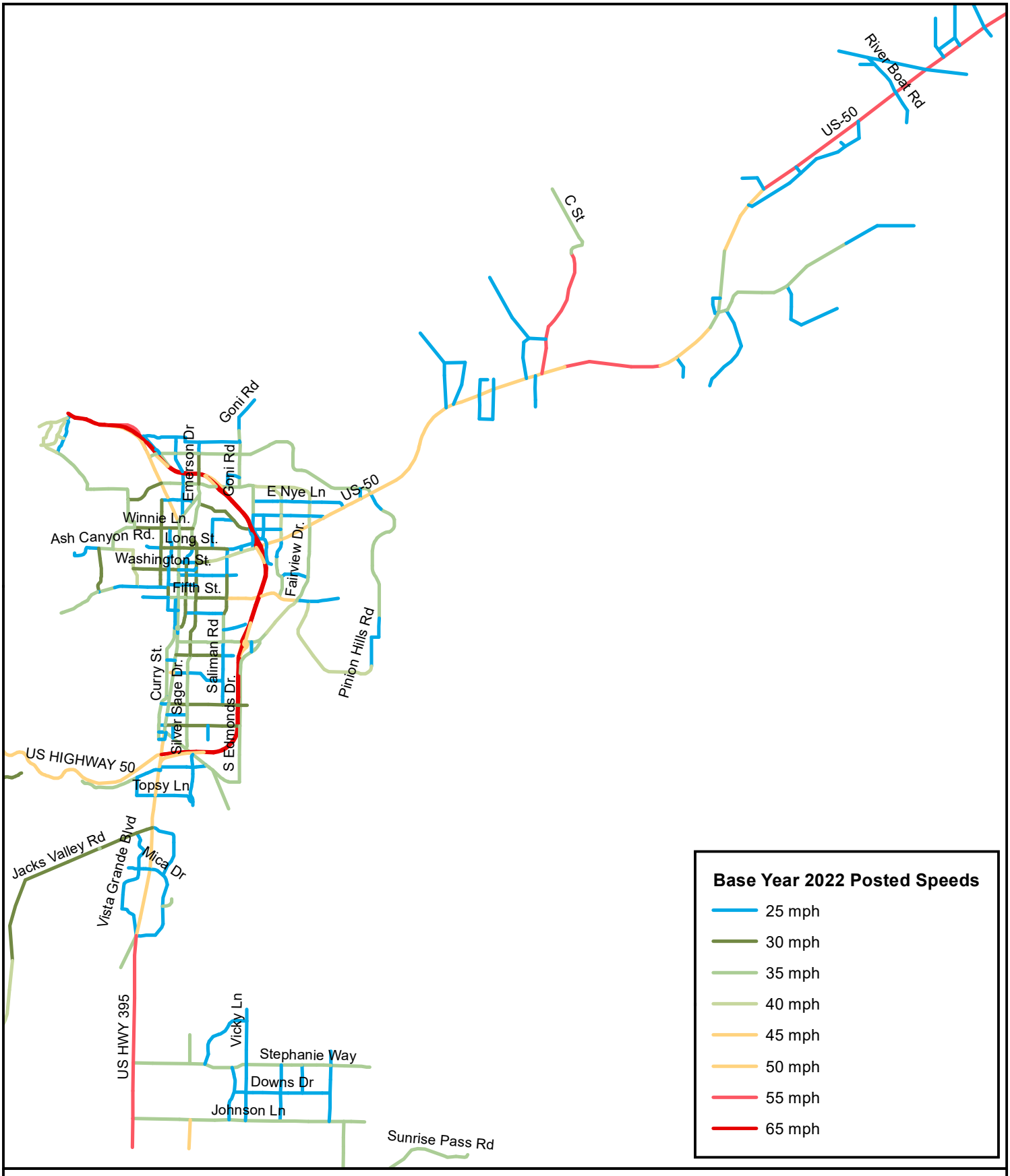
Field	Model	Description
BA_LOS_AMPH	Output	LOS - Level of Service calculated by model
AB_LOS_PMPH	Output	LOS - Level of Service calculated by model
BA_LOS_PMPH	Output	LOS - Level of Service calculated by model
VMT_AM	Output	Vehicle miles traveled
VMT_MD	Output	Vehicle miles traveled
VMT_PM	Output	Vehicle miles traveled
VMT_OP	Output	Vehicle miles traveled
VMT_Daily	Output	Vehicle miles traveled
VHT_AM	Output	Vehicle hours traveled
VHT_MD	Output	Vehicle hours traveled
VHT_PM	Output	Vehicle hours traveled
VHT_OP	Output	Vehicle hours traveled
VHT_Daily	Output	Vehicle hours traveled
OldSpd	Input	Speed used in the previous model
Note	Input	Notes

Appendix A-2
TDM Socioeconomic Data Input Attributes

TDM Socioeconomic Data Input Attributes

Field	Model	Description
ID	Input	TAZ ID
YEAR	Input	Model Year
Retail	Input	Retail Employees
Office	Input	Office Employees
Indust	Input	Industrial Employees
Hotel	Input	Hotel Employees
School	Input	School Employees
SpecGen	Input	Special Generator Additional Trips
ExtHBWP	Input	External Home Based Work Productions
ExtHBNWP	Input	External Home Based Non-Work Productions
ExtHBWA	Input	External Home Based Work Attractions
ExtHBNWA	Input	External Home Based Non-Work Attractions
ExtNHB	Input	External Non Home Based
Total_HH	Input	Total Households
Students	Input	Total Students
SF	Input	Total Single Family Residential Households
MF	Input	Total Multi-Family Residential Households
MH	Input	Mobile Home Households
[HH1/HH2/HH3/HH4]_[WK0/WK1/WK2]_[VH0/VH1/VH2/VH3]	Input	Number of Households by Household Size/Number of Workers/Number of Vehicles Owned

Appendix B-1
CAMPO Base Year 2022 Calibrated Posted Speeds



ATTACHMENT B-1

UPDATED CALIBRATED CAMPO AND DOUGLAS COUNTY TDM BASE YEAR 2022 POSTED SPEEDS

CARSON CITY, NV

NOVEMBER 2025

0 1.15 2.3

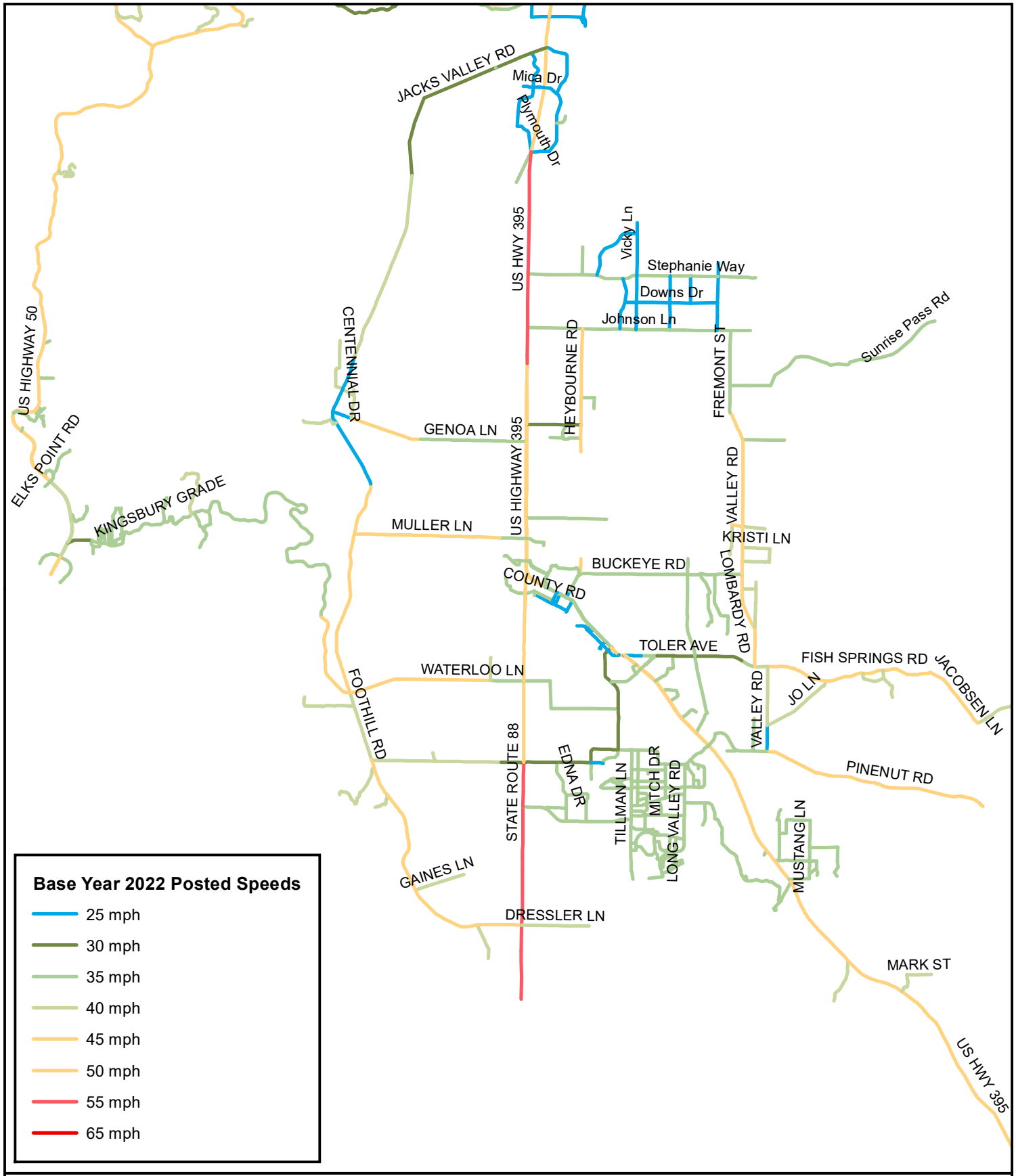
Miles

NORTH

WOOD RODGERS

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Appendix B-2
Douglas County Base Year 2022 Calibrated Posted Speeds



ATTACHMENT B-2

UPDATED CALIBRATED CAMPO AND DOUGLAS COUNTY TDM BASE YEAR 2022 POSTED SPEEDS

DOUGLAS COUNTY, NV

NOVEMBER 2025

0 1.2 2.4

Miles

NORTH

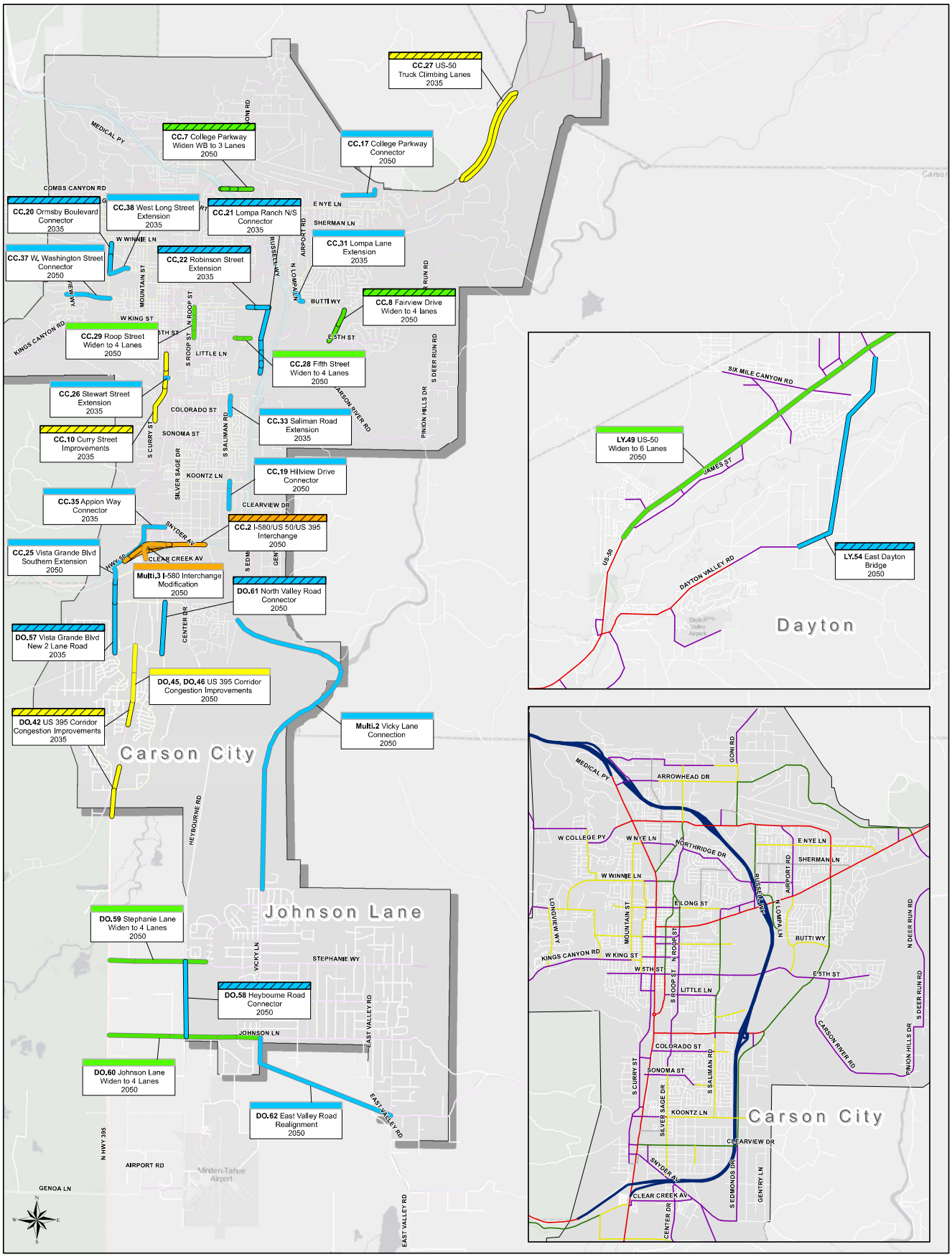
WOOD RODGERS

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Appendix C-1
CAMPO Modeled Roadway Projects
(full size exhibit in digital format is available upon request)

CAMPO 2050 RTP Modeled Roadway Projects

2035 / 2050 Constrained and Unconstrained Roadway Projects



Constrained

- New Roadway / Alignment
- Road Widening
- Improvements
- Interchange Modification

Unconstrained

- New Roadway / Alignment
- Road Widening
- Improvements
- Interchange Modification

TDM Functional Class

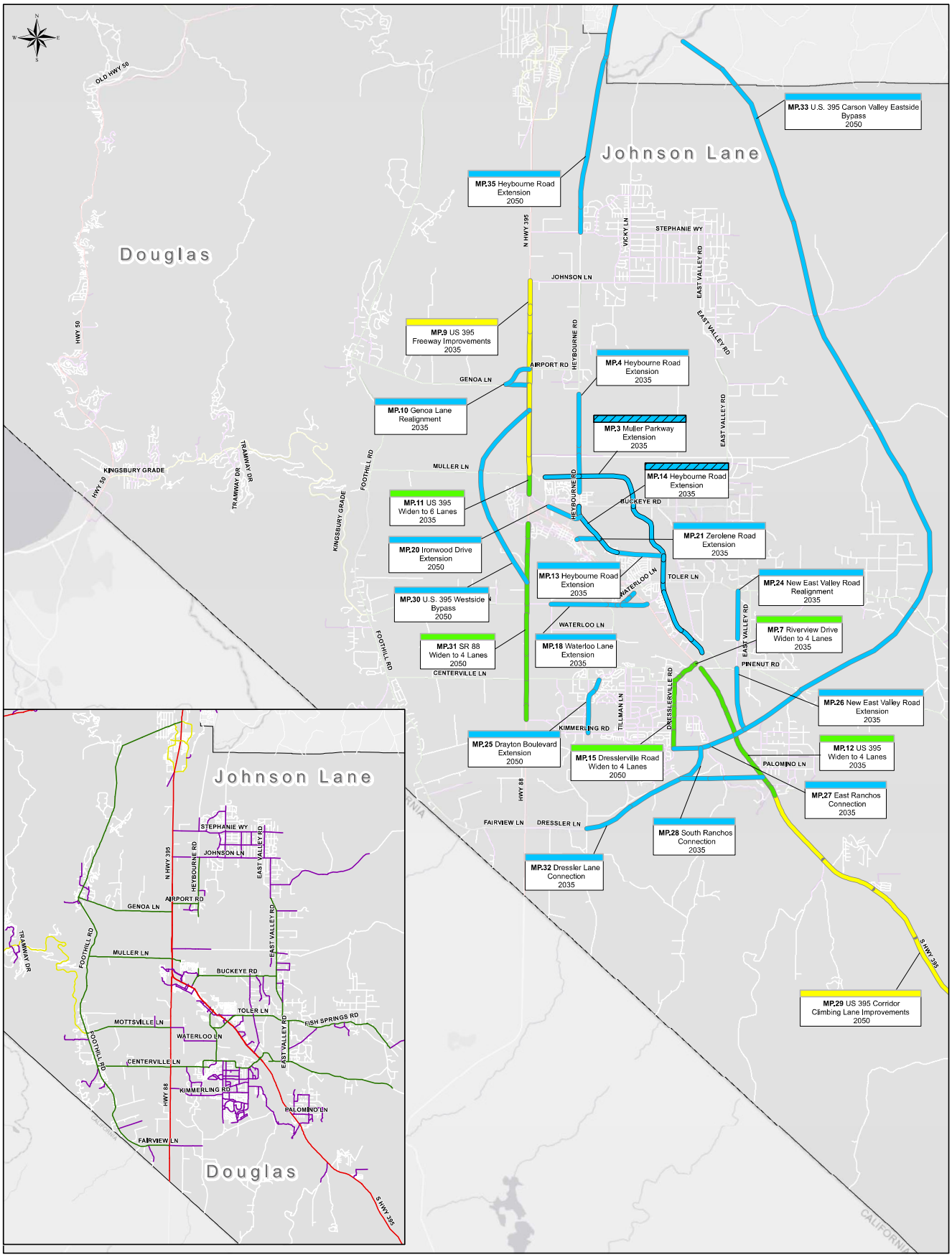
- Interstate
- Principal Arterial
- Minor Arterial
- Minor Collector
- Major Collector
- Local

Carson City Urban Boundary

Appendix C-2
Douglas County Modeled Roadway Projects
(full size exhibit in digital format is available upon request)

Douglas County Master Plan Roadway Projects

2035 / 2050 Constrained and Unconstrained Roadway Projects



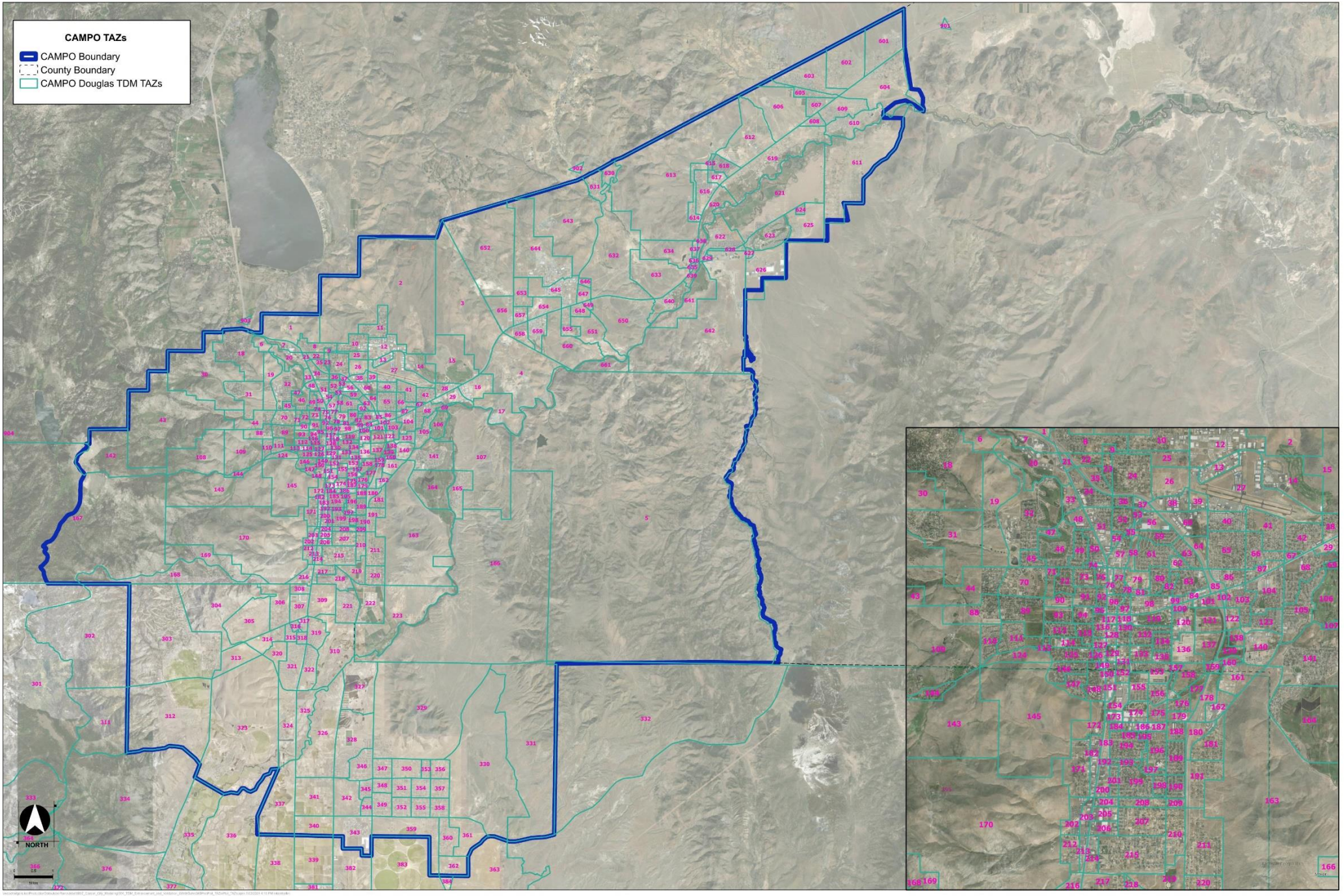
Constrained
- New Roadway / Alignment
- Road Widening
- Improvements

Unconstrained
- New Roadway / Alignment
- Road Widening
- Improvements
- Interchange Modification

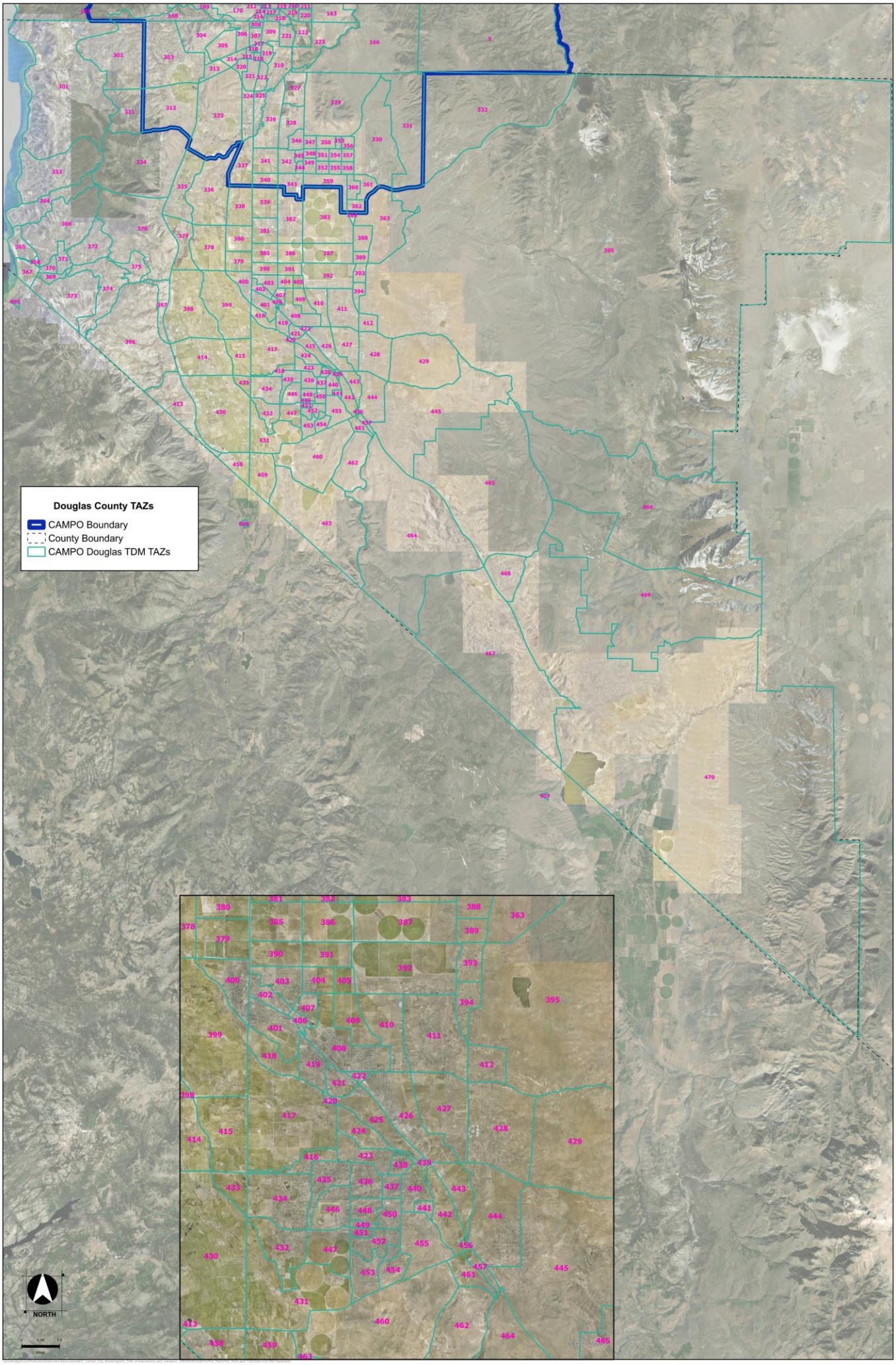
TDM Functional Class
- Interstate
- Principal Arterial
- Minor Arterial
- Minor Collector
- Major Collector
- Local

- Douglas County Boundary

Appendix D-1
CAMPO Traffic Analysis Zones (TAZs)
(full size exhibit in digital format is available upon request)


CAMPO TAZs
CAMPO Boundary
County Boundary
CAMPO Douglas TDM TAZs
NORTH

Appendix D-2
Douglas County Traffic Analysis Zones (TAZs)
(full size exhibit in digital format is available upon request)


Douglas County TAZs
CAMPO Boundary
County Boundary
CAMPO Douglas TDM TAZs
NORTH

Appendix E
TDM Base Year 2022 Socioeconomic Data Inputs
(full size exhibit in digital format is available upon request)

2022 Socioeconomic Data - CAMPO and Douglas County TDM

TAZ	YEAR	Retail	Office	Indust	Hotel	School	SpecGen	ExtHBWP	ExtHBNWP	ExtHBWA	ExtHBNWA	ExtNHB	Total_HH	Students	SF	MF	MH
1	2022	0	0	0	0	0	0	0	0	0	0	0	3	2	2	1	0
2	2022	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0
3	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2022	35	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2022	34	817	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	2022	0	0	0	0	0	0	0	0	0	0	0	275	144	189	75	11
9	2022	0	0	0	0	0	0	0	0	0	0	0	15	8	15	0	0
10	2022	18	0	130	0	0	0	0	0	0	0	0	119	62	88	27	4
11	2022	0	0	0	0	0	0	0	0	0	0	0	138	72	94	39	5
12	2022	35	74	1418	0	17	0	0	0	0	0	0	13	7	9	3	1
13	2022	8	18	337	0	0	0	0	0	0	0	0	3	1	2	1	0
14	2022	17	488	270	0	0	0	0	0	0	0	0	0	0	0	0	0
15	2022	0	0	32	0	0	709	0	0	0	0	0	0	0	0	0	0
16	2022	92	21	240	0	0	0	0	0	0	0	0	0	0	0	0	0
17	2022	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
18	2022	0	0	0	0	0	0	0	0	0	0	0	222	60	195	24	3
19	2022	0	17	0	0	0	117	0	0	0	0	0	9	2	9	0	0
20	2022	79	398	0	0	0	0	0	0	0	0	0	24	6	24	0	0
21	2022	21	0	0	126	0	0	0	0	0	0	0	0	0	0	0	0
22	2022	0	0	0	0	0	0	0	0	0	0	0	24	13	24	0	0
23	2022	0	0	0	0	0	0	0	0	0	0	0	48	25	37	9	2
24	2022	0	0	0	0	0	0	0	0	0	0	0	202	106	94	55	53
25	2022	2	0	16	0	0	0	0	0	0	0	0	15	8	11	3	1
26	2022	18	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0
27	2022	6	197	109	0	0	1299	0	0	0	0	0	0	0	0	0	0
28	2022	206	0	332	0	0	0	0	0	0	0	0	70	34	24	5	41
29	2022	58	209	138	0	0	0	0	0	0	0	0	30	17	24	4	2
30	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	2022	0	0	0	0	0	0	0	0	0	0	0	125	34	110	13	2
32	2022	36	147	0	0	0	5672	0	0	0	0	0	441	119	394	43	4
33	2022	136	316	0	0	0	0	0	0	0	0	0	53	14	0	53	0
34	2022	145	58	0	0	0	0	0	0	0	0	0	581	305	406	151	24
35	2022	0	0	0	0	0	0	0	0	0	0	0	78	41	59	15	4
36	2022	0	0	0	0	0	0	0	0	0	0	0	97	51	97	0	0
37	2022	141	10	0	0	0	0	0	0	0	0	0	19	10	19	0	0
38	2022	138	297	60	5	0	0	0	0	0	0	0	0	0	0	0	0
39	2022	77	167	34	3	0	0	0	0	0	0	0	0	0	0	0	0
40	2022	0	0	0	0	0	0	0	0	0	0	0	439	214	149	36	254
41	2022	2	9	0	0	0	6	0	0	0	0	0	290	141	105	9	176
42	2022	52	63	0	0	0	0	0	0	0	0	0	243	118	84	20	139
43	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44	2022	0	0	0	0	0	0	0	0	0	0	0	28	8	24	4	0
45	2022	0	0	0	0	0	0	0	0	0	0	0	91	25	71	18	2
46	2022	0	0	0	0	0	59	0	0	0	0	0	287	157	231	51	5
47	2022	0	0	0	0	0	0	0	0	0	0	0	53	29	50	3	0
48	2022	124	288	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49	2022	0	2	0	0	0	0	0	0	0	0	0	192	105	142	44	6
50	2022	79	466	0	0	0	0	0	0	0	0	0	221	121	173	43	5
51	2022	380	191	0	31	0	0	0	0	0	0	0	405	267	217	137	51
52	2022	2	0	0	0	0	0	0	0	0	0	0	352	232	172	180	0
53	2022	81	6	0	0	0	0	0	0	0	0	0	152	100	0	152	0
54	2022	76	17	17	0	0	0	0	0	0	0	0	41	27	15	14	12
55	2022	5	6	0	0	0	0	0	0	0	0	0	88	58	0	88	0
56	2022	394	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
57	2022	290	65	64	0	0	0	0	0	0	0	0	255	168	92	87	76
58	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	2022	0	0	0	0	0	0	0	0	0	0	0	255	168	167	88	0
60	2022	230	492	99	8	0	0	0	0	0	0	0	0	0	0	0	0
61	2022	0	0	0	0	0	0	0	0	0	0	0	489	322	427	62	0
62	2022	0	0	0	0	52	0	0	0	0	0	0	40	13	40	0	0
63	2022	0	0	0	0	0	0	0	0	0	0	0	155	102	143	12	0
64	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65	2022	2	0	0	0	0	0	0	0	0	0	0	492	240	167	40	285
66	2022	0	6	0	0	0	4	0	0	0	0	0	283	138	103	8	172
67	2022	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68	2022	5	0	10	0	0	0	0	0	0	0	0	318	178	278	40	0
69	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70	2022	0	0	0	0	0	0	0	0	0	0	0	54	15	47	7	0
71	2022	0	0	0	0	0	0	0	0	0	0	0	4	1	4	0	0
72	2022	0	0	0	0	0	0	0	0	0	0	0	149	82	105	40	4
73	2022	0	34	0	0	52	0	0	0	0	0	0	132	72	98	30	4
74	2022	4	25	0	0	0	0	0	0	0	0	0	125	69	22	103	0
75	2022	42	119	0	53	0	0	0	0	0	0	0	128	70	67	25	36
76	2022	163	25	0	0	0	0	0	0	0	0	0	33	11	12	18	3
77	2022	51	56	0	0	0	0	0	0	0	0	0	307	104	115	90	102
78	2022	10	12	0	0	0	0	0	0	0	0	0	51	17	28	23	0
79	2022	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
80	2022	0	0	0	0	0	0	0	0	0	0	0	126	83	99	0	27
81	2022	0	200	0	0	0	0	0	0	0	0	0	80	27	0	80	0
82	2022	0	0	0	0	0	0	0	0	0	0	0	60	20	36	0	24
83	2022	0	10	0	0	0	2513	0	0	0	0	0	614	207	203	411	0
84	2022	151	2	0	45	0	0	0	0	0	0	0	10	3	0	10	0
85	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86	2022	136	0	0	0	0	0	0	0	0	0	0	135	66	47	10	78
87	2022	140	26	0	0	0	0	0	0	0	0	0	114	56	40	9	65
88	2022	0	0	0	0	0	0	0	0	0	0	0	55	15	47	8	0
89	2022	0	0	0	0	0	0	0	0	0	0	0	79	21	69	10	0
90	2022	0	0	0	0	0	0	0	0	0	0	0	28	15	28	0	0
91	2022	0	37	0	0	0	0	0	0	0	0	0	141	77	109	28	4
92	2022	17	21	0	64	0	0	0	0	0	0	0	104	57	77	24	3
93	2022	0	0	0	0	0	0	0	0	0	0	0	75	41	60	15	0
94	2022	0	576	0	0	0	0	0	0	0	0	0	53	29	43	10	0
95	2022	29	103	0	18	0	0	0	0	0	0	0	12	7	8	4	0
96	2022	83	113	0	25	52	0	0	0	0	0	0	121	41	36	75	10
97	2022	90	80	0	0	0	0	0	0	0	0	0	179	60	58	121	0

TAZ	YEAR	Retail	Office	Indust	Hotel	School	SpecGen	ExtHBWP	ExtHBNWP	ExtHBWA	ExtHBNWA	ExtNHB	Total_HH	Students	SF	MF	MH
98	2022	111	403	44	0	0	0	0	0	0	0	0	277	93	58	205	14
99	2022	49	1	0	5	0	0	0	0	0	0	0	3	1	0	3	0
100	2022	124	3	0	12	0	0	0	0	0	0	0	0	0	0	0	0
101	2022	146	0	0	128	0	0	0	0	0	0	0	0	0	0	0	0
102	2022	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
103	2022	80	51	0	8	0	0	0	0	0	0	0	637	413	302	332	3
104	2022	133	87	0	15	52	0	0	0	0	0	0	476	309	220	253	3
105	2022	5	0	12	0	0	67	0	0	0	0	0	564	316	454	67	43
106	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
107	2022	0	0	0	0	0	0	0	0	0	0	0	13	7	11	1	1
108	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
109	2022	0	9	0	0	0	0	0	0	0	0	0	51	14	44	6	1
110	2022	0	0	0	0	0	0	0	0	0	0	0	98	26	84	12	2
111	2022	0	0	0	0	0	0	0	0	0	0	0	108	29	92	14	2
112	2022	0	0	0	0	0	0	0	0	0	0	0	161	47	129	32	0
113	2022	0	0	0	0	0	0	0	0	0	0	0	36	11	36	0	0
114	2022	3	14	0	0	168	0	0	0	0	0	0	88	26	71	17	0
115	2022	0	61	0	0	52	0	0	0	0	0	0	139	41	112	27	0
116	2022	105	360	0	62	0	0	0	0	0	0	0	58	17	38	20	0
117	2022	52	30	0	48	0	0	0	0	0	0	0	0	0	0	0	0
118	2022	150	112	0	0	0	0	0	0	0	0	0	0	0	0	0	0
119	2022	19	72	0	0	0	209	0	0	0	0	0	50	45	0	50	0
120	2022	0	10	0	0	262	0	0	0	0	0	0	0	0	0	0	0
121	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
122	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
123	2022	71	47	0	7	0	0	0	0	0	0	0	381	247	181	198	2
124	2022	0	0	0	0	0	0	0	0	0	0	0	24	6	24	0	0
125	2022	9	37	0	0	98	0	0	0	0	0	0	213	63	172	41	0
126	2022	37	140	0	0	0	0	0	0	0	0	0	17	5	12	5	0
127	2022	94	363	0	15	0	0	0	0	0	0	0	52	15	38	14	0
128	2022	68	253	0	90	0	0	0	0	0	0	0	0	0	0	0	0
129	2022	0	1769	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	2022	32	80	0	59	0	0	0	0	0	0	0	135	40	90	45	0
131	2022	0	874	0	0	0	0	0	0	0	0	0	0	0	0	0	0
132	2022	3	84	0	0	0	0	0	0	0	0	0	267	242	162	97	8
133	2022	17	703	0	0	0	0	0	0	0	0	0	279	252	86	177	16
134	2022	0	0	0	0	0	0	0	0	0	0	0	215	194	131	77	7
135	2022	10	0	0	0	0	0	0	0	0	0	0	198	179	64	134	0
136	2022	0	0	0	0	0	0	0	0	0	0	0	41	37	41	0	0
137	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
138	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
139	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
140	2022	0	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
141	2022	0	0	0	0	52	0	0	0	0	0	0	296	166	247	37	12
142	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
143	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
144	2022	0	1	0	0	0	0	0	0	0	0	0	3	1	3	0	0
145	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
146	2022	0	9	0	0	52	0	0	0	0	0	0	198	58	159	39	0
147	2022	0	2	0	0	0	0	0	0	0	0	0	154	45	109	45	0
148	2022	47	154	0	301	0	0	0	0	0	0	0	336	99	264	72	0
149	2022	21	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
150	2022	64	67	0	31	0	0	0	0	0	0	0	2	1	1	1	0
151	2022	183	34	0	63	0	314	0	0	0	0	0	0	0	0	0	0
152	2022	0	493	0	0	0	0	0	0	0	0	0	0	0	0	0	0
153	2022	12	91	0	0	0	0	0	0	0	0	0	548	191	120	411	17
154	2022	0	895	0	0	0	1710	0	0	0	0	0	0	0	0	0	0
155	2022	50	3	0	0	0	0	0	0	0	0	0	360	126	170	181	9
156	2022	5	0	0	0	0	0	0	0	0	0	0	207	72	195	0	12
157	2022	4	28	0	0	52	0	0	0	0	0	0	110	38	0	110	0
158	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
159	2022	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
160	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
161	2022	0	195	0	0	0	0	0	0	0	0	0	0	0	0	0	0
162	2022	0	182	0	0	0	0	0	0	0	0	0	0	0	0	0	0
163	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
164	2022	0	0	0	0	0	0	0	0	0	0	0	103	58	89	11	3
165	2022	0	0	0	0	0	0	0	0	0	0	0	109	61	91	14	4
166	2022	0	0	0	0	0	0	0	0	0	0	0	34	19	29	4	1
167	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
168	2022	0	0	0	0	0	0	0	0	0	0	0	21	6	18	3	0
169	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
170	2022	0	0	0	0	0	0	0	0	0	0	0	72	19	60	9	3
171	2022	46	0	10	0	0	0	0	0	0	0	0	52	14	34	2	16
172	2022	0	177	0	0	0	0	0	0	0	0	0	0	0	0	0	0
173	2022	175	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
174	2022	156	103	231	0	0	0	0	0	0	0	0	0	0	0	0	0
175	2022	0	0	0	0	0	0	0	0	0	0	0	239	83	138	93	8
176	2022	0	0	0	0	0	0	0	0	0	0	0	55	19	29	24	2
177	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
178	2022	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0
179	2022	0	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0
180	2022	0	0	98	0	0	0	0	0	0	0	0	0	0	0	0	0
181	2022	0	0	0	0	0	0	0	0	0	0	0	58	33	51	7	0
182	2022	259	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183	2022	0	10	0	0	0	0	0	0	0	0	0	91	44	0	91	0
184	2022	104	1	2	0	0	0	0	0	0	0	0	44	21	22	20	2
185	2022	44	29	66	0	0	0	0	0	0	0	0	15	7	8	6	1
186	2022	25	17	38	0	0	0	0	0	0	0	0	10	5	5	5	0
187	2022	3	0	62	0	0	0	0	0	0	0	0	0	0	0	0	0
188	2022	0	0	77	0	0	0	0	0	0	0	0	245	118	202	33	10
189	2022	0	0	0	0	0	0	0	0	0	0	0	287	138	248	39	0
190	2022	0	0	0	0	0	0	0	0	0	0	0	209	121	181	28	0
191	2022	0	0	0	0	0	0	0	0	0	0	0	65	37	58	7	0
192	2022	5	2	0	86	0	0	0	0	0	0	0	0	0	0	0	0
193	2022	0	6	0	0	0	0	0	0	0	0	0	70	34	55	15	0
194	2022	0	32	0	0	0	0	0	0	0	0	0	369	177	327	28	14

TAZ	YEAR	Retail	Office	Indust	Hotel	School	SpecGen	ExtHBWP	ExtHBNWP	ExtHBWA	ExtHBNWA	ExtNHB	Total_HH	Students	SF	MF	MH
195	2022	0	0	0	0	0	0	0	0	0	0	0	58	28	53	5	0
196	2022	0	0	0	0	52	0	0	0	0	0	0	253	121	219	34	0
197	2022	0	6	0	0	0	0	0	0	0	0	0	87	42	67	20	0
198	2022	0	9	0	0	0	0	0	0	0	0	0	99	57	76	23	0
199	2022	0	38	0	0	0	0	0	0	0	0	0	386	223	298	88	0
200	2022	39	22	0	0	0	0	0	0	0	0	0	100	58	0	44	56
201	2022	2	10	0	0	0	0	0	0	0	0	0	133	77	103	30	0
202	2022	44	0	0	0	0	0	0	0	0	0	0	5	1	4	1	0
203	2022	65	0	0	294	0	0	0	0	0	0	0	348	94	0	348	0
204	2022	29	0	0	0	0	0	0	0	0	0	0	197	114	0	23	174
205	2022	192	263	0	0	0	0	0	0	0	0	0	24	14	24	0	0
206	2022	314	119	0	0	0	0	0	0	0	0	0	22	12	0	22	0
207	2022	0	0	0	0	0	0	0	0	0	0	0	223	126	199	24	0
208	2022	0	0	0	0	0	0	0	0	0	0	0	205	118	183	22	0
209	2022	0	2	0	0	0	0	0	0	0	0	0	17	10	17	0	0
210	2022	0	8	0	0	0	0	0	0	0	0	0	58	33	58	0	0
211	2022	0	2	0	0	0	0	0	0	0	0	0	108	61	108	0	0
212	2022	31	0	0	0	0	0	0	0	0	0	0	22	6	19	3	0
213	2022	113	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
214	2022	145	0	9	0	0	0	0	0	0	0	0	69	39	2	67	0
215	2022	0	21	0	0	0	0	0	0	0	0	0	182	103	123	45	14
216	2022	298	0	0	23	0	120	0	0	0	0	0	2	1	2	0	0
217	2022	16	103	0	0	0	0	0	0	0	0	0	130	74	35	11	84
218	2022	0	209	0	0	0	0	0	0	0	0	0	60	34	49	6	5
219	2022	0	0	0	0	0	330	0	0	0	0	0	0	0	0	0	0
220	2022	0	0	0	0	0	0	0	0	0	0	0	103	58	93	10	0
221	2022	0	21	0	0	0	0	0	0	0	0	0	606	343	586	11	9
222	2022	0	346	0	0	0	0	0	0	0	0	0	0	0	0	0	0
223	2022	0	0	0	0	0	0	0	0	0	0	0	13	7	11	0	2
301	2022	16	65	26	0	0	0	0	0	0	0	0	224	61	224	0	0
302	2022	15	28	16	0	0	0	0	0	0	0	0	1	0	1	0	0
303	2022	0	29	0	0	0	0	0	0	0	0	0	132	45	122	10	0
304	2022	0	0	0	0	0	0	0	0	0	0	0	33	11	33	0	0
305	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
306	2022	0	0	0	0	0	0	0	0	0	0	0	158	78	128	13	17
307	2022	482	31	0	0	0	0	0	0	0	0	0	43	21	32	5	6
308	2022	482	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
309	2022	0	13	0	0	0	0	0	0	0	0	0	9	4	9	0	0
310	2022	0	0	0	0	0	0	0	0	0	0	0	251	99	243	5	3
311	2022	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
312	2022	0	0	0	0	0	0	0	0	0	0	0	109	37	107	2	0
313	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
314	2022	0	0	0	0	71	0	0	0	0	0	0	67	33	53	6	8
315	2022	0	0	0	0	0	0	0	0	0	0	0	164	81	136	11	17
316	2022	0	0	0	0	0	0	0	0	0	0	0	90	45	72	8	10
317	2022	307	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
318	2022	67	0	0	0	0	0	0	0	0	0	0	202	100	165	18	19
319	2022	0	50	0	0	21	0	0	0	0	0	0	334	132	318	10	6
320	2022	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
321	2022	14	0	0	0	0	0	0	0	0	0	0	623	309	501	49	73
322	2022	17	8	0	0	0	0	0	0	0	0	0	287	114	274	8	5
323	2022	9	0	0	0	0	0	0	0	0	0	0	173	58	165	8	0
324	2022	21	0	0	0	0	0	0	0	0	0	0	25	8	22	3	0
325	2022	6	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0
326	2022	0	0	0	0	0	0	0	0	0	0	0	16	5	15	0	1
327	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
328	2022	0	0	0	0	0	5	0	0	0	0	0	316	101	302	4	10
329	2022	0	0	0	0	0	0	0	0	0	0	0	158	51	151	2	5
330	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
331	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
332	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
333	2022	6	31	10	0	37	0	0	0	0	0	0	289	79	289	0	0
334	2022	2	3	2	0	0	0	0	0	0	0	0	65	22	65	0	0
335	2022	10	35	28	0	0	0	0	0	0	0	0	244	82	244	0	0
336	2022	1	2	1	0	0	0	0	0	0	0	0	10	3	10	0	0
337	2022	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	0
338	2022	0	0	0	0	0	0	0	0	0	0	0	6	2	6	0	0
339	2022	4	8	4	0	16	0	0	0	0	0	0	13	4	13	0	0
340	2022	45	0	0	0	0	0	0	0	0	0	0	9	3	9	0	0
341	2022	0	64	0	0	0	0	0	0	0	0	0	36	12	34	1	1
342	2022	0	0	0	0	0	0	0	0	0	0	0	7	2	7	0	0
343	2022	0	3	523	0	0	0	0	0	0	0	0	2	1	2	0	0
344	2022	0	0	0	0	0	0	0	0	0	0	0	155	50	148	2	5
345	2022	0	0	0	0	0	0	0	0	0	0	0	129	41	123	2	4
346	2022	0	0	0	0	0	0	0	0	0	0	0	306	98	291	5	10
347	2022	0	0	0	0	0	0	0	0	0	0	0	126	40	120	2	4
348	2022	0	0	0	0	0	0	0	0	0	0	0	95	30	93	2	0
349	2022	16	0	0	0	0	0	0	0	0	0	0	151	48	141	2	8
350	2022	0	0	0	0	0	0	0	0	0	0	0	92	29	88	1	3
351	2022	0	0	0	0	68	0	0	0	0	0	0	87	28	83	1	3
352	2022	0	0	0	0	0	0	0	0	0	0	0	118	38	112	2	4
353	2022	0	0	0	0	0	0	0	0	0	0	0	58	19	55	1	2
354	2022	0	0	0	0	0	0	0	0	0	0	0	78	25	74	1	3
355	2022	0	0	0	0	0	0	0	0	0	0	0	132	42	126	2	4
356	2022	0	0	0	0	0	0	0	0	0	0	0	66	21	63	1	2
357	2022	0	0	0	0	0	0	0	0	0	0	0	75	24	72	1	2
358	2022	0	0	0	0	0	0	0	0	0	0	0	137	44	131	2	4
359	2022	0	40	0	0	0	0	0	0	0	0	0	56	18	53	1	2
360	2022	0	0	0	0	0	0	0	0	0	0	0	80	26	76	2	2
361	2022	0	0	0	0	0	0	0	0	0	0	0	7	2	7	0	0
362	2022	0	0	0	0	0	0	0	0	0	0	0	15	5	14	0	1
363	2022	2	5	2	0	0	0	0	0	0	0	0	13	4	13	0	0
364	2022	206	87	53	0	0	0	0	0	0	0	0	340	93	176	164	0
365	2022	113	62	27	50	0	0	0	0	0	0	0	230	107	153	77	0
366	2022	233	326	76	0	0	0	0	0	0	0	0	186	87	152	34	0
367	2022	272	162	0	261	0	2250	0	0	0	0	0	277	129	277	0	0
368	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TAZ	YEAR	Retail	Office	Indust	Hotel	School	SpecGen	ExtHBWP	ExtHBNWP	ExtHBWA	ExtHBNWA	ExtNHB	Total_HH	Students	SF	MF	MH
369	2022	19	97	17	0	0	0	0	0	0	0	0	132	39	132	0	0
370	2022	160	144	154	0	0	0	0	0	0	0	0	239	71	162	0	77
371	2022	84	38	37	0	0	0	0	0	0	0	0	178	53	178	0	0
372	2022	2	5	18	3	0	0	0	0	0	0	0	206	61	206	0	0
373	2022	272	162	0	261	0	2250	0	0	0	0	0	28	8	28	0	0
374	2022	0	0	0	174	0	0	0	0	0	0	0	306	91	45	261	0
375	2022	0	0	0	0	0	0	0	0	0	0	0	4	1	4	0	0
376	2022	42	56	23	1	0	0	0	0	0	0	0	14	5	14	0	0
377	2022	68	1	0	73	0	0	0	0	0	0	0	9	3	9	0	0
378	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
379	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
380	2022	0	0	0	0	0	0	0	0	0	0	0	7	2	7	0	0
381	2022	92	186	403	0	0	0	0	0	0	0	0	26	8	26	0	0
382	2022	89	245	650	0	0	0	0	0	0	0	0	0	0	0	0	0
383	2022	0	0	0	0	0	0	0	0	0	0	0	12	4	12	0	0
384	2022	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
385	2022	9	19	9	0	0	0	0	0	0	0	0	1	0	1	0	0
386	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
387	2022	0	0	7	0	0	0	0	0	0	0	0	2	1	2	0	0
388	2022	0	0	0	0	0	0	0	0	0	0	0	5	2	5	0	0
389	2022	0	0	0	0	0	0	0	0	0	0	0	4	1	4	0	0
390	2022	0	0	0	0	0	0	0	0	0	0	0	8	3	8	0	0
391	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
392	2022	1	50	79	0	0	0	0	0	0	0	0	14	4	14	0	0
393	2022	0	0	0	0	0	0	0	0	0	0	0	34	11	34	0	0
394	2022	0	0	0	0	0	0	0	0	0	0	0	38	12	38	0	0
395	2022	5	14	21	0	0	0	0	0	0	0	0	265	82	265	0	0
396	2022	0	6	3	0	0	0	0	0	0	0	0	103	38	103	0	0
397	2022	0	0	0	0	0	0	0	0	0	0	0	83	31	81	2	0
398	2022	4	8	10	0	0	0	0	0	0	0	0	113	42	113	0	0
399	2022	8	61	1	0	0	0	0	0	0	0	0	16	6	16	0	0
400	2022	37	67	33	16	104	0	0	0	0	0	0	344	108	263	81	0
401	2022	569	1582	299	19	5	0	0	0	0	0	0	482	152	431	51	0
402	2022	253	171	73	0	0	0	0	0	0	0	0	118	37	118	0	0
403	2022	0	10	0	0	0	0	0	0	0	0	0	400	126	400	0	0
404	2022	0	0	0	0	42	0	0	0	0	0	0	292	92	174	118	0
405	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
406	2022	181	32	19	0	0	0	0	0	0	0	0	0	0	0	0	0
407	2022	0	0	0	0	0	0	0	0	0	0	0	78	25	78	0	0
408	2022	70	27	15	7	115	0	0	0	0	0	0	1016	395	985	31	0
409	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
410	2022	30	48	831	0	10	0	0	0	0	0	0	20	6	20	0	0
411	2022	2	8	11	0	0	0	0	0	0	0	0	132	41	132	0	0
412	2022	0	1	0	0	0	0	0	0	0	0	0	58	18	58	0	0
413	2022	0	14	10	0	0	0	0	0	0	0	0	154	57	154	0	0
414	2022	0	5	3	0	0	0	0	0	0	0	0	57	21	57	0	0
415	2022	0	7	0	0	0	0	0	0	0	0	0	6	2	6	0	0
416	2022	0	0	0	0	0	0	0	0	0	0	0	57	36	57	0	0
417	2022	6	11	14	0	0	0	0	0	0	0	0	12	4	10	2	0
418	2022	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	0
419	2022	304	690	130	0	0	0	0	0	0	0	0	452	176	135	117	200
420	2022	0	0	0	0	0	0	0	0	0	0	0	7	3	4	3	0
421	2022	319	128	56	0	0	0	0	0	0	0	0	352	137	195	0	157
422	2022	274	5	3	0	0	0	0	0	0	0	0	122	47	68	54	0
423	2022	3	14	3	0	10	0	0	0	0	0	0	99	39	99	0	0
424	2022	3	5	8	0	0	0	0	0	0	0	0	3	1	3	0	0
425	2022	16	18	9	0	0	0	0	0	0	0	0	3	1	3	0	0
426	2022	840	372	373	0	0	0	0	0	0	0	0	754	293	518	236	0
427	2022	0	0	0	0	0	0	0	0	0	0	0	18	6	10	8	0
428	2022	0	16	125	0	0	0	0	0	0	0	0	224	70	224	0	0
429	2022	0	3	28	0	0	0	0	0	0	0	0	124	39	124	0	0
430	2022	4	19	7	0	0	0	0	0	0	0	0	202	75	202	0	0
431	2022	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0
432	2022	22	13	11	0	0	0	0	0	0	0	0	55	34	55	0	0
433	2022	16	0	0	0	0	0	0	0	0	0	0	4	1	4	0	0
434	2022	27	11	6	0	0	0	0	0	0	0	0	222	139	214	8	0
435	2022	10	19	2	0	0	0	0	0	0	0	0	392	245	392	0	0
436	2022	8	5	31	0	0	0	0	0	0	0	0	281	111	277	4	0
437	2022	3	3	1	0	0	0	0	0	0	0	0	116	46	116	0	0
438	2022	1	4	2	0	0	0	0	0	0	0	0	33	13	33	0	0
439	2022	7	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0
440	2022	26	37	10	0	10	0	0	0	0	0	0	133	52	133	0	0
441	2022	5	7	23	0	0	0	0	0	0	0	0	4	4	4	0	0
442	2022	0	9	0	0	0	0	0	0	0	0	0	6	5	6	0	0
443	2022	3	18	3	0	0	0	0	0	0	0	0	3	3	3	0	0
444	2022	9	59	11	0	0	0	0	0	0	0	0	220	68	220	0	0
445	2022	3	11	19	0	0	0	0	0	0	0	0	267	83	267	0	0
446	2022	13	21	39	0	0	0	0	0	0	0	0	455	284	236	219	0
447	2022	17	9	8	0	0	0	0	0	0	0	0	185	116	185	0	0
448	2022	16	5	23	0	0	0	0	0	0	0	0	236	93	236	0	0
449	2022	3	1	5	0	0	0	0	0	0	0	0	115	65	66	49	0
450	2022	15	5	21	0	84	0	0	0	0	0	0	162	64	162	0	0
451	2022	0	1	0	0	0	0	0	0	0	0	0	325	183	28	297	0
452	2022	3	6	11	0	0	0	0	0	0	0	0	722	407	722	0	0
453	2022	4	8	2	0	0	0	0	0	0	0	0	605	341	605	0	0
454	2022	5	11	14	0	136	0	0	0	0	0	0	272	153	272	0	0
455	2022	17	33	17	0	0	0	0	0	0	0	0	149	136	149	0	0
456	2022	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
457	2022	2	11	2	0	0	0	0	0	0	0	0	64	20	18	46	0
458	2022	0	7	0	0	0	0	0	0	0	0	0	20	7	20	0	0
459	2022	0	3	0	0	0	0	0	0	0	0	0	10	9	10	0	0
460	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
461	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
462	2022	0	0	7	0	0	0	0	0	0	0	0	3	3	3	0	0
463	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
464	2022	0	0	0	0	0	0	0	0	0	0	0	21	19	18	3	0
465	2022	5	10	35	0	0	0	0	0	0	0	0	256	234	256	0	0

TAZ	YEAR	Retail	Office	Indust	Hotel	School	SpecGen	ExtHBWP	ExtHBNWP	ExtHBWA	ExtHBNWA	ExtNHB	Total_HH	Students	SF	MF	MH
466	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
467	2022	120	10	5	0	0	0	0	0	0	0	0	198	181	198	0	0
468	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
469	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
470	2022	29	177	29	3	0	0	0	0	0	0	0	836	254	336	0	500
601	2022	36	0	0	0	0	0	0	0	0	0	0	239	110	229	2	8
602	2022	0	0	3	0	0	0	0	0	0	0	0	134	62	107	5	22
603	2022	0	30	0	0	0	0	0	0	0	0	0	474	218	405	12	57
604	2022	0	0	15	0	0	0	0	0	0	0	0	136	62	124	2	10
605	2022	0	8	0	0	0	0	0	0	0	0	0	151	78	128	4	19
606	2022	0	0	4	0	0	0	0	0	0	0	0	1	1	1	0	0
607	2022	37	0	8	0	0	0	0	0	0	0	0	250	130	208	7	35
608	2022	0	0	0	0	0	0	0	0	0	0	0	154	71	154	0	0
609	2022	0	0	0	0	0	0	0	0	0	0	0	505	232	420	14	71
610	2022	0	0	0	0	27	0	0	0	0	0	0	364	167	305	9	50
611	2022	0	0	0	0	0	0	0	0	0	0	0	164	103	132	28	4
612	2022	24	0	3	0	0	0	0	0	0	0	0	30	16	30	0	0
613	2022	6	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0
614	2022	100	0	0	0	0	0	0	0	0	0	0	138	72	112	4	22
615	2022	0	0	0	0	27	0	0	0	0	0	0	59	31	56	3	0
616	2022	155	38	8	25	0	0	0	0	0	0	0	322	167	266	19	37
617	2022	0	11	1	0	0	0	0	0	0	0	0	227	118	178	6	43
618	2022	0	19	3	0	27	0	0	0	0	0	0	445	231	351	15	79
619	2022	0	18	8	0	0	0	0	0	0	0	0	112	51	94	4	14
620	2022	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	0
621	2022	0	0	0	0	0	0	0	0	0	0	0	264	166	241	20	3
622	2022	112	60	0	0	0	0	0	0	0	0	0	419	264	363	50	6
623	2022	0	24	0	0	0	0	0	0	0	0	0	644	405	551	81	12
624	2022	0	0	0	0	0	0	0	0	0	0	0	137	86	137	0	0
625	2022	0	0	0	0	0	0	0	0	0	0	0	149	94	149	0	0
626	2022	0	0	321	0	0	0	0	0	0	0	0	49	31	46	3	0
627	2022	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0
628	2022	12	6	0	0	0	0	0	0	0	0	0	104	65	97	7	0
629	2022	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
631	2022	0	0	0	0	0	0	0	0	0	0	0	69	42	34	1	34
632	2022	0	0	0	0	0	0	0	0	0	0	0	8	4	7	0	1
633	2022	0	0	0	0	0	0	0	0	0	0	0	5	3	4	0	1
634	2022	0	0	8	0	0	0	0	0	0	0	0	21	11	16	1	4
635	2022	32	8	0	0	0	0	0	0	0	0	0	11	6	8	1	2
636	2022	66	13	0	0	0	0	0	0	0	0	0	9	5	7	0	2
637	2022	36	21	0	24	0	0	0	0	0	0	0	23	12	19	1	3
638	2022	10	0	4	0	0	0	0	0	0	0	0	89	41	71	4	14
639	2022	11	0	0	0	0	0	0	0	0	0	0	11	5	7	0	4
640	2022	0	0	0	0	0	0	0	0	0	0	0	106	49	92	3	11
641	2022	5	0	0	0	0	0	0	0	0	0	0	24	15	20	4	0
642	2022	0	0	10	0	212	0	0	0	0	0	0	0	0	0	0	0
643	2022	0	0	0	0	0	0	0	0	0	0	0	7	4	4	0	3
644	2022	0	0	487	0	0	0	0	0	0	0	0	6	4	3	0	3
645	2022	41	21	265	0	0	0	0	0	0	0	0	10	6	5	0	5
646	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
647	2022	14	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0
648	2022	0	0	0	0	0	0	0	0	0	0	0	28	17	26	2	0
649	2022	0	0	0	0	0	0	0	0	0	0	0	4	2	3	0	1
650	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
651	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
652	2022	0	0	20	0	0	0	0	0	0	0	0	44	27	24	0	20
653	2022	0	0	0	0	0	0	0	0	0	0	0	147	89	67	3	77
654	2022	7	0	33	0	0	0	0	0	0	0	0	7	4	4	0	3
655	2022	12	0	0	0	0	0	0	0	0	0	0	47	29	25	0	22
656	2022	11	0	20	0	0	0	0	0	0	0	0	18	11	10	0	8
657	2022	10	0	70	0	0	0	0	0	0	0	0	15	9	8	0	7
658	2022	11	0	0	0	0	0	0	0	0	0	0	257	156	121	19	117
659	2022	74	0	102	0	0	0	0	0	0	0	0	6	4	4	0	2
660	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
661	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
901	2022	0	0	0	0	0	0	2273	1859	1124	1723	1686	0	0	0	0	0
902	2022	0	0	0	0	0	0	362	258	432	601	476	0	0	0	0	0
903	2022	0	0	0	0	0	0	11587	6011	6679	7347	7084	0	0	0	0	0
904	2022	0	0	0	0	0	0	639	910	707	761	1074	0	0	0	0	0
905	2022	0	0	0	0	0	0	4522	6426	4988	5381	7648	0	0	0	0	0
906	2022	0	0	0	0	0	0	994	666	519	393	580	0	0	0	0	0
907	2022	0	0	0	0	0	0	1145	765	598	452	668	0	0	0	0	0
TOTAL		**15,100**	**22,078**	**10,112**	**2,542**	**2,035**	**17,676**	**21,522**	**16,895**	**15,047**	**16,658**	**19,216**	**50,766**	**23,882**	**37,293**	**9,199**	**4,274**

Appendix F
TDM Future Year 2035 Socioeconomic Data Inputs
(full size exhibit in digital format is available upon request)

TAZ	YEAR	Retail	Office	Indust	Hotel	School	SpecGen	ExtHBWP	ExtHBNWP	ExtHBWA	ExtHBNWA	ExtNHB	Total_HH	Students	SF	MF	MH
1	2035	0	0	0	0	0	0	0	0	0	0	0	3	2	2	1	0
2	2035	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0
3	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2035	36	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2035	0	0	0	0	0	0	0	0	0	0	0	39	11	0	0	39
7	2035	34	914	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	2035	0	0	0	0	0	0	0	0	0	0	0	276	145	189	76	11
9	2035	0	0	0	0	0	0	0	0	0	0	0	15	8	15	0	0
10	2035	19	0	138	0	0	0	0	0	0	0	0	120	63	89	27	4
11	2035	0	0	0	0	0	0	0	0	0	0	0	140	73	96	39	5
12	2035	35	94	1447	0	17	0	0	0	0	0	0	13	7	9	3	1
13	2035	8	22	344	0	0	0	0	0	0	0	0	3	1	2	1	0
14	2035	17	488	340	0	0	0	0	0	0	0	0	0	0	0	0	0
15	2035	0	0	32	0	0	709	0	0	0	0	0	0	0	0	0	0
16	2035	99	30	246	0	0	0	0	0	0	0	0	71	40	71	0	0
17	2035	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
18	2035	0	0	0	0	0	0	0	0	0	0	0	360	97	214	24	122
19	2035	0	17	0	0	11	117	0	0	0	0	0	9	2	9	0	0
20	2035	86	445	0	0	0	0	0	0	0	0	0	38	10	32	6	0
21	2035	25	0	0	126	0	0	0	0	0	0	0	0	0	0	0	0
22	2035	0	0	0	0	0	0	0	0	0	0	0	24	13	24	0	0
23	2035	0	0	0	0	0	0	0	0	0	0	0	48	25	37	9	2
24	2035	0	0	0	0	0	0	0	0	0	0	0	202	106	94	55	53
25	2035	2	0	17	0	0	0	0	0	0	0	0	15	8	11	3	1
26	2035	19	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0
27	2035	9	221	137	0	0	1299	0	0	0	0	0	0	0	0	0	0
28	2035	210	0	338	0	0	0	0	0	0	0	0	71	35	24	6	41
29	2035	63	274	184	0	0	0	0	0	0	0	0	53	30	24	4	25
30	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	2035	0	0	0	0	0	0	0	0	0	0	0	133	36	118	13	2
32	2035	36	163	0	0	11	5676	0	0	0	0	0	708	191	624	80	4
33	2035	139	334	0	0	0	0	0	0	0	0	0	133	36	0	133	0
34	2035	182	71	0	0	0	0	0	0	0	0	0	588	309	409	155	24
35	2035	0	0	0	0	0	0	0	0	0	0	0	81	43	61	16	4
36	2035	0	0	0	0	0	0	0	0	0	0	0	97	51	97	0	0
37	2035	189	11	0	79	0	0	0	0	0	0	0	29	15	29	0	0
38	2035	141	300	61	5	0	0	0	0	0	0	0	0	0	0	0	0
39	2035	79	169	35	3	0	0	0	0	0	0	0	0	0	0	0	0
40	2035	0	0	0	0	0	0	0	0	0	0	0	441	215	151	36	254
41	2035	2	9	0	0	0	6	0	0	0	0	0	317	154	132	9	176
42	2035	73	89	0	0	0	0	0	0	0	0	0	245	119	86	20	139
43	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44	2035	0	0	0	0	0	0	0	0	0	0	0	29	8	25	4	0
45	2035	0	0	0	0	0	0	0	0	0	0	0	92	25	72	18	2
46	2035	0	0	0	0	11	59	0	0	0	0	0	320	175	235	80	5
47	2035	0	0	0	0	11	0	0	0	0	0	0	65	36	62	3	0
48	2035	126	303	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49	2035	0	3	0	0	0	0	0	0	0	0	0	193	106	142	45	6
50	2035	139	494	0	0	0	0	0	0	0	0	0	226	124	173	48	5
51	2035	380	301	0	31	0	0	0	0	0	0	0	407	268	217	139	51
52	2035	2	0	0	0	0	0	0	0	0	0	0	352	232	172	180	0
53	2035	108	6	0	79	0	0	0	0	0	0	0	184	121	28	156	0
54	2035	82	22	17	0	0	0	0	0	0	0	0	41	27	15	14	12
55	2035	6	9	0	0	0	0	0	0	0	0	0	88	58	0	88	0
56	2035	525	32	0	79	0	0	0	0	0	0	0	28	18	28	0	0
57	2035	313	85	64	0	0	0	0	0	0	0	0	257	169	92	88	77
58	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	2035	0	0	0	0	0	0	0	0	0	0	0	255	168	167	88	0
60	2035	235	497	101	8	0	0	0	0	0	0	0	0	0	0	0	0
61	2035	0	0	0	0	0	0	0	0	0	0	0	489	322	427	62	0
62	2035	0	0	0	0	53	0	0	0	0	0	0	40	13	40	0	0
63	2035	0	0	0	0	0	0	0	0	0	0	0	155	102	143	12	0
64	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65	2035	2	0	0	0	0	0	0	0	0	0	0	500	244	174	41	285
66	2035	0	9	0	0	0	4	0	0	0	0	0	290	141	110	8	172
67	2035	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68	2035	6	0	11	0	0	0	0	0	0	0	0	324	182	278	46	0
69	2035	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
70	2035	0	0	0	0	0	0	0	0	0	0	0	55	15	48	7	0
71	2035	0	0	0	0	0	0	0	0	0	0	0	4	1	4	0	0
72	2035	0	0	0	0	0	0	0	0	0	0	0	184	101	140	40	4
73	2035	0	34	0	0	52	0	0	0	0	0	0	133	73	99	30	4
74	2035	8	26	0	0	0	0	0	0	0	0	0	125	69	22	103	0
75	2035	56	159	0	53	0	0	0	0	0	0	0	129	71	67	26	36
76	2035	166	25	0	0	0	0	0	0	0	0	0	33	11	12	18	3
77	2035	51	57	0	0	0	0	0	0	0	0	0	309	104	115	92	102
78	2035	10	12	0	0	0	0	0	0	0	0	0	51	17	28	23	0
79	2035	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
80	2035	0	0	0	0	0	0	0	0	0	0	0	126	83	99	0	27
81	2035	0	200	0	0	0	0	0	0	0	0	0	80	27	0	80	0
82	2035	0	0	0	0	0	0	0	0	0	0	0	60	20	36	0	24
83	2035	0	18	0	0	0	2513	0	0	0	0	0	615	207	203	412	0
84	2035	151	2	0	45	0	0	0	0	0	0	0	10	3	0	10	0
85	2035	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86	2035	139	0	0	0	0	0	0	0	0	0	0	136	66	48	10	78
87	2035	151	28	0	0	0	0	0	0	0	0	0	114	56	40	9	65
88	2035	0	0	0	0	0	0	0	0	0	0	0	68	18	60	8	0
89	2035	0	0	0	0	0	0	0	0	0	0	0	103	28	92	11	0
90	2035	0	0	0	0	0	0	0	0	0	0	0	28	15	28	0	0
91	2035	0	37	0	0	0	0	0	0	0	0	0	244	134	212	28	4
92	2035	24	30	0	64	0	0	0	0	0	0	0	105	58	78	24	3
93	2035	0	0	0	0	0	0	0	0	0	0	0	85	47	70	15	0
94	2035	0	576	0	0	0	0	0	0	0	0	0	55	30	44	11	0
95	2035	29	103	0	18	0	0	0	0	0	0	0	13	7	8	5	0
96	2035	85	115	0	25	52	0	0	0	0	0	0	141	48	36	95	10
97	2035	120	106	0	0	0	0	0	0	0	0	0	182	61	58	124	0

TAZ	YEAR	Retail	Office	Indust	Hotel	School	SpecGen	ExtHBWP	ExtHBNWP	ExtHBWA	ExtHBNWA	ExtNHB	Total_HH	Students	SF	MF	MH
98	2035	148	411	44	0	0	0	0	0	0	0	0	318	107	93	211	14
99	2035	50	1	0	6	0	0	0	0	0	0	0	3	1	0	3	0
100	2035	126	3	0	15	0	0	0	0	0	0	0	0	0	0	0	0
101	2035	148	0	0	128	0	0	0	0	0	0	0	0	0	0	0	0
102	2035	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
103	2035	106	52	0	8	0	0	0	0	0	0	0	639	415	302	334	3
104	2035	177	89	0	15	52	0	0	0	0	0	0	512	332	226	283	3
105	2035	8	0	13	0	0	67	0	0	0	0	0	564	316	454	67	43
106	2035	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
107	2035	0	0	0	0	0	0	0	0	0	0	0	13	7	11	1	1
108	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
109	2035	0	9	0	0	0	0	0	0	0	0	0	53	14	46	6	1
110	2035	0	0	0	0	1	0	0	0	0	0	0	100	27	85	13	2
111	2035	0	0	0	0	1	0	0	0	0	0	0	110	30	94	14	2
112	2035	0	0	0	0	0	0	0	0	0	0	0	164	48	132	32	0
113	2035	0	0	0	0	1	0	0	0	0	0	0	36	11	36	0	0
114	2035	3	14	0	0	168	0	0	0	0	0	0	88	26	71	17	0
115	2035	0	61	0	0	53	0	0	0	0	0	0	139	41	112	27	0
116	2035	106	360	0	62	0	0	0	0	0	0	0	59	17	38	21	0
117	2035	52	30	0	48	0	0	0	0	0	0	0	207	61	0	207	0
118	2035	152	113	0	0	0	0	0	0	0	0	0	0	0	0	0	0
119	2035	19	72	0	0	0	209	0	0	0	0	0	51	46	0	51	0
120	2035	0	11	0	0	262	0	0	0	0	0	0	0	0	0	0	0
121	2035	34	0	0	0	11	0	0	0	0	0	0	15	14	7	8	0
122	2035	0	0	0	0	0	0	0	0	0	0	0	56	51	56	0	0
123	2035	95	48	0	7	0	0	0	0	0	0	0	400	260	183	215	2
124	2035	0	0	0	0	1	0	0	0	0	0	0	24	6	24	0	0
125	2035	9	37	0	0	98	0	0	0	0	0	0	213	63	172	41	0
126	2035	37	141	0	0	0	0	0	0	0	0	0	18	5	12	6	0
127	2035	94	367	0	15	0	0	0	0	0	0	0	52	15	38	14	0
128	2035	68	253	0	90	0	0	0	0	0	0	0	0	0	0	0	0
129	2035	0	1769	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	2035	32	81	0	59	0	0	0	0	0	0	0	136	40	90	46	0
131	2035	0	874	0	0	0	0	0	0	0	0	0	0	0	0	0	0
132	2035	3	85	0	0	0	0	0	0	0	0	0	268	242	162	97	9
133	2035	17	706	0	0	0	0	0	0	0	0	0	285	258	86	182	17
134	2035	0	0	0	0	0	0	0	0	0	0	0	215	194	131	77	7
135	2035	10	0	0	0	0	0	0	0	0	0	0	199	180	64	135	0
136	2035	27	27	0	0	0	0	0	0	0	0	0	464	420	262	202	0
137	2035	0	0	0	0	0	0	0	0	0	0	0	116	105	116	0	0
138	2035	0	3	0	0	0	0	0	0	0	0	0	19	17	19	0	0
139	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
140	2035	0	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
141	2035	0	0	0	0	55	0	0	0	0	0	0	304	170	255	37	12
142	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
143	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
144	2035	0	1	0	0	0	0	0	0	0	0	0	3	1	3	0	0
145	2035	0	0	0	0	0	0	0	0	0	0	0	6	2	6	0	0
146	2035	0	9	0	0	53	0	0	0	0	0	0	198	58	159	39	0
147	2035	0	2	0	0	0	0	0	0	0	0	0	154	45	109	45	0
148	2035	47	156	0	301	0	0	0	0	0	0	0	342	101	264	78	0
149	2035	21	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
150	2035	64	67	0	31	0	0	0	0	0	0	0	2	1	1	1	0
151	2035	187	42	0	63	0	314	0	0	0	0	0	0	0	0	0	0
152	2035	0	493	0	0	0	0	0	0	0	0	0	0	0	0	0	0
153	2035	12	91	0	0	0	0	0	0	0	0	0	588	205	120	451	17
154	2035	0	895	0	0	0	1710	0	0	0	0	0	0	0	0	0	0
155	2035	50	3	0	0	0	0	0	0	0	0	0	484	169	243	232	9
156	2035	5	0	0	0	0	0	0	0	0	0	0	252	88	240	0	12
157	2035	5	29	0	0	52	0	0	0	0	0	0	110	38	0	110	0
158	2035	0	0	0	0	0	0	0	0	0	0	0	9	3	5	4	0
159	2035	7	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
160	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
161	2035	0	195	0	0	0	0	0	0	0	0	0	0	0	0	0	0
162	2035	0	182	0	0	0	0	0	0	0	0	0	0	0	0	0	0
163	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
164	2035	0	0	0	0	0	0	0	0	0	0	0	104	58	90	11	3
165	2035	0	0	0	0	0	0	0	0	0	0	0	112	63	93	14	5
166	2035	0	0	0	0	0	0	0	0	0	0	0	35	20	30	4	1
167	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
168	2035	0	0	0	0	0	0	0	0	0	0	0	25	7	22	3	0
169	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
170	2035	0	0	0	0	0	0	0	0	0	0	0	74	20	62	9	3
171	2035	47	0	11	0	0	0	0	0	0	0	0	53	14	35	2	16
172	2035	0	177	0	0	0	0	0	0	0	0	0	0	0	0	0	0
173	2035	177	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0
174	2035	158	104	233	0	0	0	0	0	0	0	0	0	0	0	0	0
175	2035	0	0	0	0	0	0	0	0	0	0	0	240	84	138	94	8
176	2035	0	0	0	0	0	0	0	0	0	0	0	55	19	29	24	2
177	2035	0	0	0	0	0	0	0	0	0	0	0	70	24	70	0	0
178	2035	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0
179	2035	14	5	54	0	0	0	0	0	0	0	0	0	0	0	0	0
180	2035	0	6	108	0	0	0	0	0	0	0	0	0	0	0	0	0
181	2035	0	0	0	0	0	0	0	0	0	0	0	59	33	52	7	0
182	2035	259	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183	2035	0	17	0	0	0	0	0	0	0	0	0	92	44	0	92	0
184	2035	105	1	2	0	0	0	0	0	0	0	0	44	21	22	20	2
185	2035	44	29	67	0	0	0	0	0	0	0	0	15	7	8	6	1
186	2035	25	17	38	0	0	0	0	0	0	0	0	10	5	5	5	0
187	2035	3	0	63	0	0	0	0	0	0	0	0	0	0	0	0	0
188	2035	14	0	78	0	0	0	0	0	0	0	0	251	120	207	34	10
189	2035	0	0	0	0	0	0	0	0	0	0	0	287	138	248	39	0
190	2035	0	0	0	0	0	0	0	0	0	0	0	209	121	181	28	0
191	2035	0	0	0	0	0	0	0	0	0	0	0	66	37	59	7	0
192	2035	6	6	0	86	0	0	0	0	0	0	0	0	0	0	0	0
193	2035	0	6	0	0	0	0	0	0	0	0	0	71	34	55	16	0
194	2035	0	32	0	0	0	0	0	0	0	0	0	369	177	327	28	14

TAZ	YEAR	Retail	Office	Indust	Hotel	School	SpecGen	ExtHBWP	ExtHBNWP	ExtHBWA	ExtHBNWA	ExtNHB	Total_HH	Students	SF	MF	MH
195	2035	0	0	0	0	0	0	0	0	0	0	0	58	28	53	5	0
196	2035	0	0	0	0	52	0	0	0	0	0	0	256	123	222	34	0
197	2035	0	6	0	0	0	0	0	0	0	0	0	87	42	67	20	0
198	2035	0	9	0	0	0	0	0	0	0	0	0	99	57	76	23	0
199	2035	0	38	0	0	0	0	0	0	0	0	0	387	224	298	89	0
200	2035	55	31	0	0	0	0	0	0	0	0	0	100	58	0	44	56
201	2035	2	14	0	0	0	0	0	0	0	0	0	133	77	103	30	0
202	2035	48	0	0	0	7	0	0	0	0	0	0	155	42	4	151	0
203	2035	74	0	0	294	0	0	0	0	0	0	0	519	140	0	519	0
204	2035	29	12	0	0	0	0	0	0	0	0	0	197	114	0	23	174
205	2035	197	263	0	0	0	0	0	0	0	0	0	40	23	40	0	0
206	2035	320	119	0	0	0	0	0	0	0	0	0	52	29	23	29	0
207	2035	0	0	0	0	0	0	0	0	0	0	0	229	130	205	24	0
208	2035	0	0	0	0	0	0	0	0	0	0	0	211	122	189	22	0
209	2035	0	2	0	0	0	0	0	0	0	0	0	18	10	18	0	0
210	2035	0	8	0	0	0	0	0	0	0	0	0	59	33	59	0	0
211	2035	0	2	0	0	0	0	0	0	0	0	0	108	61	108	0	0
212	2035	35	0	0	0	0	0	0	0	0	0	0	214	58	62	152	0
213	2035	175	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0
214	2035	157	0	10	13	0	0	0	0	0	0	0	71	40	2	69	0
215	2035	0	22	0	0	0	0	0	0	0	0	0	252	143	174	64	14
216	2035	304	0	0	26	0	120	0	0	0	0	0	2	1	2	0	0
217	2035	16	116	0	0	0	0	0	0	0	0	0	130	74	35	11	84
218	2035	0	209	0	0	0	0	0	0	0	0	0	60	34	49	6	5
219	2035	0	0	0	0	66	465	0	0	0	0	0	0	0	0	0	0
220	2035	0	0	0	0	66	0	0	0	0	0	0	104	59	94	10	0
221	2035	0	21	0	0	0	0	0	0	0	0	0	753	427	733	11	9
222	2035	0	346	0	0	0	0	0	0	0	0	0	0	0	0	0	0
223	2035	0	0	0	0	0	0	0	0	0	0	0	14	8	12	0	2
301	2035	16	65	26	0	0	0	0	0	0	0	0	224	61	224	0	0
302	2035	15	28	16	0	0	0	0	0	0	0	0	1	0	1	0	0
303	2035	0	30	0	0	0	0	0	0	0	0	0	249	84	239	10	0
304	2035	0	0	0	0	0	0	0	0	0	0	0	33	11	33	0	0
305	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
306	2035	0	0	0	0	0	0	0	0	0	0	0	169	84	139	13	17
307	2035	485	31	0	0	0	0	0	0	0	0	0	43	21	32	5	6
308	2035	485	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
309	2035	24	13	0	0	0	0	0	0	0	0	0	336	133	190	146	0
310	2035	0	0	0	0	0	0	0	0	0	0	0	353	140	309	41	3
311	2035	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
312	2035	0	0	0	0	0	0	0	0	0	0	0	109	37	107	2	0
313	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
314	2035	0	0	0	0	71	0	0	0	0	0	0	68	34	54	6	8
315	2035	0	0	0	0	0	0	0	0	0	0	0	164	81	136	11	17
316	2035	0	0	0	0	0	0	0	0	0	0	0	95	47	77	8	10
317	2035	309	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
318	2035	68	0	0	0	0	0	0	0	0	0	0	207	103	170	18	19
319	2035	0	52	0	0	21	0	0	0	0	0	0	334	132	318	10	6
320	2035	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
321	2035	14	0	0	0	0	0	0	0	0	0	0	624	309	501	50	73
322	2035	18	9	0	0	0	0	0	0	0	0	0	287	114	274	8	5
323	2035	9	0	0	0	0	0	0	0	0	0	0	229	77	221	8	0
324	2035	22	0	0	0	0	0	0	0	0	0	0	25	8	22	3	0
325	2035	6	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0
326	2035	0	0	0	0	0	0	0	0	0	0	0	16	5	15	0	1
327	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
328	2035	0	0	0	0	0	5	0	0	0	0	0	320	102	306	4	10
329	2035	0	0	0	0	0	0	0	0	0	0	0	164	52	157	2	5
330	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
331	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
332	2035	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
333	2035	6	31	10	0	37	0	0	0	0	0	0	289	79	289	0	0
334	2035	2	3	2	0	0	0	0	0	0	0	0	65	22	65	0	0
335	2035	10	46	28	0	0	0	0	0	0	0	0	244	82	244	0	0
336	2035	1	2	1	0	0	0	0	0	0	0	0	10	3	10	0	0
337	2035	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	0
338	2035	0	0	0	0	0	0	0	0	0	0	0	6	2	6	0	0
339	2035	6	13	85	0	16	0	0	0	0	0	0	13	4	13	0	0
340	2035	47	0	0	0	0	0	0	0	0	0	0	9	3	9	0	0
341	2035	0	66	0	0	0	0	0	0	0	0	0	37	12	35	1	1
342	2035	0	0	0	0	0	0	0	0	0	0	0	7	2	7	0	0
343	2035	0	3	546	0	0	0	0	0	0	0	0	2	1	2	0	0
344	2035	0	0	0	0	0	0	0	0	0	0	0	155	50	148	2	5
345	2035	0	0	0	0	0	0	0	0	0	0	0	129	41	123	2	4
346	2035	0	0	0	0	0	0	0	0	0	0	0	306	98	291	5	10
347	2035	0	0	0	0	0	0	0	0	0	0	0	126	40	120	2	4
348	2035	0	0	0	0	0	0	0	0	0	0	0	95	30	93	2	0
349	2035	16	0	0	0	0	0	0	0	0	0	0	151	48	141	2	8
350	2035	0	0	0	0	0	0	0	0	0	0	0	95	30	91	1	3
351	2035	0	0	0	0	68	0	0	0	0	0	0	89	28	85	1	3
352	2035	0	0	0	0	0	0	0	0	0	0	0	118	38	112	2	4
353	2035	0	0	0	0	0	0	0	0	0	0	0	58	19	55	1	2
354	2035	0	0	0	0	0	0	0	0	0	0	0	79	25	75	1	3
355	2035	0	0	0	0	0	0	0	0	0	0	0	132	42	126	2	4
356	2035	0	0	0	0	0	0	0	0	0	0	0	67	21	64	1	2
357	2035	0	0	0	0	0	0	0	0	0	0	0	79	25	76	1	2
358	2035	0	0	0	0	0	0	0	0	0	0	0	137	44	131	2	4
359	2035	0	41	0	0	0	0	0	0	0	0	0	94	30	91	1	2
360	2035	0	0	0	0	0	0	0	0	0	0	0	83	27	79	2	2
361	2035	0	0	0	0	0	0	0	0	0	0	0	8	3	8	0	0
362	2035	0	0	0	0	0	0	0	0	0	0	0	16	5	15	0	1
363	2035	2	5	2	0	0	0	0	0	0	0	0	13	4	13	0	0
364	2035	206	87	53	0	0	0	0	0	0	0	0	340	93	176	164	0
365	2035	113	62	27	50	0	0	0	0	0	0	0	230	107	153	77	0
366	2035	233	326	76	0	0	0	0	0	0	0	0	186	87	152	34	0
367	2035	272	162	0	261	0	2250	0	0	0	0	0	277	129	277	0	0
368	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TAZ	YEAR	Retail	Office	Indust	Hotel	School	SpecGen	ExtHBWP	ExtHBNWP	ExtHBWA	ExtHBNWA	ExtNHB	Total_HH	Students	SF	MF	MH
369	2035	19	97	17	0	0	0	0	0	0	0	0	132	39	132	0	0
370	2035	160	144	154	0	0	0	0	0	0	0	0	239	71	162	0	77
371	2035	84	38	37	0	0	0	0	0	0	0	0	178	53	178	0	0
372	2035	2	5	18	3	0	0	0	0	0	0	0	206	61	206	0	0
373	2035	272	162	0	261	0	2250	0	0	0	0	0	28	8	28	0	0
374	2035	0	0	0	174	0	0	0	0	0	0	0	306	91	45	261	0
375	2035	0	0	0	0	0	0	0	0	0	0	0	4	1	4	0	0
376	2035	42	56	23	1	0	0	0	0	0	0	0	14	5	14	0	0
377	2035	68	1	6	73	0	0	0	0	0	0	0	9	3	9	0	0
378	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
379	2035	0	131	0	0	0	0	0	0	0	0	0	0	0	0	0	0
380	2035	0	0	0	0	0	0	0	0	0	0	0	7	2	7	0	0
381	2035	92	186	470	0	0	0	0	0	0	0	0	26	8	26	0	0
382	2035	127	245	843	0	0	0	0	0	0	0	0	0	0	0	0	0
383	2035	0	0	0	0	0	0	0	0	0	0	0	12	4	12	0	0
384	2035	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
385	2035	9	19	9	0	0	0	0	0	0	0	0	1	0	1	0	0
386	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
387	2035	0	0	7	0	0	0	0	0	0	0	0	2	1	2	0	0
388	2035	0	0	0	0	0	0	0	0	0	0	0	5	2	5	0	0
389	2035	0	0	0	0	0	0	0	0	0	0	0	4	1	4	0	0
390	2035	4	174	15	0	0	0	0	0	0	0	0	8	3	8	0	0
391	2035	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0
392	2035	25	68	220	0	0	0	0	0	0	0	0	14	4	14	0	0
393	2035	0	0	0	0	0	0	0	0	0	0	0	34	11	34	0	0
394	2035	0	0	0	0	0	0	0	0	0	0	0	38	12	38	0	0
395	2035	5	14	21	0	0	0	0	0	0	0	0	265	82	265	0	0
396	2035	0	6	3	0	0	0	0	0	0	0	0	103	38	103	0	0
397	2035	0	0	0	0	0	0	0	0	0	0	0	83	31	81	2	0
398	2035	4	9	10	0	0	0	0	0	0	0	0	113	42	113	0	0
399	2035	8	61	1	0	0	0	0	0	0	0	0	16	6	16	0	0
400	2035	51	121	34	16	104	0	0	0	0	0	0	344	108	263	81	0
401	2035	584	1582	310	19	5	0	0	0	0	0	0	482	152	431	51	0
402	2035	300	234	73	142	0	0	0	0	0	0	0	118	37	118	0	0
403	2035	0	10	0	142	0	0	0	0	0	0	0	485	153	400	85	0
404	2035	102	200	7	0	42	0	0	0	0	0	0	525	165	407	118	0
405	2035	102	200	7	0	0	0	0	0	0	0	0	0	0	0	0	0
406	2035	241	363	30	6	0	0	0	0	0	0	0	198	62	198	0	0
407	2035	0	0	0	0	0	0	0	0	0	0	0	78	25	78	0	0
408	2035	165	305	19	7	115	0	0	0	0	0	0	1251	486	1155	96	0
409	2035	4	1	0	0	0	0	0	0	0	0	0	38	12	33	5	0
410	2035	35	54	832	0	10	0	0	0	0	0	0	58	18	53	5	0
411	2035	2	8	20	0	0	0	0	0	0	0	0	132	41	132	0	0
412	2035	0	2	0	0	0	0	0	0	0	0	0	58	18	58	0	0
413	2035	0	14	10	0	0	0	0	0	0	0	0	154	57	154	0	0
414	2035	0	5	6	2	0	0	0	0	0	0	0	57	21	57	0	0
415	2035	0	7	0	0	0	0	0	0	0	0	0	6	2	6	0	0
416	2035	0	0	0	0	0	0	0	0	0	0	0	57	36	57	0	0
417	2035	6	11	15	0	0	0	0	0	0	0	0	12	4	10	2	0
418	2035	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	0
419	2035	310	690	135	0	0	0	0	0	0	0	0	452	176	135	117	200
420	2035	0	0	0	0	0	0	0	0	0	0	0	7	3	4	3	0
421	2035	319	129	56	0	0	0	0	0	0	0	0	371	144	195	19	157
422	2035	305	13	7	6	0	0	0	0	0	0	0	122	47	68	54	0
423	2035	3	14	3	0	10	0	0	0	0	0	0	99	39	99	0	0
424	2035	3	5	10	0	0	0	0	0	0	0	0	3	1	3	0	0
425	2035	24	28	10	0	0	0	0	0	0	0	0	3	1	3	0	0
426	2035	879	458	451	1	0	0	0	0	0	0	0	1250	486	793	343	114
427	2035	0	0	0	0	0	0	0	0	0	0	0	385	120	285	100	0
428	2035	3	21	164	0	0	0	0	0	0	0	0	224	70	224	0	0
429	2035	0	5	28	0	0	0	0	0	0	0	0	124	39	124	0	0
430	2035	4	19	12	0	0	0	0	0	0	0	0	202	75	202	0	0
431	2035	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0
432	2035	25	13	22	0	0	0	0	0	0	0	0	55	34	55	0	0
433	2035	16	0	0	0	0	0	0	0	0	0	0	4	1	4	0	0
434	2035	27	11	6	0	0	0	0	0	0	0	0	222	139	214	8	0
435	2035	10	19	2	0	0	0	0	0	0	0	0	392	245	392	0	0
436	2035	8	5	31	0	0	0	0	0	0	0	0	281	111	277	4	0
437	2035	3	3	1	0	0	0	0	0	0	0	0	116	46	116	0	0
438	2035	1	4	3	0	0	0	0	0	0	0	0	33	13	33	0	0
439	2035	168	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0
440	2035	26	37	10	0	10	0	0	0	0	0	0	133	52	133	0	0
441	2035	5	7	23	0	0	0	0	0	0	0	0	4	4	4	0	0
442	2035	0	9	0	0	0	0	0	0	0	0	0	6	5	6	0	0
443	2035	3	18	4	0	0	0	0	0	0	0	0	3	3	3	0	0
444	2035	9	59	14	0	0	0	0	0	0	0	0	220	68	220	0	0
445	2035	22	37	20	0	0	0	0	0	0	0	0	267	83	267	0	0
446	2035	13	21	41	0	0	0	0	0	0	0	0	455	284	236	219	0
447	2035	20	9	18	0	0	0	0	0	0	0	0	185	116	185	0	0
448	2035	16	14	23	0	0	0	0	0	0	0	0	236	93	236	0	0
449	2035	3	4	5	0	0	0	0	0	0	0	0	115	65	66	49	0
450	2035	15	13	21	0	84	0	0	0	0	0	0	162	64	162	0	0
451	2035	0	1	0	0	0	0	0	0	0	0	0	325	183	28	297	0
452	2035	3	21	14	0	0	0	0	0	0	0	0	722	407	722	0	0
453	2035	4	28	2	0	0	0	0	0	0	0	0	605	341	605	0	0
454	2035	5	12	14	0	136	0	0	0	0	0	0	272	153	272	0	0
455	2035	17	33	17	0	0	0	0	0	0	0	0	149	136	149	0	0
456	2035	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
457	2035	2	11	2	0	0	0	0	0	0	0	0	64	20	18	46	0
458	2035	0	7	0	0	0	0	0	0	0	0	0	20	7	20	0	0
459	2035	0	3	0	0	0	0	0	0	0	0	0	10	9	10	0	0
460	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
461	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
462	2035	0	0	7	0	0	0	0	0	0	0	0	3	3	3	0	0
463	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
464	2035	0	4	0	0	0	0	0	0	0	0	0	21	19	18	3	0
465	2035	24	10	37	0	0	0	0	0	0	0	0	256	234	256	0	0

TAZ	YEAR	Retail	Office	Indust	Hotel	School	SpecGen	ExtHBWP	ExtHBNWP	ExtHBWA	ExtHBNWA	ExtNHB	Total_HH	Students	SF	MF	MH
466	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
467	2035	120	11	8	0	0	0	0	0	0	0	0	198	181	198	0	0
468	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
469	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
470	2035	29	177	29	41	0	0	0	0	0	0	0	836	254	336	0	500
601	2035	40	0	0	0	0	0	0	0	0	0	0	500	230	490	2	8
602	2035	0	0	5	0	0	0	0	0	0	0	0	140	64	113	5	22
603	2035	0	30	0	0	0	0	0	0	0	0	0	711	326	641	12	58
604	2035	122	0	20	0	0	0	0	0	0	0	0	492	226	356	126	10
605	2035	0	8	0	0	0	0	0	0	0	0	0	158	82	135	4	19
606	2035	0	4	4	0	0	0	0	0	0	0	0	1	1	1	0	0
607	2035	46	0	10	0	0	0	0	0	0	0	0	250	130	208	7	35
608	2035	0	0	0	0	0	0	0	0	0	0	0	154	71	154	0	0
609	2035	0	0	0	0	0	0	0	0	0	0	0	528	242	443	14	71
610	2035	0	0	0	0	28	0	0	0	0	0	0	463	213	404	9	50
611	2035	0	0	0	0	0	0	0	0	0	0	0	166	104	134	28	4
612	2035	42	4	7	0	0	0	0	0	0	0	0	341	177	339	2	0
613	2035	6	4	0	0	0	0	0	0	0	0	0	1	1	1	0	0
614	2035	102	0	0	0	0	0	0	0	0	0	0	182	94	156	4	22
615	2035	0	0	0	0	27	0	0	0	0	0	0	62	32	59	3	0
616	2035	157	47	10	25	0	0	0	0	0	0	0	456	237	400	19	37
617	2035	0	16	1	0	0	0	0	0	0	0	0	227	118	178	6	43
618	2035	0	26	4	0	27	0	0	0	0	0	0	445	231	351	15	79
619	2035	0	18	8	0	0	0	0	0	0	0	0	112	51	94	4	14
620	2035	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	0
621	2035	0	0	0	0	0	0	0	0	0	0	0	268	169	243	22	3
622	2035	114	61	0	0	0	0	0	0	0	0	0	562	353	502	54	6
623	2035	0	30	0	0	0	0	0	0	0	0	0	695	437	601	82	12
624	2035	0	0	0	0	0	0	0	0	0	0	0	137	86	137	0	0
625	2035	0	0	0	0	0	0	0	0	0	0	0	149	94	149	0	0
626	2035	0	0	538	0	0	0	0	0	0	0	0	49	31	46	3	0
627	2035	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0
628	2035	32	6	0	0	0	0	0	0	0	0	0	131	82	124	7	0
629	2035	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
631	2035	4	0	0	0	0	0	0	0	0	0	0	72	44	37	1	34
632	2035	0	0	0	0	0	0	0	0	0	0	0	8	4	7	0	1
633	2035	0	0	0	0	0	0	0	0	0	0	0	5	3	4	0	1
634	2035	0	0	10	0	0	0	0	0	0	0	0	22	11	17	1	4
635	2035	32	8	0	0	0	0	0	0	0	0	0	11	6	8	1	2
636	2035	66	13	0	0	0	0	0	0	0	0	0	9	5	7	0	2
637	2035	36	21	0	24	0	0	0	0	0	0	0	23	12	19	1	3
638	2035	12	0	5	0	0	0	0	0	0	0	0	89	41	71	4	14
639	2035	11	0	0	0	0	0	0	0	0	0	0	11	5	7	0	4
640	2035	0	0	0	0	0	0	0	0	0	0	0	268	123	254	3	11
641	2035	5	0	0	0	0	0	0	0	0	0	0	25	16	21	4	0
642	2035	0	0	11	0	212	0	0	0	0	0	0	0	0	0	0	0
643	2035	0	0	0	0	0	0	0	0	0	0	0	7	4	4	0	3
644	2035	0	0	495	0	0	0	0	0	0	0	0	6	4	3	0	3
645	2035	43	24	270	0	0	0	0	0	0	0	0	10	6	5	0	5
646	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
647	2035	14	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0
648	2035	0	0	0	0	0	0	0	0	0	0	0	28	17	26	2	0
649	2035	0	0	0	0	0	0	0	0	0	0	0	4	2	3	0	1
650	2035	4	2	0	0	0	0	0	0	0	0	0	95	44	42	53	0
651	2035	4	2	0	0	0	0	0	0	0	0	0	95	58	42	53	0
652	2035	0	0	23	0	0	0	0	0	0	0	0	45	27	25	0	20
653	2035	0	0	0	0	0	0	0	0	0	0	0	152	92	72	3	77
654	2035	9	0	38	0	0	0	0	0	0	0	0	7	4	4	0	3
655	2035	13	0	0	0	0	0	0	0	0	0	0	47	29	25	0	22
656	2035	12	0	22	0	0	0	0	0	0	0	0	20	12	11	0	9
657	2035	10	0	77	0	0	0	0	0	0	0	0	15	9	8	0	7
658	2035	11	0	0	0	0	0	0	0	0	0	0	257	156	121	19	117
659	2035	81	0	112	0	0	0	0	0	0	0	0	6	4	4	0	2
660	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
661	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
901	2035	0	0	0	0	0	0	2495	2041	1234	1891	1851	0	0	0	0	0
902	2035	0	0	0	0	0	0	484	345	577	804	637	0	0	0	0	0
903	2035	0	0	0	0	0	0	12820	6651	7389	8129	7838	0	0	0	0	0
904	2035	0	0	0	0	0	0	717	1022	794	854	1206	0	0	0	0	0
905	2035	0	0	0	0	0	0	5077	7215	5600	6041	8586	0	0	0	0	0
906	2035	0	0	0	0	0	0	1116	748	583	441	651	0	0	0	0	0
907	2035	0	0	0	0	0	0	1285	859	671	508	750	0	0	0	0	0
TOTAL		**16,999**	**24,618**	**11,419**	**3,136**	**2,240**	**17,829**	**23,994**	**18,881**	**16,848**	**18,668**	**21,519**	**58,376**	**27,293**	**42,505**	**11,296**	**4,575**

Appendix G
TDM Future Year 2050 Socioeconomic Data Inputs
(full size exhibit in digital format is available upon request)

TAZ	YEAR	Retail	Office	Indust	Hotel	School	SpecGen	ExtHBWP	ExtHBNWP	ExtHBWA	ExtHBNWA	ExtNHB	Total_HH	Students	SF	MF	MH
1	2050	0	0	0	0	0	0	0	0	0	0	0	3	2	2	1	0
2	2050	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0
3	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2050	38	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2050	0	0	0	0	0	0	0	0	0	0	0	58	16	0	0	58
7	2050	34	971	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	2050	0	0	0	0	0	0	0	0	0	0	0	277	145	189	77	11
9	2050	0	0	0	0	0	0	0	0	0	0	0	15	8	15	0	0
10	2050	21	0	162	0	0	0	0	0	0	0	0	121	64	90	27	4
11	2050	0	0	0	0	0	0	0	0	0	0	0	143	75	99	39	5
12	2050	35	100	1538	0	17	0	0	0	0	0	0	14	7	10	3	1
13	2050	8	24	365	0	0	0	0	0	0	0	0	3	1	2	1	0
14	2050	17	488	361	0	0	0	0	0	0	0	0	0	0	0	0	0
15	2050	0	0	32	0	0	709	0	0	0	0	0	0	0	0	0	0
16	2050	122	36	262	0	0	0	0	0	0	0	0	176	99	176	0	0
17	2050	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
18	2050	0	0	0	0	0	0	0	0	0	0	0	433	117	231	24	178
19	2050	0	17	0	0	45	117	0	0	0	0	0	9	2	9	0	0
20	2050	86	473	0	0	0	0	0	0	0	0	0	80	22	53	27	0
21	2050	27	0	0	126	0	0	0	0	0	0	0	0	0	0	0	0
22	2050	0	0	0	0	0	0	0	0	0	0	0	24	13	24	0	0
23	2050	0	0	0	0	0	0	0	0	0	0	0	50	26	39	10	2
24	2050	0	0	0	0	0	0	0	0	0	0	0	202	106	94	55	53
25	2050	3	0	20	0	0	0	0	0	0	0	0	15	8	11	3	1
26	2050	22	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0
27	2050	9	235	145	0	0	1299	0	0	0	0	0	0	0	0	0	0
28	2050	223	0	358	0	0	0	0	0	0	0	0	73	36	26	6	41
29	2050	67	322	195	0	0	0	0	0	0	0	0	64	36	24	4	36
30	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	2050	0	0	0	0	0	0	0	0	0	0	0	138	37	123	13	2
32	2050	38	173	0	0	45	5690	0	0	0	0	0	841	227	755	82	4
33	2050	147	356	0	0	0	0	0	0	0	0	0	177	48	0	177	0
34	2050	193	76	0	0	0	0	0	0	0	0	0	603	317	419	160	24
35	2050	0	0	0	0	0	0	0	0	0	0	0	84	44	63	17	4
36	2050	0	0	0	0	0	0	0	0	0	0	0	97	51	97	0	0
37	2050	200	13	0	79	0	0	0	0	0	0	0	32	17	32	0	0
38	2050	150	310	66	5	0	0	0	0	0	0	0	0	0	0	0	0
39	2050	84	174	37	3	0	0	0	0	0	0	0	0	0	0	0	0
40	2050	0	0	0	0	0	0	0	0	0	0	0	449	219	159	36	254
41	2050	2	9	0	0	0	6	0	0	0	0	0	331	161	146	9	176
42	2050	89	108	0	0	0	0	0	0	0	0	0	250	122	91	20	139
43	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44	2050	0	0	0	0	0	0	0	0	0	0	0	29	8	25	4	0
45	2050	0	0	0	0	0	0	0	0	0	0	0	94	25	74	19	2
46	2050	0	0	0	0	45	59	0	0	0	0	0	332	182	238	90	5
47	2050	0	0	0	0	45	0	0	0	0	0	0	72	39	69	3	0
48	2050	134	324	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49	2050	0	3	0	0	0	0	0	0	0	0	0	195	107	142	47	6
50	2050	147	525	0	0	0	0	0	0	0	0	0	234	128	173	56	5
51	2050	380	345	0	31	0	0	0	0	0	0	0	410	270	217	142	51
52	2050	2	0	0	0	0	0	0	0	0	0	0	352	232	172	180	0
53	2050	114	8	0	79	0	0	0	0	0	0	0	200	132	42	158	0
54	2050	102	24	17	0	0	0	0	0	0	0	0	43	28	15	16	13
55	2050	8	11	0	0	0	0	0	0	0	0	0	88	58	0	88	0
56	2050	556	39	0	79	0	0	0	0	0	0	0	42	28	42	0	0
57	2050	384	90	64	0	0	0	0	0	0	0	0	264	174	92	93	79
58	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	2050	0	0	0	0	0	0	0	0	0	0	0	255	168	167	88	0
60	2050	249	514	108	8	0	0	0	0	0	0	0	0	0	0	0	0
61	2050	0	0	0	0	0	0	0	0	0	0	0	489	322	427	62	0
62	2050	0	0	0	0	58	0	0	0	0	0	0	40	13	40	0	0
63	2050	0	0	0	0	0	0	0	0	0	0	0	155	102	143	12	0
64	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65	2050	2	0	0	0	0	0	0	0	0	0	0	516	251	190	41	285
66	2050	0	11	0	0	0	4	0	0	0	0	0	293	143	113	8	172
67	2050	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68	2050	8	0	13	0	0	0	0	0	0	0	0	329	184	278	51	0
69	2050	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
70	2050	0	0	0	0	0	0	0	0	0	0	0	55	15	48	7	0
71	2050	0	0	0	0	0	0	0	0	0	0	0	4	1	4	0	0
72	2050	0	0	0	0	0	0	0	0	0	0	0	222	122	176	41	5
73	2050	0	34	0	0	52	0	0	0	0	0	0	134	73	101	30	4
74	2050	8	28	0	0	0	0	0	0	0	0	0	125	69	22	103	0
75	2050	59	168	0	53	0	0	0	0	0	0	0	131	72	67	28	37
76	2050	177	27	0	0	0	0	0	0	0	0	0	35	12	13	19	3
77	2050	51	59	0	0	0	0	0	0	0	0	0	315	106	115	98	102
78	2050	10	12	0	0	0	0	0	0	0	0	0	53	18	28	25	0
79	2050	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
80	2050	0	0	0	0	0	0	0	0	0	0	0	126	83	99	0	27
81	2050	0	200	0	0	0	0	0	0	0	0	0	80	27	0	80	0
82	2050	0	0	0	0	0	0	0	0	0	0	0	60	20	36	0	24
83	2050	0	21	0	0	0	2513	0	0	0	0	0	619	209	203	416	0
84	2050	152	2	0	45	0	0	0	0	0	0	0	10	3	0	10	0
85	2050	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86	2050	148	0	0	0	0	0	0	0	0	0	0	137	67	48	11	78
87	2050	186	35	0	0	0	0	0	0	0	0	0	114	56	40	9	65
88	2050	0	0	0	0	0	0	0	0	0	0	0	93	25	84	9	0
89	2050	0	0	0	0	0	0	0	0	0	0	0	146	39	135	12	0
90	2050	0	0	0	0	0	0	0	0	0	0	0	28	15	28	0	0
91	2050	0	37	0	0	0	0	0	0	0	0	0	279	153	247	28	4
92	2050	29	37	0	64	0	0	0	0	0	0	0	107	59	79	25	3
93	2050	0	0	0	0	0	0	0	0	0	0	0	95	52	80	15	0
94	2050	0	576	0	0	0	0	0	0	0	0	0	55	30	44	11	0
95	2050	31	104	0	19	0	0	0	0	0	0	0	14	8	8	6	0
96	2050	90	123	0	25	52	0	0	0	0	0	0	148	50	36	102	10
97	2050	129	114	0	0	0	0	0	0	0	0	0	186	63	58	128	0

TAZ	YEAR	Retail	Office	Indust	Hotel	School	SpecGen	ExtHBWP	ExtHBNWP	ExtHBWA	ExtHBNWA	ExtNHB	Total_HH	Students	SF	MF	MH
98	2050	157	436	44	0	0	0	0	0	0	0	0	342	115	110	218	14
99	2050	52	1	0	6	0	0	0	0	0	0	0	3	1	0	3	0
100	2050	134	3	0	15	0	0	0	0	0	0	0	0	0	0	0	0
101	2050	153	0	0	128	0	0	0	0	0	0	0	0	0	0	0	0
102	2050	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
103	2050	113	55	0	8	0	0	0	0	0	0	0	644	418	302	339	3
104	2050	188	94	0	15	52	0	0	0	0	0	0	538	349	228	307	3
105	2050	10	0	15	0	0	67	0	0	0	0	0	566	317	454	69	43
106	2050	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
107	2050	0	0	0	0	0	0	0	0	0	0	0	14	8	12	1	1
108	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
109	2050	0	9	0	0	0	0	0	0	0	0	0	55	15	48	6	1
110	2050	0	0	0	0	1	0	0	0	0	0	0	100	27	85	13	2
111	2050	0	0	0	0	1	0	0	0	0	0	0	112	30	96	14	2
112	2050	0	0	0	0	0	0	0	0	0	0	0	172	51	140	32	0
113	2050	0	0	0	0	1	0	0	0	0	0	0	36	11	36	0	0
114	2050	3	14	0	0	168	0	0	0	0	0	0	88	26	71	17	0
115	2050	0	63	0	0	58	0	0	0	0	0	0	140	41	112	28	0
116	2050	108	360	0	62	0	0	0	0	0	0	0	59	17	38	21	0
117	2050	54	31	0	50	0	0	0	0	0	0	0	207	61	0	207	0
118	2050	157	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0
119	2050	19	72	0	0	0	209	0	0	0	0	0	53	48	0	53	0
120	2050	0	11	0	0	262	0	0	0	0	0	0	0	0	0	0	0
121	2050	143	0	0	0	45	0	0	0	0	0	0	63	57	28	34	0
122	2050	0	0	0	0	0	0	0	0	0	0	0	108	98	108	0	0
123	2050	101	50	0	7	0	0	0	0	0	0	0	414	269	185	227	2
124	2050	0	0	0	0	1	0	0	0	0	0	0	24	6	24	0	0
125	2050	9	37	0	0	98	0	0	0	0	0	0	213	63	172	41	0
126	2050	37	146	0	0	0	0	0	0	0	0	0	18	5	12	6	0
127	2050	94	379	0	15	0	0	0	0	0	0	0	54	16	38	16	0
128	2050	70	253	0	90	0	0	0	0	0	0	0	0	0	0	0	0
129	2050	0	1769	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	2050	32	83	0	61	0	0	0	0	0	0	0	138	41	90	48	0
131	2050	0	874	0	0	0	0	0	0	0	0	0	0	0	0	0	0
132	2050	3	85	0	0	0	0	0	0	0	0	0	268	242	162	97	9
133	2050	18	714	0	0	0	0	0	0	0	0	0	289	261	86	188	17
134	2050	0	0	0	0	0	0	0	0	0	0	0	215	194	131	77	7
135	2050	10	0	0	0	0	0	0	0	0	0	0	202	183	64	138	0
136	2050	32	32	0	0	0	0	0	0	0	0	0	637	576	367	270	0
137	2050	0	0	0	0	0	0	0	0	0	0	0	213	193	213	0	0
138	2050	0	3	0	0	0	0	0	0	0	0	0	36	33	36	0	0
139	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
140	2050	0	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
141	2050	0	0	0	0	63	0	0	0	0	0	0	308	173	259	37	12
142	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
143	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
144	2050	0	1	0	0	0	0	0	0	0	0	0	4	1	3	1	0
145	2050	0	0	0	0	0	0	0	0	0	0	0	27	7	27	0	0
146	2050	0	9	0	0	58	0	0	0	0	0	0	198	58	159	39	0
147	2050	0	2	0	0	0	0	0	0	0	0	0	154	45	109	45	0
148	2050	47	161	0	301	0	0	0	0	0	0	0	345	102	264	81	0
149	2050	21	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
150	2050	65	68	0	31	0	0	0	0	0	0	0	2	1	1	1	0
151	2050	201	69	0	63	0	314	0	0	0	0	0	0	0	0	0	0
152	2050	0	493	0	0	0	0	0	0	0	0	0	0	0	0	0	0
153	2050	12	91	0	0	0	0	0	0	0	0	0	602	210	120	465	17
154	2050	0	895	0	0	0	1710	0	0	0	0	0	0	0	0	0	0
155	2050	50	3	0	0	0	0	0	0	0	0	0	532	186	267	256	10
156	2050	5	0	0	0	0	0	0	0	0	0	0	299	104	288	0	12
157	2050	5	29	0	0	52	0	0	0	0	0	0	110	38	0	110	0
158	2050	0	0	0	0	0	0	0	0	0	0	0	36	13	21	15	0
159	2050	10	0	0	0	0	0	0	0	0	0	0	5	2	0	5	0
160	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
161	2050	0	195	0	0	0	0	0	0	0	0	0	0	0	0	0	0
162	2050	0	182	0	0	0	0	0	0	0	0	0	0	0	0	0	0
163	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
164	2050	0	0	0	0	0	0	0	0	0	0	0	105	59	91	11	3
165	2050	0	0	0	0	0	0	0	0	0	0	0	115	64	96	14	5
166	2050	0	0	0	0	0	0	0	0	0	0	0	36	20	31	4	1
167	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
168	2050	0	0	0	0	0	0	0	0	0	0	0	29	8	26	3	0
169	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
170	2050	0	0	0	0	0	0	0	0	0	0	0	78	21	65	10	3
171	2050	52	0	13	0	0	0	0	0	0	0	0	56	15	37	2	17
172	2050	0	177	0	0	0	0	0	0	0	0	0	0	0	0	0	0
173	2050	182	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0
174	2050	163	107	241	0	0	0	0	0	0	0	0	0	0	0	0	0
175	2050	0	0	0	0	0	0	0	0	0	0	0	241	84	138	95	8
176	2050	0	0	0	0	0	0	0	0	0	0	0	55	19	29	24	2
177	2050	0	0	0	0	0	0	0	0	0	0	0	103	36	103	0	0
178	2050	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0
179	2050	19	5	56	0	0	0	0	0	0	0	0	0	0	0	0	0
180	2050	1	9	116	0	0	0	0	0	0	0	0	0	0	0	0	0
181	2050	0	0	0	0	0	0	0	0	0	0	0	59	33	52	7	0
182	2050	259	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183	2050	0	21	0	0	0	0	0	0	0	0	0	94	45	0	94	0
184	2050	108	1	2	0	0	0	0	0	0	0	0	44	21	22	20	2
185	2050	46	30	69	0	0	0	0	0	0	0	0	16	8	8	7	1
186	2050	26	17	40	0	0	0	0	0	0	0	0	11	5	6	5	0
187	2050	3	0	65	0	0	0	0	0	0	0	0	0	0	0	0	0
188	2050	19	0	80	0	0	0	0	0	0	0	0	261	125	215	35	11
189	2050	0	0	0	0	0	0	0	0	0	0	0	289	139	248	41	0
190	2050	0	0	0	0	0	0	0	0	0	0	0	210	121	181	29	0
191	2050	0	0	0	0	0	0	0	0	0	0	0	67	38	60	7	0
192	2050	8	7	0	86	0	0	0	0	0	0	0	0	0	0	0	0
193	2050	0	6	0	0	0	0	0	0	0	0	0	71	34	55	16	0
194	2050	0	32	0	0	0	0	0	0	0	0	0	370	178	327	29	14

TAZ	YEAR	Retail	Office	Indust	Hotel	School	SpecGen	ExtHBWP	ExtHBNWP	ExtHBWA	ExtHBNWA	ExtNHB	Total_HH	Students	SF	MF	MH
195	2050	0	0	0	0	0	0	0	0	0	0	0	58	28	53	5	0
196	2050	0	0	0	0	52	0	0	0	0	0	0	268	129	233	35	0
197	2050	0	6	0	0	0	0	0	0	0	0	0	87	42	67	20	0
198	2050	0	9	0	0	0	0	0	0	0	0	0	99	57	76	23	0
199	2050	0	38	0	0	0	0	0	0	0	0	0	388	224	298	90	0
200	2050	67	38	0	0	0	0	0	0	0	0	0	100	58	0	45	56
201	2050	3	15	0	0	0	0	0	0	0	0	0	133	77	103	30	0
202	2050	49	0	0	0	7	0	0	0	0	0	0	298	80	4	294	0
203	2050	82	0	0	294	0	0	0	0	0	0	0	578	156	0	578	0
204	2050	29	16	0	0	0	0	0	0	0	0	0	197	114	0	23	174
205	2050	212	263	0	0	0	0	0	0	0	0	0	41	23	41	0	0
206	2050	341	120	0	0	0	0	0	0	0	0	0	65	37	35	31	0
207	2050	0	0	0	0	0	0	0	0	0	0	0	239	135	215	24	0
208	2050	0	0	0	0	0	0	0	0	0	0	0	221	128	199	22	0
209	2050	0	2	0	0	0	0	0	0	0	0	0	18	10	18	0	0
210	2050	0	8	0	0	0	0	0	0	0	0	0	59	33	59	0	0
211	2050	0	2	0	0	0	0	0	0	0	0	0	108	61	108	0	0
212	2050	40	0	0	0	0	0	0	0	0	0	0	314	85	83	231	0
213	2050	214	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0
214	2050	170	0	11	56	0	0	0	0	0	0	0	73	41	2	71	0
215	2050	0	24	0	0	0	0	0	0	0	0	0	282	160	198	70	14
216	2050	323	0	0	26	0	120	0	0	0	0	0	2	1	2	0	0
217	2050	16	117	0	0	0	0	0	0	0	0	0	132	75	36	12	84
218	2050	0	209	0	0	0	0	0	0	0	0	0	60	34	49	6	5
219	2050	0	0	0	0	66	537	0	0	0	0	0	0	0	0	0	0
220	2050	0	0	0	0	66	0	0	0	0	0	0	105	60	95	10	0
221	2050	0	21	0	0	0	0	0	0	0	0	0	766	434	746	12	9
222	2050	0	346	0	0	0	0	0	0	0	0	0	0	0	0	0	0
223	2050	0	0	0	0	0	0	0	0	0	0	0	15	9	13	0	2
301	2050	16	65	26	0	0	0	0	0	0	0	0	224	61	224	0	0
302	2050	15	28	16	0	0	0	0	0	0	0	0	1	0	1	0	0
303	2050	0	31	0	0	0	0	0	0	0	0	0	340	115	330	10	0
304	2050	0	0	0	0	0	0	0	0	0	0	0	33	11	33	0	0
305	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
306	2050	0	0	0	0	0	0	0	0	0	0	0	172	85	145	13	17
307	2050	497	32	0	0	0	0	0	0	0	0	0	45	22	34	5	6
308	2050	497	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
309	2050	107	14	0	0	0	0	0	0	0	0	0	1050	416	552	499	0
310	2050	0	0	0	0	0	0	0	0	0	0	0	368	146	319	46	3
311	2050	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
312	2050	0	0	0	0	0	0	0	0	0	0	0	109	37	107	2	0
313	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
314	2050	0	0	0	0	71	0	0	0	0	0	0	70	35	56	6	8
315	2050	0	0	0	0	0	0	0	0	0	0	0	164	81	136	11	17
316	2050	0	0	0	0	0	0	0	0	0	0	0	95	47	77	8	10
317	2050	316	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
318	2050	70	0	0	0	0	0	0	0	0	0	0	207	103	170	18	19
319	2050	0	55	0	0	21	0	0	0	0	0	0	334	132	318	10	6
320	2050	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
321	2050	15	0	0	0	0	0	0	0	0	0	0	626	310	501	52	73
322	2050	19	10	0	0	0	0	0	0	0	0	0	287	114	274	8	5
323	2050	9	0	0	0	0	0	0	0	0	0	0	237	80	229	8	0
324	2050	24	0	0	0	0	0	0	0	0	0	0	27	9	24	3	0
325	2050	7	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0
326	2050	0	0	0	0	0	0	0	0	0	0	0	18	6	17	0	1
327	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
328	2050	0	0	0	0	0	5	0	0	0	0	0	332	106	317	5	10
329	2050	0	0	0	0	0	0	0	0	0	0	0	171	55	163	2	6
330	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
331	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
332	2050	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
333	2050	6	31	10	0	37	0	0	0	0	0	0	289	79	289	0	0
334	2050	2	3	2	0	0	0	0	0	0	0	0	65	22	65	0	0
335	2050	10	62	28	0	0	0	0	0	0	0	0	244	82	244	0	0
336	2050	1	2	1	0	0	0	0	0	0	0	0	10	3	10	0	0
337	2050	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	0
338	2050	0	0	0	0	0	0	0	0	0	0	0	6	2	6	0	0
339	2050	9	19	193	0	16	0	0	0	0	0	0	13	4	13	0	0
340	2050	50	0	0	0	0	0	0	0	0	0	0	10	3	10	0	0
341	2050	0	71	0	0	0	0	0	0	0	0	0	39	12	37	1	1
342	2050	0	0	0	0	0	0	0	0	0	0	0	8	3	8	0	0
343	2050	0	3	580	0	0	0	0	0	0	0	0	2	1	2	0	0
344	2050	0	0	0	0	0	0	0	0	0	0	0	155	50	148	2	5
345	2050	0	0	0	0	0	0	0	0	0	0	0	129	41	123	2	4
346	2050	0	0	0	0	0	0	0	0	0	0	0	306	98	291	5	10
347	2050	0	0	0	0	0	0	0	0	0	0	0	126	40	120	2	4
348	2050	0	0	0	0	0	0	0	0	0	0	0	95	30	93	2	0
349	2050	17	0	0	0	0	0	0	0	0	0	0	151	48	141	2	8
350	2050	0	0	0	0	0	0	0	0	0	0	0	99	32	95	1	3
351	2050	0	0	0	0	68	0	0	0	0	0	0	89	28	85	1	3
352	2050	0	0	0	0	0	0	0	0	0	0	0	118	38	112	2	4
353	2050	0	0	0	0	0	0	0	0	0	0	0	58	19	55	1	2
354	2050	0	0	0	0	0	0	0	0	0	0	0	79	25	75	1	3
355	2050	0	0	0	0	0	0	0	0	0	0	0	132	42	126	2	4
356	2050	0	0	0	0	0	0	0	0	0	0	0	67	21	64	1	2
357	2050	0	0	0	0	0	0	0	0	0	0	0	79	25	76	1	2
358	2050	0	0	0	0	0	0	0	0	0	0	0	137	44	131	2	4
359	2050	0	42	0	0	0	0	0	0	0	0	0	206	66	203	1	2
360	2050	0	0	0	0	0	0	0	0	0	0	0	87	28	83	2	2
361	2050	0	0	0	0	0	0	0	0	0	0	0	9	3	9	0	0
362	2050	0	0	0	0	0	0	0	0	0	0	0	17	5	16	0	1
363	2050	2	5	2	0	0	0	0	0	0	0	0	13	4	13	0	0
364	2050	206	87	53	0	0	0	0	0	0	0	0	340	93	176	164	0
365	2050	113	62	27	50	0	0	0	0	0	0	0	230	107	153	77	0
366	2050	233	326	76	0	0	0	0	0	0	0	0	186	87	152	34	0
367	2050	272	162	0	261	0	2250	0	0	0	0	0	277	129	277	0	0
368	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TAZ	YEAR	Retail	Office	Indust	Hotel	School	SpecGen	ExtHBWP	ExtHBNWP	ExtHBWA	ExtHBNWA	ExtNHB	Total_HH	Students	SF	MF	MH
369	2050	19	97	17	0	0	0	0	0	0	0	0	132	39	132	0	0
370	2050	160	144	154	0	0	0	0	0	0	0	0	239	71	162	0	77
371	2050	84	38	37	0	0	0	0	0	0	0	0	178	53	178	0	0
372	2050	2	5	18	3	0	0	0	0	0	0	0	206	61	206	0	0
373	2050	272	162	0	261	0	2250	0	0	0	0	0	28	8	28	0	0
374	2050	0	0	0	174	0	0	0	0	0	0	0	306	91	45	261	0
375	2050	0	0	0	0	0	0	0	0	0	0	0	4	1	4	0	0
376	2050	42	56	23	1	0	0	0	0	0	0	0	14	5	14	0	0
377	2050	68	1	15	73	0	0	0	0	0	0	0	9	3	9	0	0
378	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
379	2050	0	308	0	0	0	0	0	0	0	0	0	0	0	0	0	0
380	2050	0	0	0	0	0	0	0	0	0	0	0	7	2	7	0	0
381	2050	93	186	571	0	0	0	0	0	0	0	0	26	8	26	0	0
382	2050	180	245	1122	0	0	0	0	0	0	0	0	0	0	0	0	0
383	2050	0	0	0	0	0	0	0	0	0	0	0	12	4	12	0	0
384	2050	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
385	2050	9	19	9	0	0	0	0	0	0	0	0	1	0	1	0	0
386	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
387	2050	0	0	7	0	0	0	0	0	0	0	0	2	1	2	0	0
388	2050	0	0	0	0	0	0	0	0	0	0	0	5	2	5	0	0
389	2050	0	0	0	0	0	0	0	0	0	0	0	4	1	4	0	0
390	2050	9	409	36	0	0	0	0	0	0	0	0	8	3	8	0	0
391	2050	0	0	108	0	0	0	0	0	0	0	0	0	0	0	0	0
392	2050	58	93	413	0	0	0	0	0	0	0	0	14	4	14	0	0
393	2050	0	0	0	0	0	0	0	0	0	0	0	34	11	34	0	0
394	2050	0	0	0	0	0	0	0	0	0	0	0	38	12	38	0	0
395	2050	5	14	21	0	0	0	0	0	0	0	0	265	82	265	0	0
396	2050	0	6	3	0	0	0	0	0	0	0	0	103	38	103	0	0
397	2050	0	0	0	0	0	0	0	0	0	0	0	83	31	81	2	0
398	2050	4	9	10	0	0	0	0	0	0	0	0	113	42	113	0	0
399	2050	8	61	1	0	0	0	0	0	0	0	0	16	6	16	0	0
400	2050	70	195	36	16	104	0	0	0	0	0	0	344	108	263	81	0
401	2050	637	1582	332	19	5	0	0	0	0	0	0	482	152	431	51	0
402	2050	418	234	73	335	0	0	0	0	0	0	0	118	37	118	0	0
403	2050	0	10	0	335	0	0	0	0	0	0	0	499	157	400	99	0
404	2050	239	470	16	0	42	0	0	0	0	0	0	543	171	425	118	0
405	2050	239	470	16	0	0	0	0	0	0	0	0	0	0	0	0	0
406	2050	375	808	43	14	0	0	0	0	0	0	0	214	67	214	0	0
407	2050	0	0	0	0	0	0	0	0	0	0	0	78	25	78	0	0
408	2050	273	674	24	7	115	0	0	0	0	0	0	1387	539	1271	116	0
409	2050	19	5	0	0	0	0	0	0	0	0	0	158	49	138	20	0
410	2050	51	61	834	0	10	0	0	0	0	0	0	178	55	158	20	0
411	2050	2	8	32	0	0	0	0	0	0	0	0	132	41	132	0	0
412	2050	0	3	0	0	0	0	0	0	0	0	0	58	18	58	0	0
413	2050	0	14	10	0	0	0	0	0	0	0	0	154	57	154	0	0
414	2050	0	5	9	5	0	0	0	0	0	0	0	57	21	57	0	0
415	2050	0	7	0	0	0	0	0	0	0	0	0	6	2	6	0	0
416	2050	0	0	0	0	0	0	0	0	0	0	0	57	36	57	0	0
417	2050	6	11	17	0	0	0	0	0	0	0	0	12	4	10	2	0
418	2050	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	0
419	2050	333	690	145	0	0	0	0	0	0	0	0	452	176	135	117	200
420	2050	0	0	0	0	0	0	0	0	0	0	0	7	3	4	3	0
421	2050	319	132	56	0	0	0	0	0	0	0	0	374	145	195	22	157
422	2050	414	24	12	14	0	0	0	0	0	0	0	122	47	68	54	0
423	2050	3	14	3	0	10	0	0	0	0	0	0	99	39	99	0	0
424	2050	3	5	13	0	0	0	0	0	0	0	0	3	1	3	0	0
425	2050	36	42	10	0	0	0	0	0	0	0	0	3	1	3	0	0
426	2050	941	563	560	2	0	0	0	0	0	0	0	1289	501	815	351	123
427	2050	0	0	0	0	0	0	0	0	0	0	0	415	129	307	108	0
428	2050	6	29	221	0	0	0	0	0	0	0	0	224	70	224	0	0
429	2050	0	7	28	0	0	0	0	0	0	0	0	124	39	124	0	0
430	2050	4	19	18	0	0	0	0	0	0	0	0	202	75	202	0	0
431	2050	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0
432	2050	29	13	38	0	0	0	0	0	0	0	0	55	34	55	0	0
433	2050	16	0	0	0	0	0	0	0	0	0	0	4	1	4	0	0
434	2050	27	11	6	0	0	0	0	0	0	0	0	222	139	214	8	0
435	2050	10	19	2	0	0	0	0	0	0	0	0	392	245	392	0	0
436	2050	8	5	31	0	0	0	0	0	0	0	0	281	111	277	4	0
437	2050	3	3	1	0	0	0	0	0	0	0	0	116	46	116	0	0
438	2050	1	4	4	0	0	0	0	0	0	0	0	33	13	33	0	0
439	2050	385	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0
440	2050	26	37	10	0	10	0	0	0	0	0	0	133	52	133	0	0
441	2050	5	7	23	0	0	0	0	0	0	0	0	4	4	4	0	0
442	2050	0	9	0	0	0	0	0	0	0	0	0	6	5	6	0	0
443	2050	3	18	6	0	0	0	0	0	0	0	0	3	3	3	0	0
444	2050	9	59	19	0	0	0	0	0	0	0	0	220	68	220	0	0
445	2050	48	71	22	0	0	0	0	0	0	0	0	267	83	267	0	0
446	2050	13	21	43	0	0	0	0	0	0	0	0	455	284	236	219	0
447	2050	23	9	31	0	0	0	0	0	0	0	0	185	116	185	0	0
448	2050	16	26	23	0	0	0	0	0	0	0	0	236	93	236	0	0
449	2050	3	6	5	0	0	0	0	0	0	0	0	115	65	66	49	0
450	2050	16	24	21	0	84	0	0	0	0	0	0	162	64	162	0	0
451	2050	0	1	0	0	0	0	0	0	0	0	0	325	183	28	297	0
452	2050	3	42	18	0	0	0	0	0	0	0	0	722	407	722	0	0
453	2050	4	55	2	0	0	0	0	0	0	0	0	605	341	605	0	0
454	2050	5	12	14	0	136	0	0	0	0	0	0	272	153	272	0	0
455	2050	17	33	17	0	0	0	0	0	0	0	0	149	136	149	0	0
456	2050	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
457	2050	2	11	2	0	0	0	0	0	0	0	0	64	20	18	46	0
458	2050	0	7	0	0	0	0	0	0	0	0	0	20	7	20	0	0
459	2050	0	3	0	0	0	0	0	0	0	0	0	10	9	10	0	0
460	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
461	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
462	2050	0	0	7	0	0	0	0	0	0	0	0	3	3	3	0	0
463	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
464	2050	0	9	0	0	0	0	0	0	0	0	0	21	19	18	3	0
465	2050	50	10	39	0	0	0	0	0	0	0	0	256	234	256	0	0

TAZ	YEAR	Retail	Office	Indust	Hotel	School	SpecGen	ExtHBWP	ExtHBNWP	ExtHBWA	ExtHBNWA	ExtNHB	Total_HH	Students	SF	MF	MH
466	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
467	2050	120	12	13	0	0	0	0	0	0	0	0	198	181	198	0	0
468	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
469	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
470	2050	29	177	29	92	0	0	0	0	0	0	0	836	254	336	0	500
601	2050	53	0	0	0	0	0	0	0	0	0	0	873	401	860	3	10
602	2050	0	0	7	0	0	0	0	0	0	0	0	153	70	125	6	22
603	2050	0	30	0	0	0	0	0	0	0	0	0	826	379	757	13	60
604	2050	122	0	30	0	0	0	0	0	0	0	0	658	302	488	187	10
605	2050	0	9	0	0	0	0	0	0	0	0	0	174	90	150	4	20
606	2050	0	17	4	0	0	0	0	0	0	0	0	1	1	1	0	0
607	2050	57	0	13	0	0	0	0	0	0	0	0	250	130	208	8	35
608	2050	0	0	0	0	0	0	0	0	0	0	0	154	71	154	0	0
609	2050	0	0	0	0	0	0	0	0	0	0	0	554	254	468	15	71
610	2050	0	0	0	0	30	0	0	0	0	0	0	512	235	453	10	50
611	2050	0	0	0	0	0	0	0	0	0	0	0	171	108	139	28	4
612	2050	78	17	15	0	0	0	0	0	0	0	0	526	273	523	4	0
613	2050	6	17	0	0	0	0	0	0	0	0	0	1	1	1	0	0
614	2050	107	0	0	0	0	0	0	0	0	0	0	241	125	215	4	22
615	2050	0	0	0	0	27	0	0	0	0	0	0	67	35	64	3	0
616	2050	165	59	13	26	0	0	0	0	0	0	0	591	307	535	20	37
617	2050	0	24	3	0	0	0	0	0	0	0	0	228	118	178	7	43
618	2050	0	40	6	0	27	0	0	0	0	0	0	446	231	352	16	79
619	2050	0	18	9	0	0	0	0	0	0	0	0	112	51	94	4	14
620	2050	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	0
621	2050	0	0	0	0	0	0	0	0	0	0	0	280	176	251	25	4
622	2050	119	64	0	0	0	0	0	0	0	0	0	660	415	594	60	6
623	2050	0	36	0	0	0	0	0	0	0	0	0	796	501	705	86	12
624	2050	0	0	0	0	0	0	0	0	0	0	0	137	86	137	0	0
625	2050	0	0	0	0	0	0	0	0	0	0	0	149	94	149	0	0
626	2050	0	0	562	0	0	0	0	0	0	0	0	50	31	47	3	0
627	2050	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0
628	2050	33	7	0	0	0	0	0	0	0	0	0	144	91	137	7	0
629	2050	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
631	2050	9	0	0	0	0	0	0	0	0	0	0	81	49	45	1	35
632	2050	0	0	0	0	0	0	0	0	0	0	0	10	5	9	0	1
633	2050	0	0	0	0	0	0	0	0	0	0	0	5	3	4	0	1
634	2050	0	0	12	0	0	0	0	0	0	0	0	26	13	20	1	5
635	2050	32	8	0	0	0	0	0	0	0	0	0	11	6	8	1	2
636	2050	66	13	0	0	0	0	0	0	0	0	0	9	5	7	0	2
637	2050	36	21	0	25	0	0	0	0	0	0	0	23	12	19	1	3
638	2050	14	0	6	0	0	0	0	0	0	0	0	89	41	71	4	14
639	2050	11	0	0	0	0	0	0	0	0	0	0	11	5	7	0	4
640	2050	0	0	0	0	0	0	0	0	0	0	0	347	159	333	3	11
641	2050	5	0	0	0	0	0	0	0	0	0	0	28	18	24	5	0
642	2050	0	0	14	0	212	0	0	0	0	0	0	0	0	0	0	0
643	2050	0	0	0	0	0	0	0	0	0	0	0	8	5	5	0	3
644	2050	0	0	520	0	0	0	0	0	0	0	0	7	4	4	0	3
645	2050	49	29	284	0	0	0	0	0	0	0	0	12	7	6	0	6
646	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
647	2050	15	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0
648	2050	0	0	0	0	0	0	0	0	0	0	0	28	17	26	2	0
649	2050	0	0	0	0	0	0	0	0	0	0	0	4	2	3	0	1
650	2050	17	8	0	0	0	0	0	0	0	0	0	280	129	130	150	0
651	2050	17	8	0	0	0	0	0	0	0	0	0	280	170	130	150	0
652	2050	0	0	28	0	0	0	0	0	0	0	0	51	31	30	0	21
653	2050	0	0	0	0	0	0	0	0	0	0	0	167	101	87	4	77
654	2050	11	0	46	0	0	0	0	0	0	0	0	8	5	5	0	3
655	2050	16	0	0	0	0	0	0	0	0	0	0	52	32	27	1	24
656	2050	15	0	27	0	0	0	0	0	0	0	0	24	15	13	0	11
657	2050	12	0	88	0	0	0	0	0	0	0	0	15	9	8	0	7
658	2050	12	0	0	0	0	0	0	0	0	0	0	257	156	121	19	117
659	2050	92	0	127	0	0	0	0	0	0	0	0	7	4	4	0	3
660	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
661	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
901	2050	0	0	0	0	0	0	2692	2202	1331	2041	1997	0	0	0	0	0
902	2050	0	0	0	0	0	0	604	430	720	1002	794	0	0	0	0	0
903	2050	0	0	0	0	0	0	14109	7319	8133	8946	8626	0	0	0	0	0
904	2050	0	0	0	0	0	0	799	1137	884	951	1342	0	0	0	0	0
905	2050	0	0	0	0	0	0	5651	8031	6234	6725	9558	0	0	0	0	0
906	2050	0	0	0	0	0	0	1242	832	649	491	725	0	0	0	0	0
907	2050	0	0	0	0	0	0	1431	956	747	565	835	0	0	0	0	0
TOTAL		**19,303**	**27,450**	**12,967**	**3,643**	**2,435**	**17,915**	**26,528**	**20,907**	**18,698**	**20,721**	**23,877**	**63,626**	**29,731**	**46,304**	**12,690**	**4,694**

Appendix H
Approved and Pending Future Land Use Developments

CAMPO and Douglas County Pending and Approved Future Developments

Project	Project Description (from Source)	Quantity To Be Constructed	Status	Assumed % Complete by 2030	Address	County	TAZ	Source
GM-15-039: Capitol Mall Project	The plan for development includes a 150 Room-Key Select Service Hotel, a 750-1,000 Seat Conference Center, a public plaza with programmable active space, approximately 450,000 sq. ft. of mixed commercial, office and retail space (421,200 sf of office and 61,200 sf of retail), and the supporting parking infrastructure including a new street grid and parking decks. (~8,500 daily trips)	None	Plans Always changing and no pahse is under construction. Assumed no development of this project under 2030/2050 TDM scenarios. (i.e., model assumes 0% buildout of this project in the future)	0%	n/s Musser, s/s Robinson, w/s Stewart, e/s Curry	Carson City	117, 128	GM-2023-0163 – Growth Management Report, page 9
Altair Condos	207 MFD	207 MFD	Planned	100%	Northwest corner of Washington Street and Stewart St	Carson City	117	Traffic Study for Altair Apartment Complex (December 2021)
Schulz Ranch	397 SFD	137 SFD	Under Construction. 260 units already built.	90%	1142 Elk Ridge Dr, Carson City	Carson City	221	6A Staff Report with Support, page 34
Arbor Villas	80 SFD	26 SFD	Under Construction. 54 units already built.	50%	1029 Arbor Road, Carson City, NV	Carson City	155	Development Report April 2023: An Overview Of Residential Development In Carson City, Nevada
Crosscreek By Ryder Homes–Phase 1a And 1b	310SFD	287 SFD	Under Construction. 23 units already built.	50%	192 Wildcat Peak Dr, Carson City, NV 89701	Carson City	136	Development Report April 2023: An Overview Of Residential Development In Carson City, Nevada
Mills Meadow By Lennar Homes –Phase 1c	176 SFD	176 SFD	Under Construction. 21 units already built.	25%	36 Wildcat Peak Dr, Carson City, NV 89701	Carson City	136	Development Report April 2023: An Overview Of Residential Development In Carson City, Nevada
Emerson Cottages	17 SFD	17 SFD	Under Construction	50%	3649 Emerson Dr, Carson City, NV 89706	Carson City	37	Development Report April 2023: An Overview Of Residential Development In Carson City, Nevada
Little Lane Apartments	72 MFD	72 MFD	Under Construction. 68 units already built.	50%	1008 Little Ln, Carson City, NV 89701	Carson City	153	Development Report April 2023: An Overview Of Residential Development In Carson City, Nevada
Little Lane Village	103 SFD	103 SFD	Under Construction. 46 units already built.	50%	1368 Little Ln, Carson City, NV, 89701, USA	Carson City	155	Development Report April 2023: An Overview Of Residential Development In Carson City, Nevada
Silver Crest Condominiums	33 MFD	33 MFD	Under Construction. 18 units already built.	50%	150 E. ROLAND, CARSON CITY, 89701	Carson City	215	Development Report April 2023: An Overview Of Residential Development In Carson City, Nevada
Silver Oak Phase 24a	37 MFD	37 MFD	Under Construction. 27 units already built.	100%	1426 Keenan Ave, Carson City, NV 89703	Carson City	32	Development Report April 2023: An Overview Of Residential Development In Carson City, Nevada
Silver View Townhomes	11 MFD	11 MFD	Under Construction	50%	420 Dublin St, Carson City, NV	Carson City	206	Development Report April 2023: An Overview Of Residential Development In Carson City, Nevada
Andersen Ranch	184 SFD	184 SFD	Under Construction. 19 units already built.	50%	1429 Pickaxe Street, Carson City, NV 89703	Carson City	91	Development Report April 2023: An Overview Of Residential Development In Carson City, Nevada
Friends In Service Helping	36 MFD	36 MFD	Under Construction.	50%	1455 N Carson St, Carson City, NV 89701	Carson City	96	Development Report April 2023: An Overview Of Residential Development In Carson City, Nevada
Roseview Townhomes (52 Units)	Site Improvements Under Construction	52 MFD	Under Construction	50%	West College Parkway, Carson City, Nevada 89703, United States	Carson City	46	Development Report April 2023: An Overview Of Residential Development In Carson City, Nevada
Clearview Ridge (73 Lots)	Site Improvements Under Construction	73 SFD	Under Construction	50%	W Roventini Way & Cochise St, Carson City, NV 89703	Carson City	212	Development Report April 2023: An Overview Of Residential Development In Carson City, Nevada
Lompa Apartments	Site Improvements Under Construction	360 MFD	Under Construction	50%	2298-2240 E 5th St, Carson City, NV 89701	Carson City	136	Development Report April 2023: An Overview Of Residential Development In Carson City, Nevada
Tanemara Apts	306 APT. The project is located close to Casino Fandango and will feature one bedroom units up to three bedroom units.	306 MFD	Planned	50%	3800 S Carson St, Carson City, NV 89701	Carson City	203	GM-2023-0163 – Growth Management Report, page 40
Blackstone Ranch Phase 2	204 SFD	204 SFD	Planned	25%		Carson City	137	GM-2023-0163 – Growth Management Report, page 40
Blackstone Ranch Phase 3	137 SFD	137 SFD	Planned	25%		Carson City	137	GM-2023-0163 – Growth Management Report, page 40
Jackson Village Pud	15 SFD	15 SFD	Completed in 2023	100%	Residences @ Jackson Village, 3870 Bonnie Pl, Carson City, NV 89701	Carson City	205	GM-2023-0163 – Growth Management Report, page 40
Sierra Crossing at Schulz Ranch	40 SFD	40 SFD	Under Construction	50%	1142 Elk Ridge Dr, Carson City	Carson City	221	GM-2023-0163 – Growth Management Report, page 40
Silver Oak Siena	44 SFD	17 SFD	Under Construction. 27 units already built.	50%	1426 Keenan Ave, Carson City, NV 89703	Carson City	32	GM-2023-0163 – Growth Management Report, page 40
Martin's Creek Townhomes	33 MFD	33 MFD	Approved	70%	Giles Ln, Gardnerville, NV	Douglas County	408	https://www.townofgardnerville.com/guidelines-projects/development-within-town/

CAMPO and Douglas County Pending and Approved Future Developments

Project	Project Description (from Source)	Quantity To Be Constructed	Status	Assumed % Complete by 2030	Address	County	TAZ	Source
High Sierra Storage	A new self-storage facility is proposed in the far southeastern portion of the Town. Located at 1608 Pinenut Court the High Sierra Storage will provide 396 self-storage units and 156 covered long term parking spaces for boats and recreational vehicles. The project was recommended for approval by the Town Board at the July 2023 Town Board Meeting. (97,330 SF INDUSTRIAL)	5 Industrial Employees	Planned	70%	Pinenut Rd & Pinenut Court, Gardnerville, NV	Douglas County (Gardnerville)	426	High Sierra - Site Plan
Carson Valley Veterinary Hospital	Carson Valley Veterinary Hospital is proposing to construct a state of the art 15,000 square foot veterinary hospital at the corner of Charlotte Way and US Highway 395. (OFFICE - MED BUILDING)	25 Office Employees	Under Construction	70%	Charlotte Way & US Highway 395	Douglas County (Gardnerville)	426	Preliminary Landscape Plan
Stoneridge villas	Proposed 159 lot manufactured home community north of Pinenut Road and east of Muller Lane.	159 MH	Planned	70%	North of Pinenut Road & East of Muller Lane	Douglas County (Gardnerville)	426	Site Plan
The Village at Martin's Meadow	Proposed fifty-one for lease units north of the Town Open Space west of Gilman Avenue across from Chichester Drive.	51 MFD	Under construction	70%	1500-1502 Gilman Ave, Gardnerville, Nevada, 89410	Douglas County (Gardnerville)	408	Site Plan
Ashland Park	190 single family residential units were approved by the Town Board to be constructed north of Stodick Park and west of Chichester Estates.	190 SFD	Planned	70%	Muller Py, Gardnerville, Nevada, 89410	Douglas County (Gardnerville)	408	Development Plan
Heybourne Meadows	Only phase 3 is in construction, phase 1, 2 and 7 are already completed. Approximately 275 additional new homes	275 SFD	Planned/Under Construction	70%	US Highway 395 N & Zerolene Rd, Minden, NV, 89423, USA	Douglas County (Gardnerville)	406	Phasing Plan
Maverik Store	Conveniene store with fuel sales (5.64 ksf)	9 Retail Employees	Planned	70%	1301 N HWY 395.	Douglas County (Gardnerville)	426	Maverik Design Review
Main Street Apartments	Apartment complex behind a commercial building at 1378 Highway 395	26 MFD	Approved	70%	1378 N HWY 395, Gardnerville	Douglas County (Gardnerville)	421	Project Information
Ruins to Riches, LLC	The site improvements were completed in early 2022. The first four of the twenty approved apartments is under construction in mid 2023.	20 MFD	4 units under construction. 16 additional are planned.	70%	1321 Highway 395 N	Douglas County (Gardnerville)	426	Project Information
Virginia Ranch Project	1,020-unit project on the way and a proposed elementary school site. The project will start construction from Muller Lane Parkway to Grant Avenue, and to Toler Lane.	765 SFD and 255 MFD	Planned	70%	Muller Lane Parkway between Grant Avenue and Toler Lane.	Douglas County (Gardnerville)	426, 427	https://www.nnbw.com/news/2022/aug/15/1020-unit-project-way-nnbw/
Genoa Shares Development	75-unit housing project north of Genoa (Genoa Shares Development)	75 SFD	Planned	70%		Douglas County (Genoa)	323	https://apnews.com/d0c532da92914d5687164b18aa5ea090
Valage Senior Living at Carson Valley	Senior Housing Project: Ground has been broken on a 56-unit assisted living and 46-unit memory care project in Minden. Developers hope to open the project, which will employ more than 60 full-time workers, by fall 2024.	63 Office Employees	Planned	70%	973 Ironwood Dr, Minden, NV, 89423, USA	Douglas County (Minden)	402	https://www.recordcourier.com/news/2023/jun/20/new-senior-housing-project-could-open-in-fall-2024/ https://www.valageatcarsonvalley.com/
Valley Knolls subdivision	178 SF Homes and 96 triplex units	178 SFD, 96 MFD	Approved	70%	North of Haystack Drive near Sundridge	Douglas County (Gardnerville)	309, 310	https://www.nnbw.com/news/2018/mar/02/project-with-178-homes-in-north-douglas-county-gra/ https://carsonnow.org/story/02/10/2021/valley-knolls-subdivision-breaks-ground-douglas-county-while-schulz-ranch-expands-c?page=871&amp%3Bfbclid=IwAR1a_XDaGS_2iQFVzYOxsv_5AYnnvk1VhW0-nCAR3_i_Yl3-eMdy89mTtqI
Monte Vista subdivision	116 MF Units	116 MFD	Approved	70%	On either side of Monte Vista Ave north of Jake's Wetlands in Minden.	Douglas County (Minden)	403	https://www.recordcourier.com/news/2023/oct/05/minden-project-goes-to-commissioners-today/

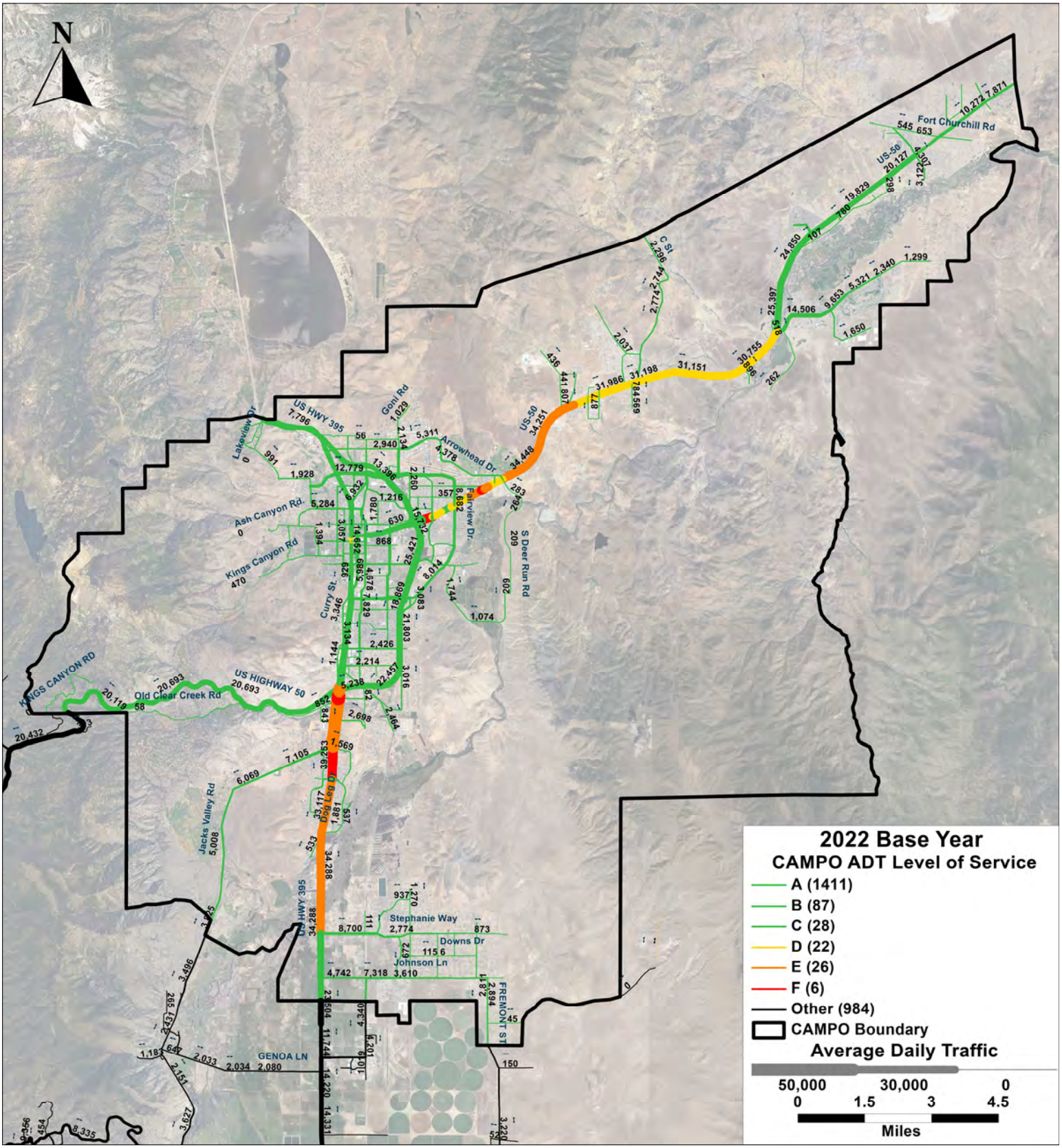
CAMPO and Douglas County Pending and Approved Future Developments

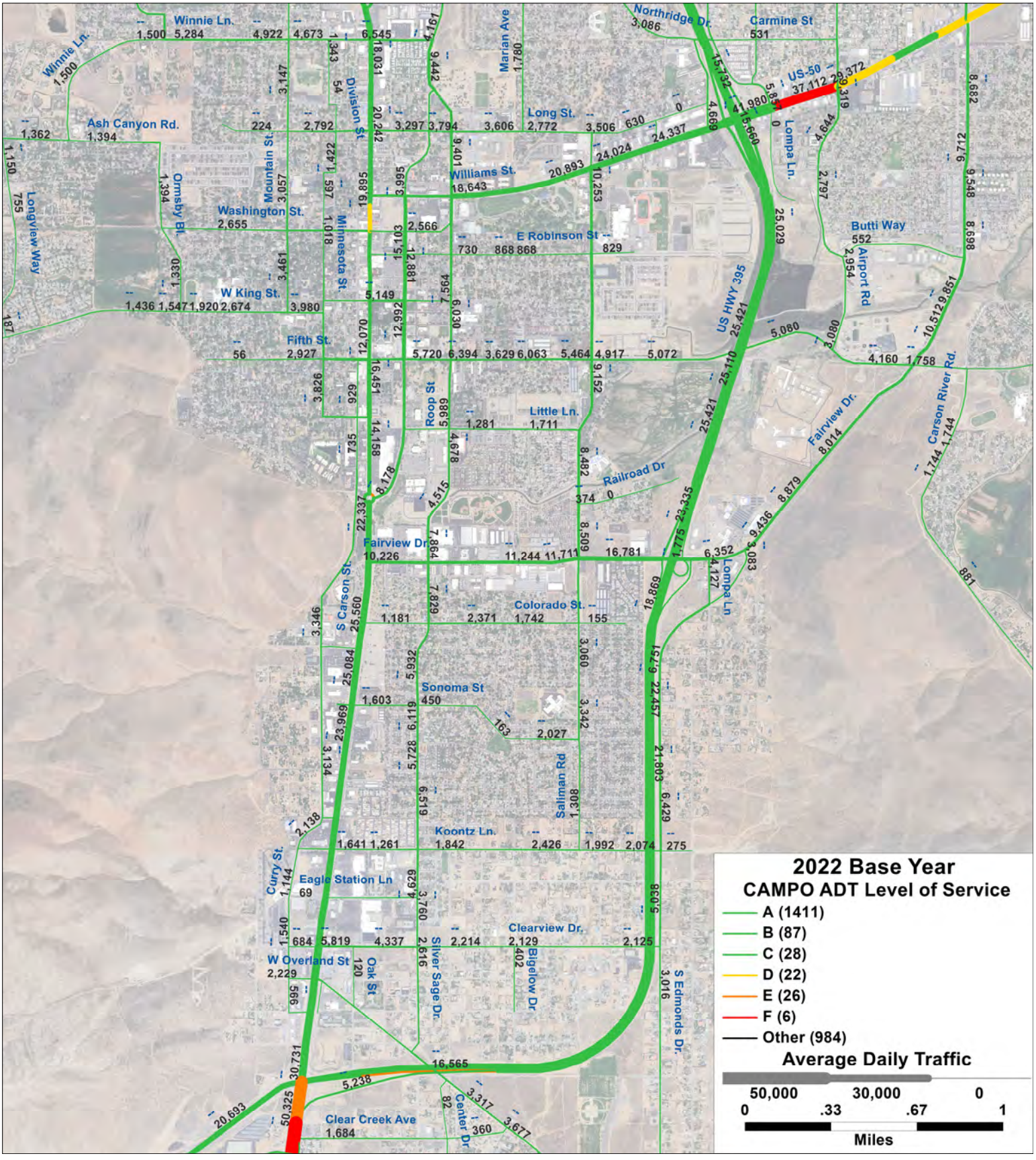
Project	Project Description (from Source)	Quantity To Be Constructed	Status	Assumed % Complete by 2030	Address	County	TAZ	Source
Buckeye Farms Phase 1	324 single family residential units located north of Buckeye Road immediately east of Minden Elementary School.	324 SFD	Planned	100%	North of Buckeye Road, east of Minden Elementary School on the east side of Minden.	Douglas County (Minden)	404	Buckeye Farms Traffic Analysis (October 2023)
Buckeye Farms Phase 2	Full buildout of Buckeye Farms is expected to include 1,982 single family residential units, 236 multifamily residential units, and approximatley 285,000 square feet of commercial space (in four different areas).	1,658 SFD, 236 MFD, and 285 KSF commercial	Planned	0%	North and south of Buckeye Road, east of Minden Elementary School on the east side of Minden.	Douglas County (Minden)	408, 409, 410	Buckeye Farms Traffic Analysis (October 2023)
Riverpark Phase 3, Units 16,17, 18 & 19	240 single family lots on 105.89 acres in the Riverpark area of Dayton	240 SFD	Planned/Under Construction	50%	1165 Ferretto Pkwy, Dayton, NV 89403	Lyon County (Dayton)	604, 610	https://www.lyon-county.org/DocumentCenter/View/9232/Growth-Workshop-Presentations , p.3
Riverpark Phase 4	97 new SFD. Unit 4 consists of 41 single family residential parcels on 14.50 acres. Unit 3 consists of 56 single family residential parcels on 21.13 acres	97 SFD	Under Construction	50%	1165 Ferretto Pkwy, Dayton, NV 89403	Lyon County (Dayton)	604, 610	https://www.lyon-county.org/DocumentCenter/View/11509/Community-Development-Report-July-August-2022 . P 21
Copper Canyon Estates	585 single family residential lots in the Mark Twain area of Dayton	585 SFD	Under Construction. 196 SFD constructed during phases 2A, 2B and after 2020.	25%	300-498 Moab Way, Dayton, Nevada, 89403	Lyon County (Dayton)	601	https://www.lyon-county.org/DocumentCenter/View/9232/Growth-Workshop-Presentations, p4
Gold Country Estates Phase 2A	33 single family residential lots – attainable housing development through a partnership between the developer and Nevada Rural Housing located in the Rose Peak area of Dayton Valley	33 SFD	Constructed (2019/2020)	0%	146 Kramer Ct, Dayton, Nevada, 89403	Lyon County (Dayton)	616	https://www.lyon-county.org/DocumentCenter/View/9232/Growth-Workshop-Presentations ,p5
Gold Country Estates Unit 2B	15 single family lots on 3.10 acres and 22 townhomes on 2.27 acres	15 SFD & 22 MFA	Constructed between 2020-2023	0%	146 Kramer Ct, Dayton, Nevada, 89403	Lyon County (Dayton)	616	
Gold Country Estates PH. 3	45 Single Family townhomes	45 MFA	Constructed between 2020-2023	0%	146 Kramer Ct, Dayton, Nevada, 89403	Lyon County (Dayton)	616	
Point Legado Phase II	Point Legado Phase 2 consists of 43 single family residential parcels on 7.71 acres with a minimum lot size of 4,500 square feet.	43 SFD	Constructed between 2020-2023	0%	Constructed between 2020-2023	Lyon County (Dayton)	621	https://www.lyon-county.org/DocumentCenter/View/11509/Community-Development-Report-July-August-2022 . P 22
Riverpark Dunes 2C	58 single family residential lots in the Riverpark area of Dayton Valley	58 SFD	Planned/Under Construction	25%	Teakwood Rd, Dayton, Nevada, 89403	Lyon County (Dayton)	609	https://www.lyon-county.org/DocumentCenter/View/9232/Growth-Workshop-Presentations ,p6
Canyon Estates Phase 3	A 402 single family residential subdivision located in the Mark Twain area of Dayton Valley	402 SFD	Planned/Under Construction	50%	200-298 Dewey Ave, Dayton, Nevada, 89403	Lyon County (Dayton)	603	https://www.lyon-county.org/DocumentCenter/View/9232/Growth-Workshop-Presentations ,p7
Woodbridge Estates	Mixed Use Development consisting of 216 single family residential lots along with 26.4 acres of mixed use approximately 20% of which will be commercial development in Mark Twain area of Dayton Valley.	216 SFD, 211 MFD, 122 Retail Employees	Planned/Under Construction	50%	1-99 S Rainbow Dr, Dayton, Nevada, 89403	Lyon County (Dayton)	604	https://www.lyon-county.org/DocumentCenter/View/9232/Growth-Workshop-Presentations ,p8
Heritage Ranch	279 single family residential lots located In the Rose Peak area of Dayton Valley.	279 SFD	Planned/Under Construction. Phase 1&2 under construction (106 SFD).	25%	145 Kramer Ct, Dayton, Nevada, 89403	Lyon County (Dayton)	616	https://www.lyon-county.org/DocumentCenter/View/9232/Growth-Workshop-Presentations ,p9
Traditions Village 1	A 312 single family residential development located in the Sutro are of Dayton Valley.	312 SFD	Planned. 55 SFD under Construction (Phase 1)	50%	600 Westwinds Dr, Dayton, Nevada, 89403	Lyon County (Dayton)	612	https://www.lyon-county.org/DocumentCenter/View/9232/Growth-Workshop-Presentations ,p10
Traditions Village 2	195 single family lots on 101.02 acres and 4 multi-family parcels located in the Sutro area of Dayton	195 SFD and 4 MFD	Planned/Under Construction	50%	2601-2649 US-50, Dayton, Nevada, 89403	Lyon County (Dayton)	612	https://www.lyon-county.org/DocumentCenter/View/9232/Growth-Workshop-Presentations ,p11
Santa Maria Ranch II East	275 single family lots on 190.12 acres	275 SFD	Planned/Under Construction	50%	142 Denio Dr, Dayton, NV 89403	Lyon County (Dayton)	640	https://www.lyon-county.org/DocumentCenter/View/9232/Growth-Workshop-Presentations ,p12
Estates at Sutro	96 single family lots on 47.99 acres	96 SFD	Planned/Under Construction	50%	Sheep Camp Dr, Dayton, Nevada, 89403	Lyon County (Dayton)	614, 616	https://www.lyon-county.org/DocumentCenter/View/9232/Growth-Workshop-Presentations ,p13

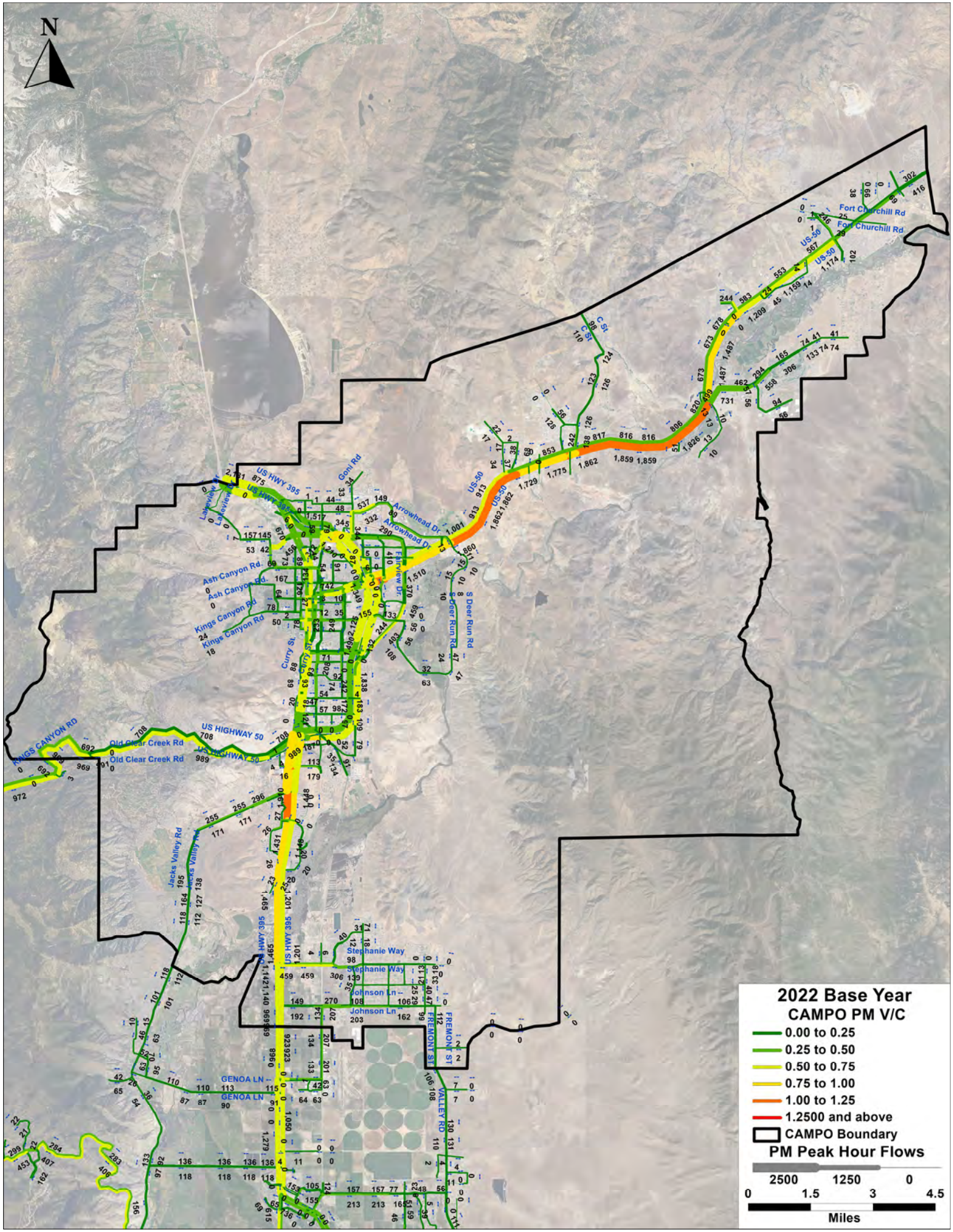
CAMPO and Douglas County Pending and Approved Future Developments

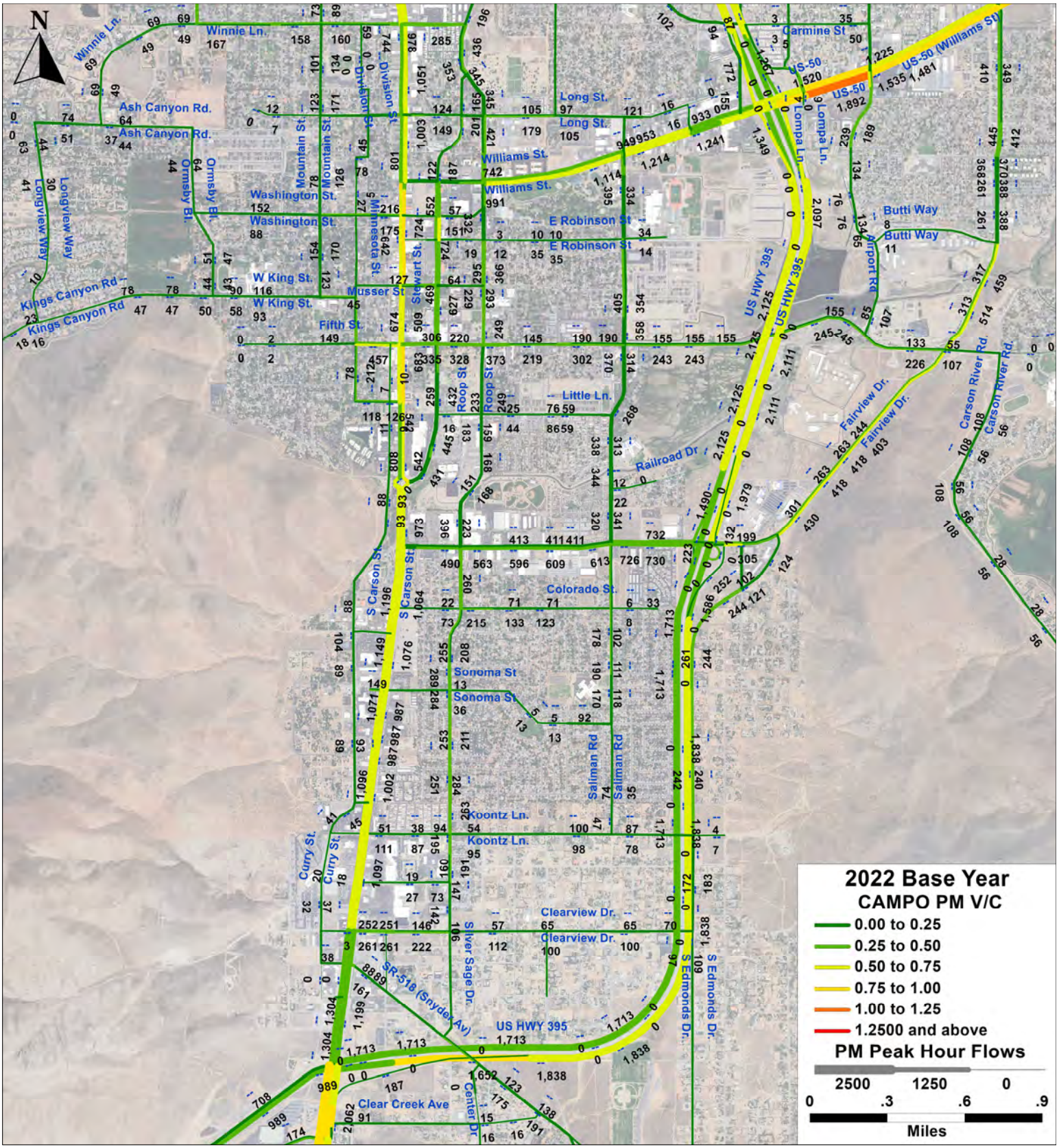
Project	Project Description (from Source)	Quantity To Be Constructed	Status	Assumed % Complete by 2030	Address	County	TAZ	Source
Webstaurant	Construction of a new 619,450 square foot commercial warehouse on an approximate 42.46 acre parcel. Located at 4 Airpark Vista Blvd., Dayton, NV. Parcel number 016-367-08. Webstaurant currently has a 360,000 square foot distribution center in Dayton. A Building permit application for foundation only was issued October, 2021	210 Industrial Employees	Under construction	50%	4 Airpark Vista Blvd., Dayton, NV.	Lyon County (Dayton)	626	https://www.lyon-county.org/DocumentCenter/View/11509/Community-Development-Report-July-August-2022 . P 19
Granite Pointe	Suburban Commercial Mixed Use (70% residential/30% commercial) development in the Dayton Valley Road area of Dayton Valley. 45 single family residential lots, 1 commercial lot.	45 SFD, 20 Retail Employees	Proposed	50%	Dayton Valley Rd, Dayton, Nevada, 89403	Lyon County (Dayton)	628	https://www.lyon-county.org/DocumentCenter/View/9232/Growth-Workshop-Presentations ,p16
Holley Ranch	208 single family lots and 5 common areas on 83 acres	208 SFD	Proposed	50%	Pebble Dr, Dayton, NV, 89403, USA	Lyon County (Dayton)	622	https://www.lyon-county.org/DocumentCenter/View/9232/Growth-Workshop-Presentations ,p19

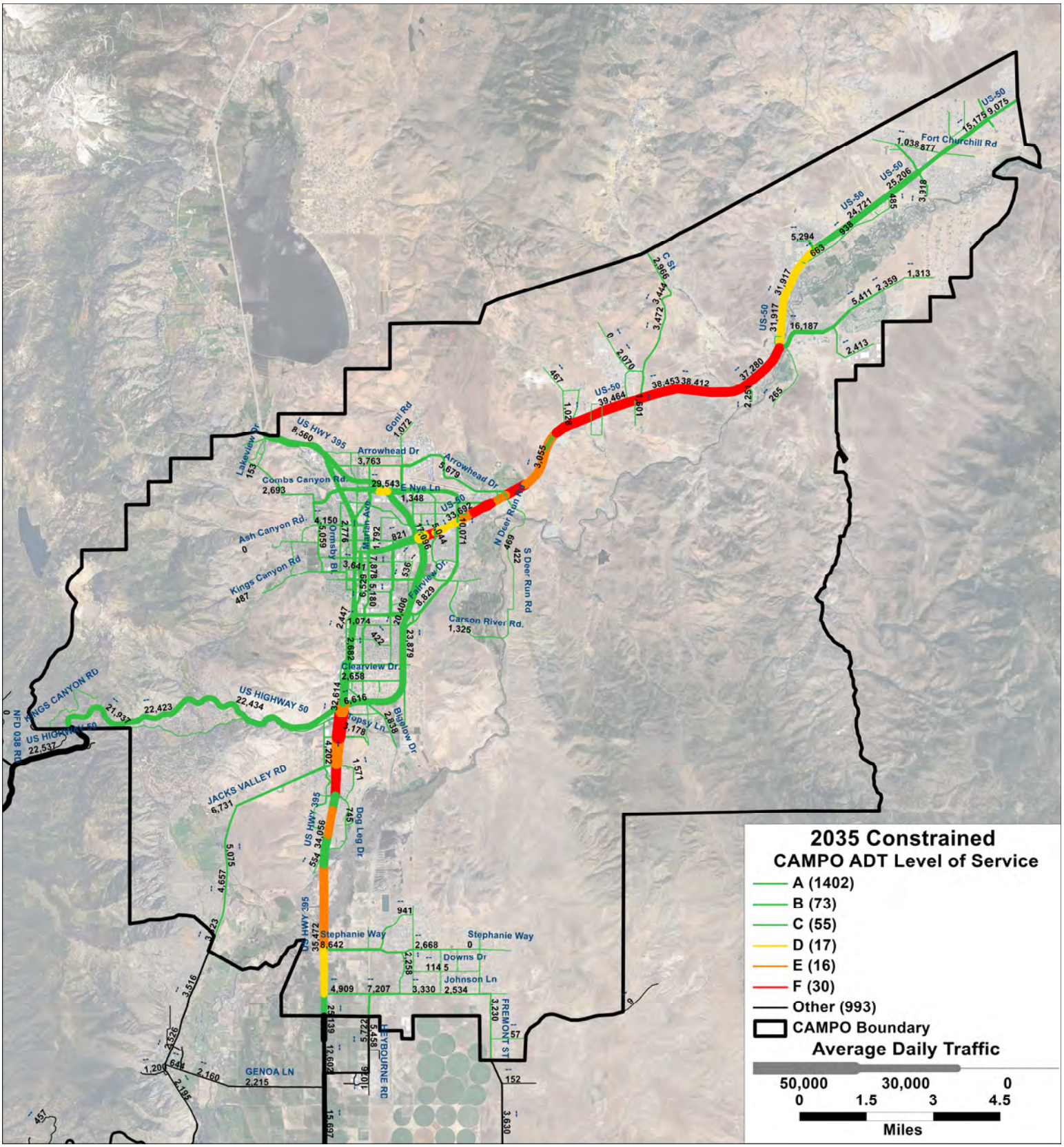
Appendix I-1
CAMPO Daily LOS and PM Peak Hour V/C Maps

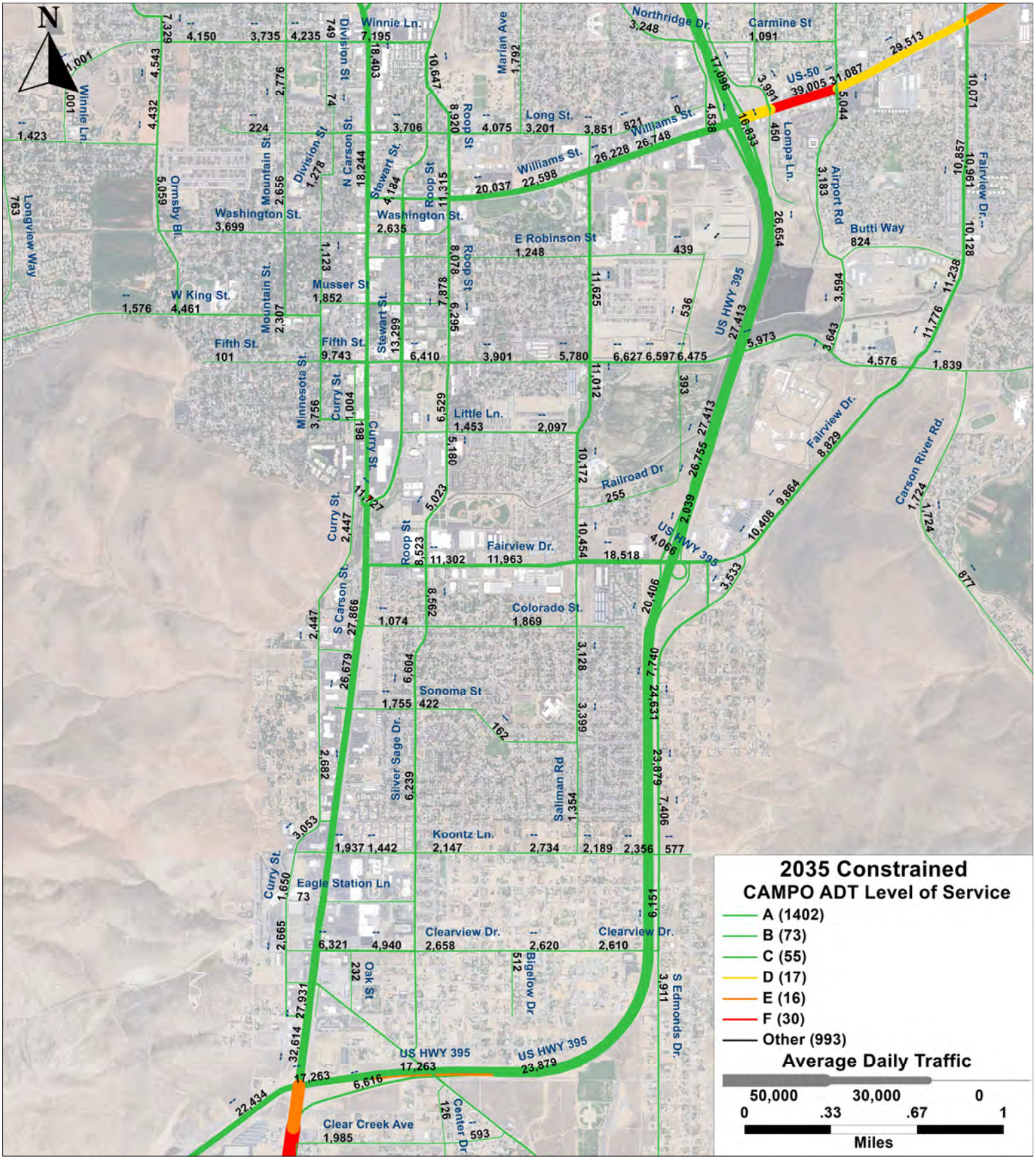

N
US HWY 395
Goni Rd
Lakeview Dr
Arrowhead Dr
US-50
Fairview Dr
Ash Canyon Rd
Kings Canyon Rd
Curry St
S Deer Run Rd
C St
Fort Churchill Rd
KINGS CANYON RD
Old Clear Creek Rd
US HIGHWAY 50
Jacks Valley Rd
Old Hwy 395
Stephanie Way
Downs Dr
Johnson Ln
FREMONT ST
GENOA LN
2022 Base Year
CAMPO ADT Level of Service
A (1411)
B (87)
C (28)
D (22)
E (26)
F (6)
Other (984)
CAMPO Boundary
Average Daily Traffic
50,000
30,000
0
0
1.5
3
4.5
Miles

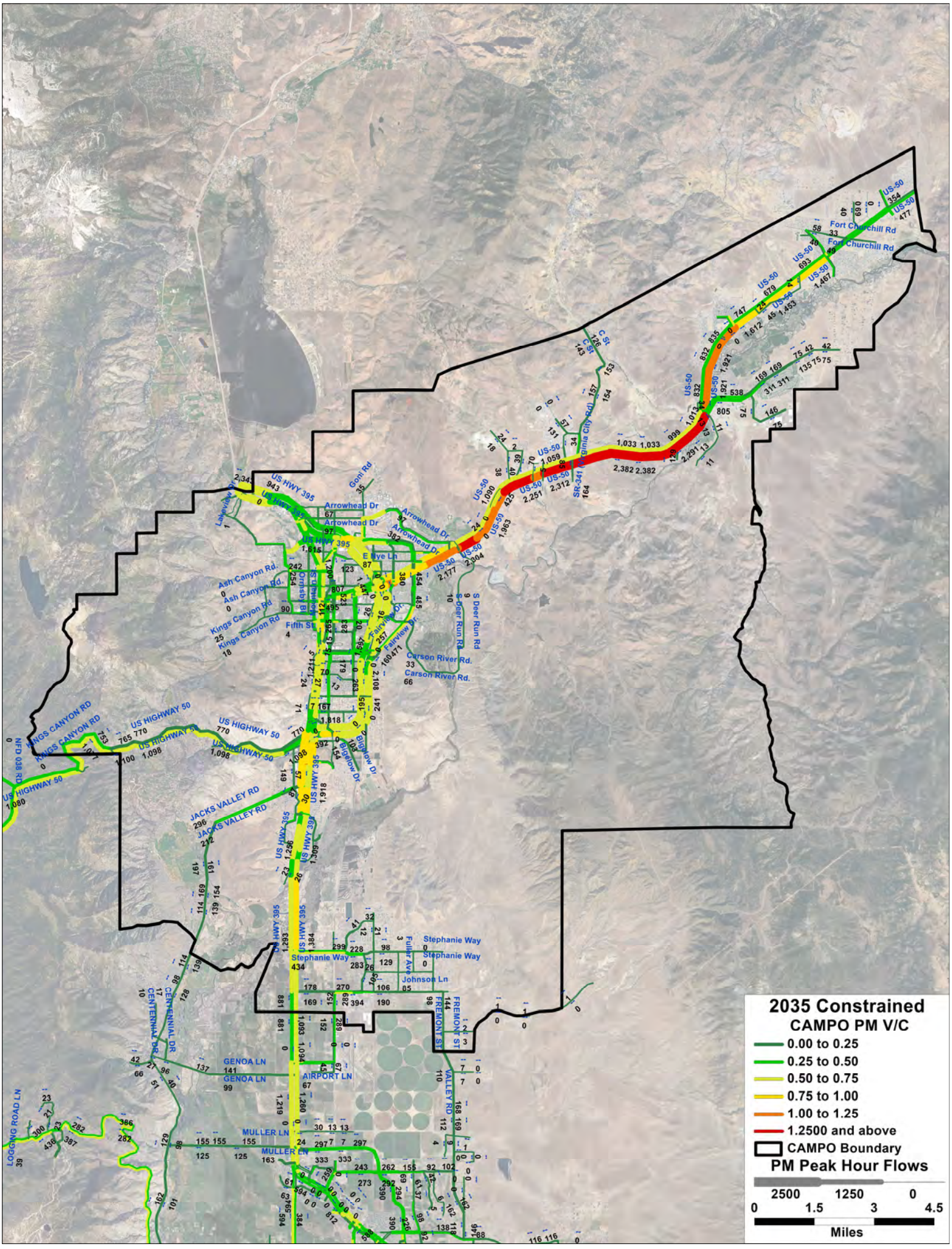

Winnie Ln.
Ash Canyon Rd.
Ormsby Blvd.
Longview Way
Mountain St.
Division St.
Washington St.
Minnesota St.
W King St.
Fifth St.
Roop St
Marian Ave
Northridge Dr.
Carmine St
US-50
Long St.
Williams St.
Lompa Ln.
E Robinson St
Butti Way
Airport Rd
US HWY 395
Little Ln.
Railroad Dr
Fairview Dr.
Carson River Rd.
S Carson St.
Colorado St.
Sonoma St
Saliman Rd
Koontz Ln.
Curry St.
Eagle Station Ln
Clearview Dr.
W Overland St
Oak St
Silver Sage Dr.
Bigelow Dr
S Edmonds Dr.
Clear Creek Ave
Center Dr
2022 Base Year
CAMPO ADT Level of Service
A (1411)
B (87)
C (28)
D (22)
E (26)
F (6)
Other (984)
Average Daily Traffic
50,000
30,000
0
0
.33
.67
1
Miles

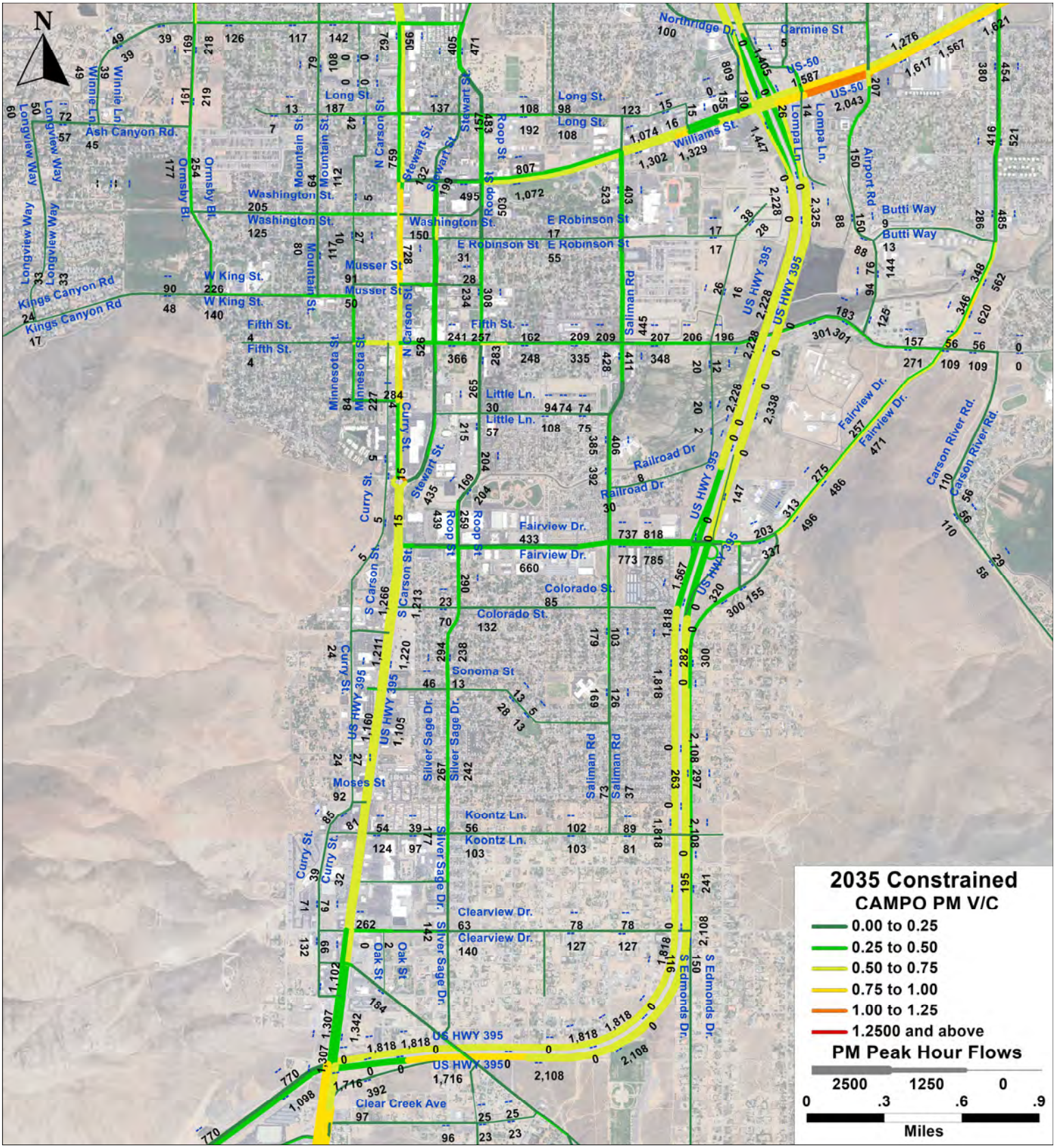

N
US HWY 395
Goni Rd
Lakeview Dr
Arrowhead Dr
US-50
Fairview Dr
S Deer Run Rd
Ash Canyon Rd.
Kings Canyon Rd
Curry St
US HIGHWAY 50
Old Clear Creek Rd
KINGS CANYON RD
Jacks Valley Rd
Stephanie Way
Johnson Ln
FREMONT ST
VALLEY RD
GENOA LN
C St
Fort Churchill Rd
2022 Base Year
CAMPO PM V/C
0.00 to 0.25
0.25 to 0.50
0.50 to 0.75
0.75 to 1.00
1.00 to 1.25
1.2500 and above
CAMPO Boundary
PM Peak Hour Flows
2500
1250
0
0
1.5
3
4.5
Miles

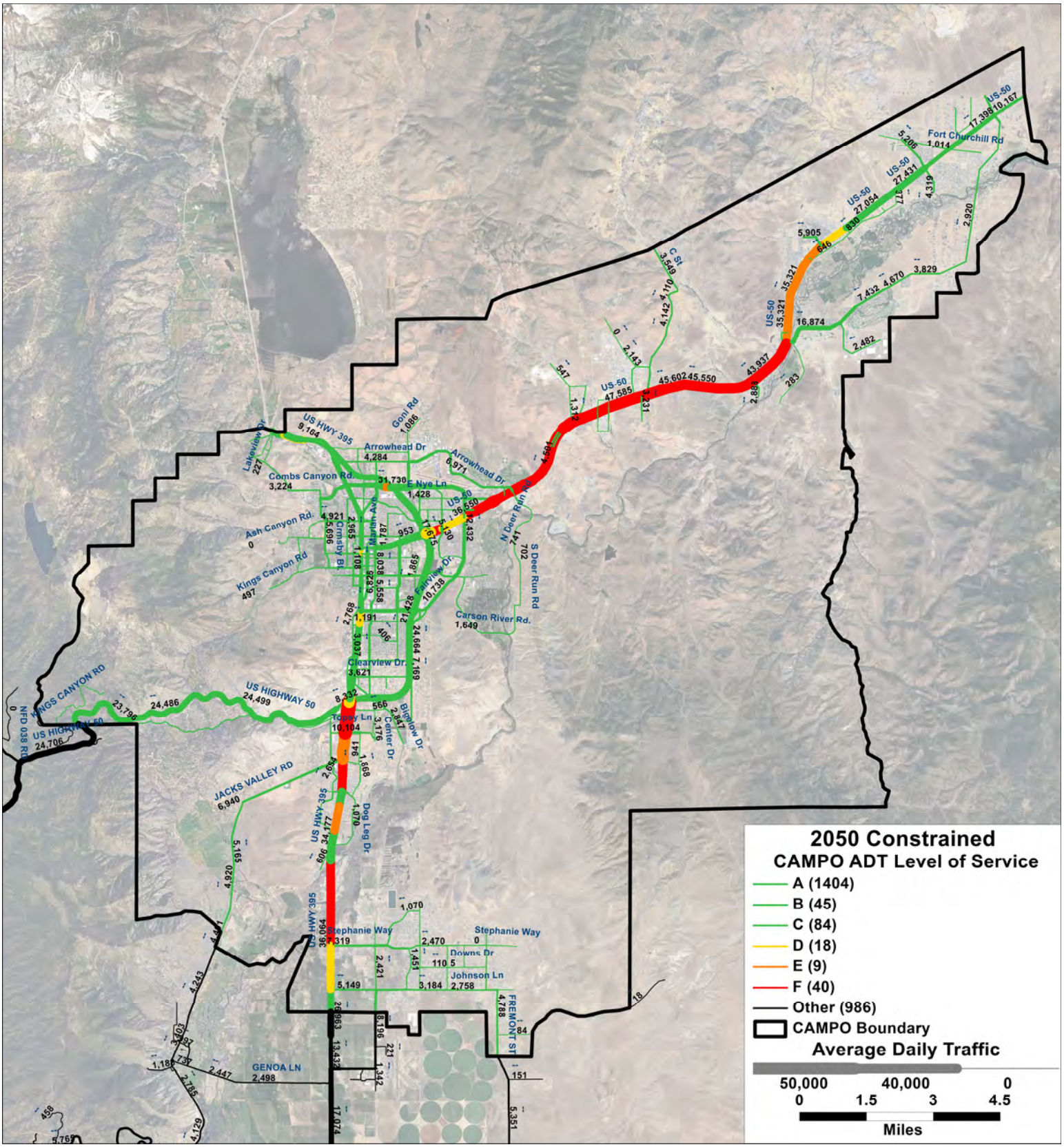

N
Winnie Ln.
Ash Canyon Rd.
Longview Way
Ormsby Bl.
Mountain St.
Division St.
Washington St.
Kings Canyon Rd
W King St.
Musser St
Fifth St.
Stewart St.
Minnesota St.
Roop St.
Long St.
Williams St.
E Robinson St
Little Ln.
Railroad Dr
Colorado St.
S Carson St.
Sonoma St
Saliman Rd
Koontz Ln.
Curry St.
Clearview Dr.
Silver Sage Dr.
SR-518 (Snyder Av)
US HWY 395
Center Dr.
Clear Creek Ave
S Edmonds Dr.
Carmine St
US-50
US-50 (Williams St)
Lompa Ln.
Butti Way
Airport Rd.
Fairview Dr.
Carson River Rd.
2022 Base Year
CAMPO PM V/C
0.00 to 0.25
0.25 to 0.50
0.50 to 0.75
0.75 to 1.00
1.00 to 1.25
1.2500 and above
PM Peak Hour Flows
2500
1250
0
0
.3
.6
.9
Miles

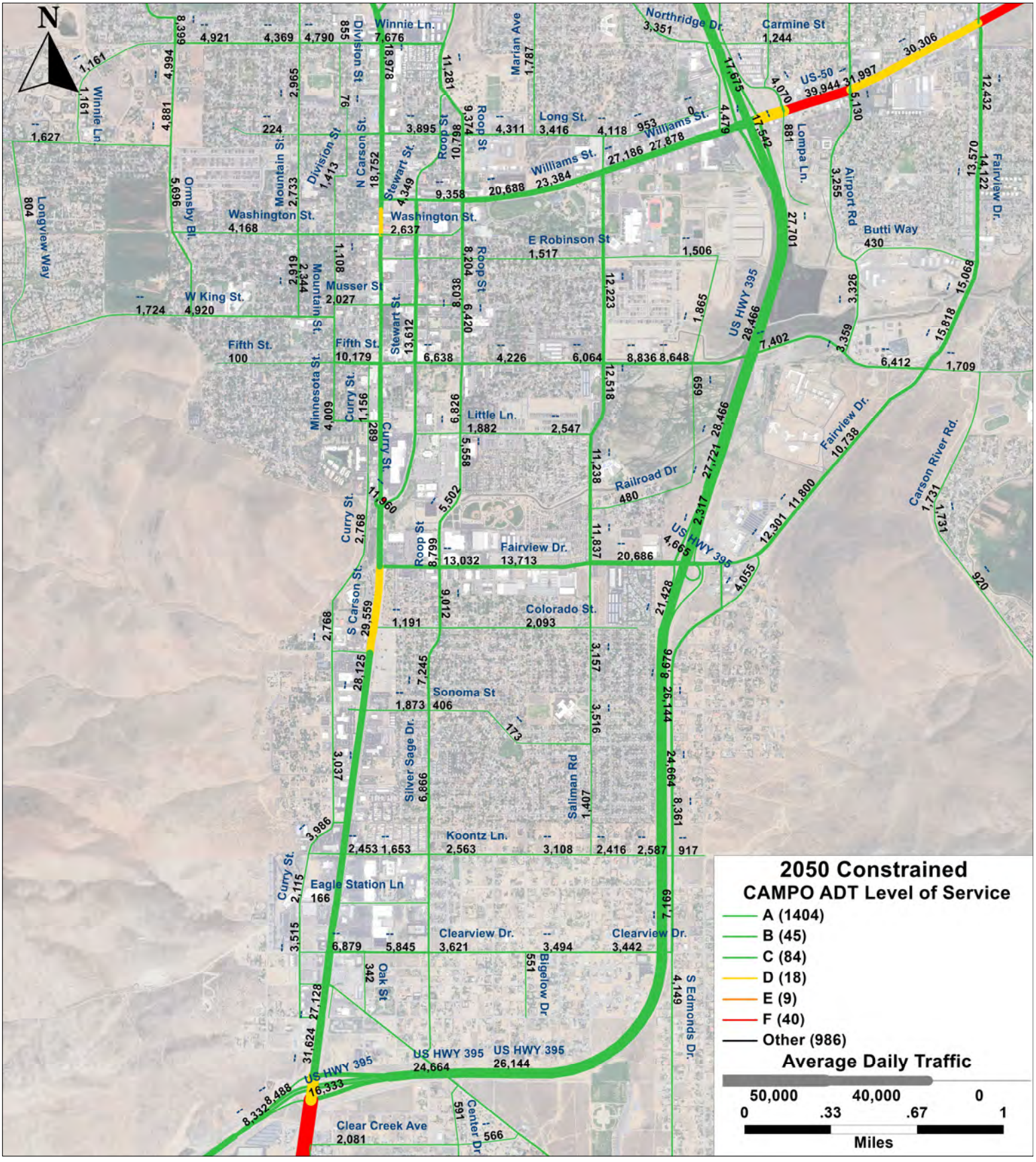

2035 Constrained
CAMPO ADT Level of Service
A (1402)
B (73)
C (55)
D (17)
E (16)
F (30)
Other (993)
CAMPO Boundary
Average Daily Traffic
50,000
30,000
0
0
1.5
3
4.5
Miles
US-50
Fort Churchill Rd
C St
US HWY 395
Goni Rd
Arrowhead Dr
Lakeview Dr
Combs Canyon Rd.
E Nye Ln
Ash Canyon Rd.
Kings Canyon Rd
Ormsby Blvd
Minden Ave
N Deer Run Rd
S Deer Run Rd
Fairview Dr.
Carson River Rd.
Clearview Dr.
Topsy Ln
Bigelow Dr
KINGS CANYON RD
US HIGHWAY 50
NFD 038 RD
JACKS VALLEY RD
Dog Leg Dr
Stephanie Way
Downs Dr
Johnson Ln
FREMONT ST
LEVBOURNE RD
GENOA LN

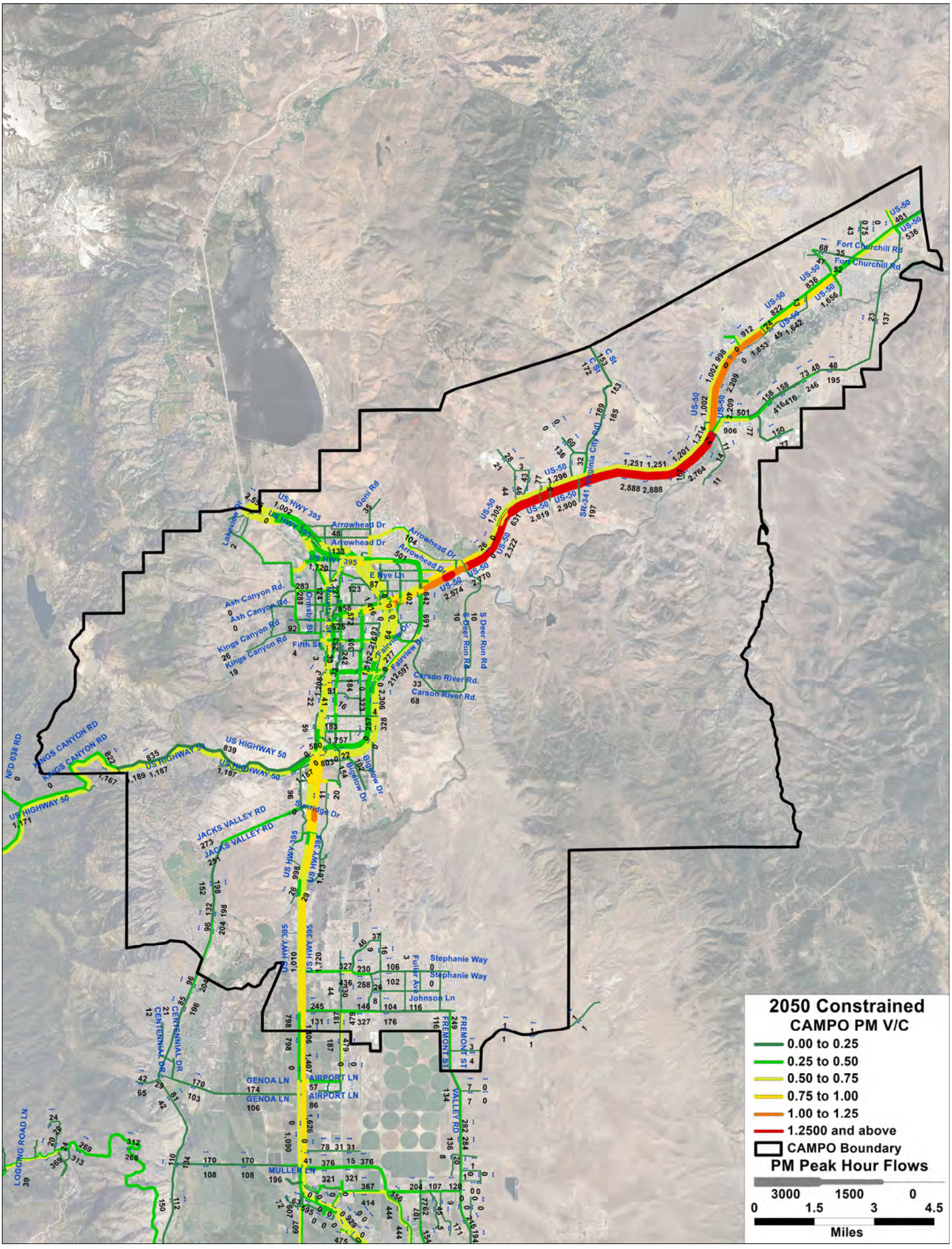

N
Winnie Ln.
Division St.
Marian Ave
Northridge Dr.
Carmine St
US-50
Long St.
Williams St.
Roop St
Lompa Ln.
Airport Rd
Fairview Dr.
Butti Way
Ormsby Bl.
Longview Way
Mountain St.
Washington St.
N Carson St.
Stewart St.
E Robinson St
Musser St
W King St.
Fifth St.
Minnesota St.
Curry St.
Little Ln.
Railroad Dr
US HWY 395
Carson River Rd.
S Carson St.
Colorado St.
Sonoma St
Silver Sage Dr.
Saliman Rd
Koontz Ln.
Eagle Station Ln
Clearview Dr.
Oak St
Bigelow Dr
S Edmonds Dr.
Clear Creek Ave
Center Dr
2035 Constrained
CAMPO ADT Level of Service
A (1402)
B (73)
C (55)
D (17)
E (16)
F (30)
Other (993)
Average Daily Traffic
50,000
30,000
0
0
.33
.67
1
Miles

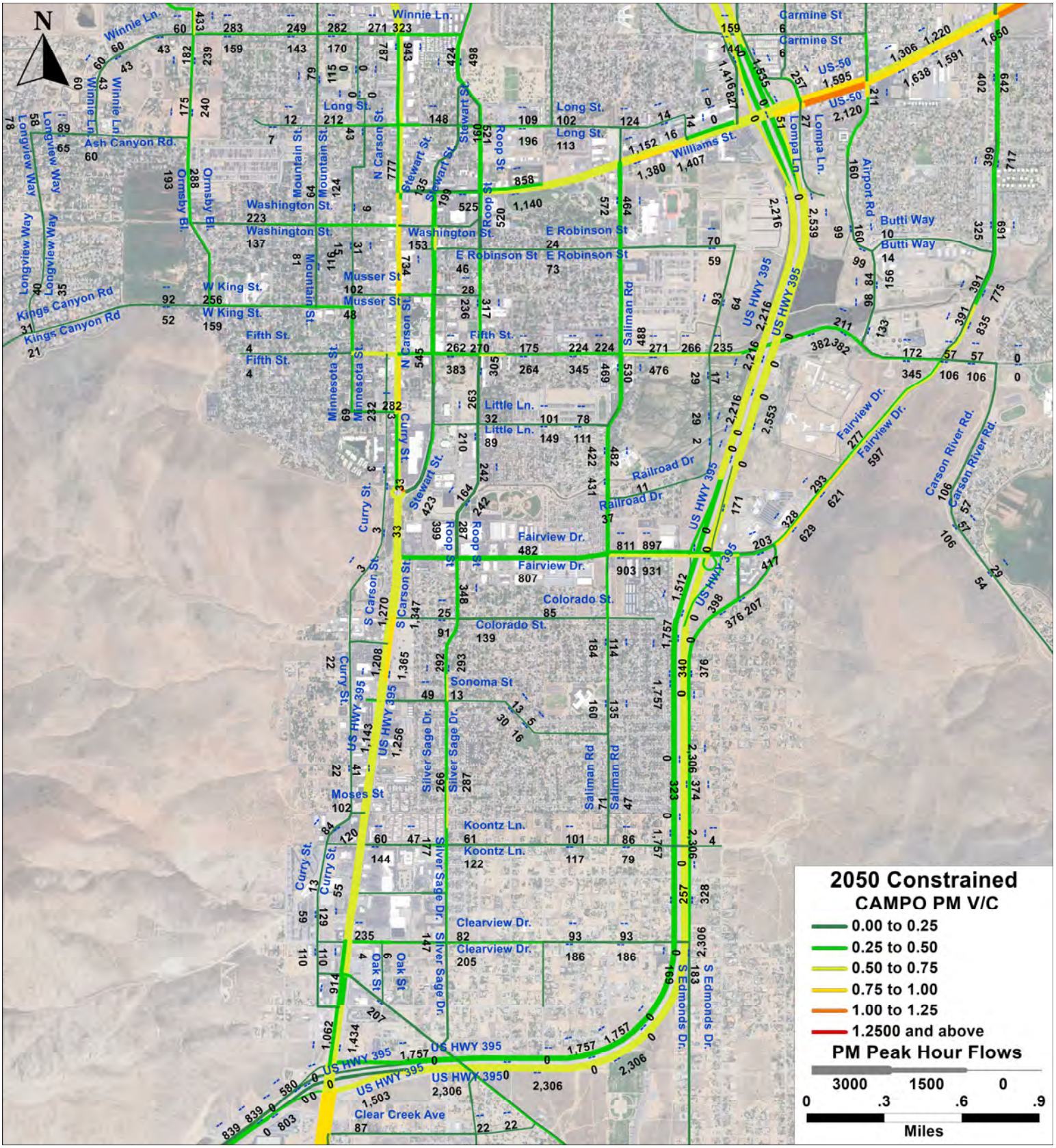

2035 Constrained
CAMPO PM V/C
0.00 to 0.25
0.25 to 0.50
0.50 to 0.75
0.75 to 1.00
1.00 to 1.25
1.2500 and above
CAMPO Boundary
PM Peak Hour Flows
2500
1250
0
0
1.5
3
4.5
Miles
US-50
US HWY 395
US HIGHWAY 50
KINGS CANYON RD
Kings Canyon Rd
Ash Canyon Rd.
Fifth St
Arrowhead Dr
E Nye Ln
Fairview Dr.
Carson River Rd.
S Deer Run Rd
Virginia City Rd
SR-341
Fort Churchill Rd
Goni Rd
Lakeview Dr
Ormsby Blvd
Bigelow Dr
JACKS VALLEY RD
Stephanie Way
Fuller Ave
Johnson Ln
FREMONT ST
VALLEY RD
CENTENNIAL DR
GENOA LN
AIRPORT LN
MULLER LN
LODGING LOOP
NFD 038 RD


N
Northridge Dr
Carmine St
US-50
Long St.
Stewart St.
Roop St.
Williams St.
Lompa Ln.
Airport Rd.
Butti Way
Washington St.
E Robinson St
Mountain St.
N Carson St.
Musser St
W King St.
Kings Canyon Rd
Fifth St.
Saliman Rd
US HWY 395
Minnesota St.
Curry St.
Little Ln.
Railroad Dr
Fairview Dr.
Carson River Rd.
Colorado St.
Sonoma St
Silver Sage Dr.
Moses St
Koontz Ln.
Clearview Dr.
S Edmonds Dr.
Oak St
Clear Creek Ave
Ormsby Bl.
Winnie Ln
Longview Way
Ash Canyon Rd.
2035 Constrained
CAMPO PM V/C
0.00 to 0.25
0.25 to 0.50
0.50 to 0.75
0.75 to 1.00
1.00 to 1.25
1.2500 and above
PM Peak Hour Flows
2500
1250
0
0
.3
.6
.9
Miles

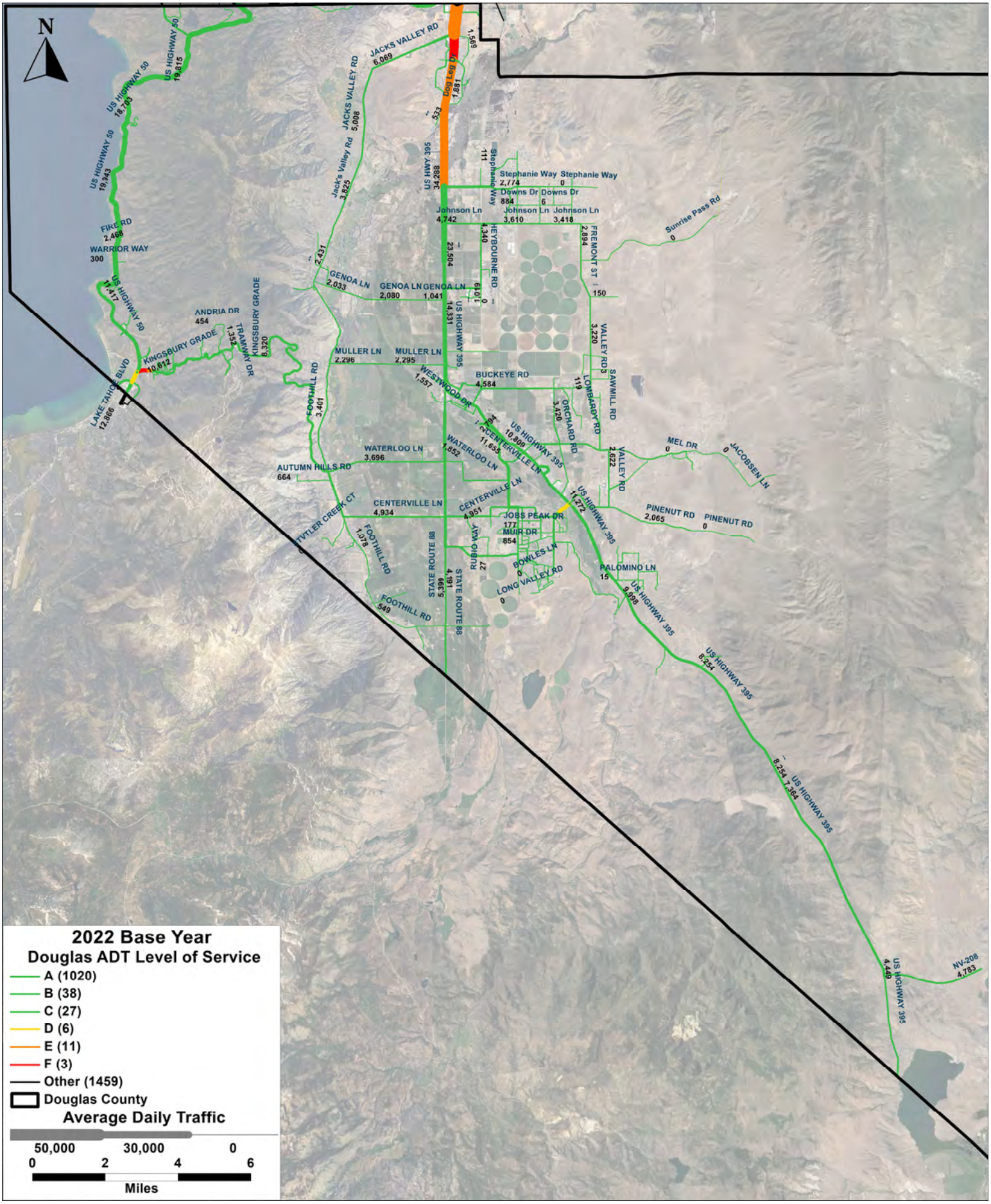

2050 Constrained
CAMPO ADT Level of Service
A (1404)
B (45)
C (84)
D (18)
E (9)
F (40)
Other (986)
CAMPO Boundary
Average Daily Traffic
50,000 40,000 0
0 1.5 3 4.5
Miles
US HWY 395
US HIGHWAY 50
US-50
JACKS VALLEY RD
KINGS CANYON RD
Arrowhead Dr
Combs Canyon Rd.
Ash Canyon Rd.
Kings Canyon Rd
Clearview Dr.
Topsy Ln
Center Dr
Bigelow Dr
Dog Leg Dr
Stephanie Way
Downs Dr
Johnson Ln
FREMONT ST
GENOA LN
Goni Rd
E Nye Ln
Fairview Dr
N Deer Run Rd
S Deer Run Rd
Carson River Rd.
C St
Fort Churchill Rd
Lakeview Dr
Crimsby Bl
NFD 038 RD

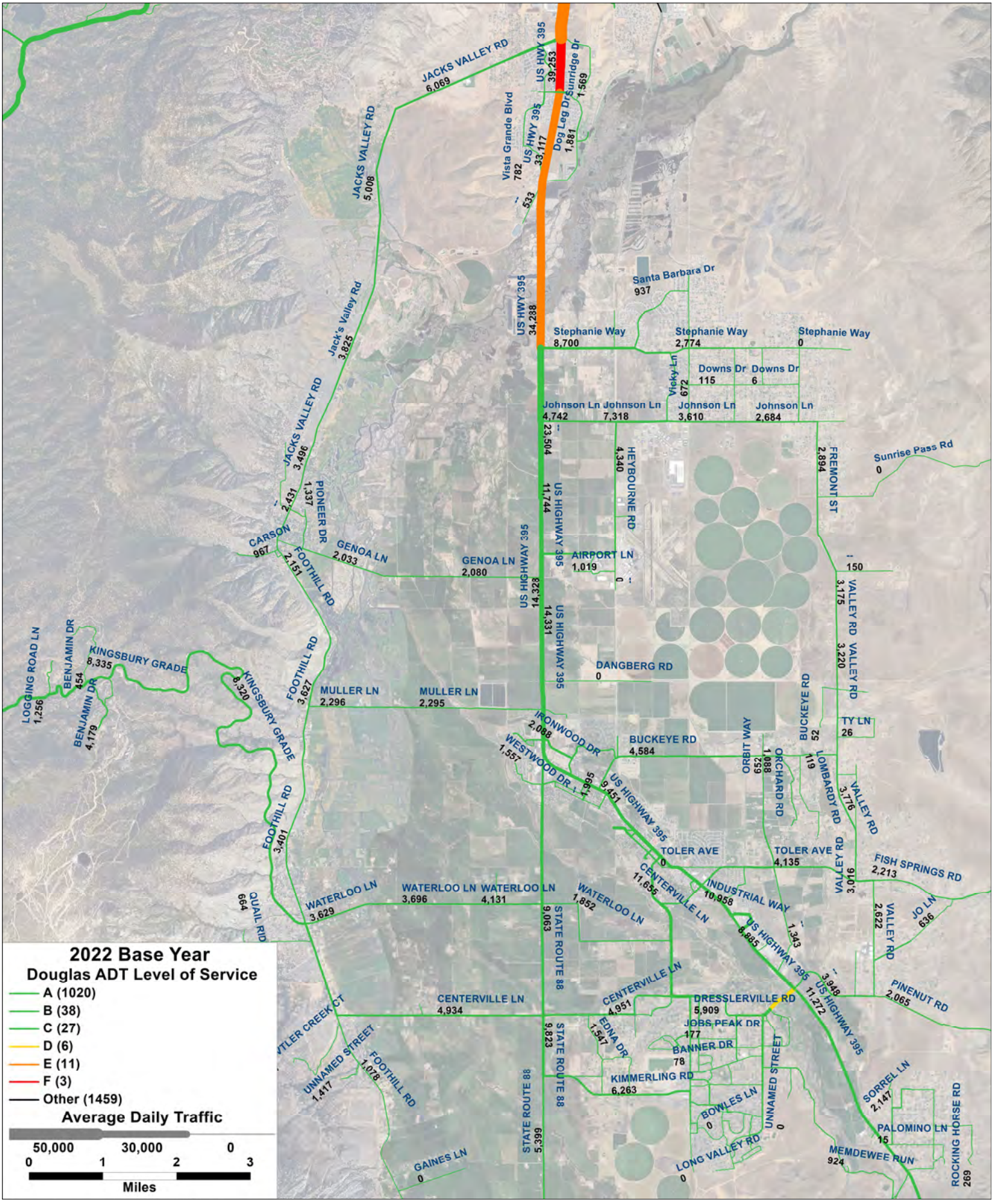

N
Winnie Ln.
Division St.
Marian Ave
Northridge Dr.
Carmine St
US-50
Long St.
Williams St.
Roop St
N Carson St.
Stewart St.
Mountain St.
Ormsby Blvd
Longview Way
Washington St.
E Robinson St
Musser St
W King St.
Fifth St.
Minnesota St.
Curry St.
Little Ln.
Railroad Dr
Fairview Dr.
Carson River Rd.
US HWY 395
Lompa Ln.
Airport Rd
Butti Way
Colorado St.
Sonoma St
Silver Sage Dr.
Saliman Rd
Koontz Ln.
Eagle Station Ln
Clearview Dr.
Oak St
Bigelow Dr
S Edmonds Dr.
Center Dr
Clear Creek Ave
2050 Constrained
CAMPO ADT Level of Service
A (1404)
B (45)
C (84)
D (18)
E (9)
F (40)
Other (986)
Average Daily Traffic
50,000
40,000
0
0
.33
.67
1
Miles

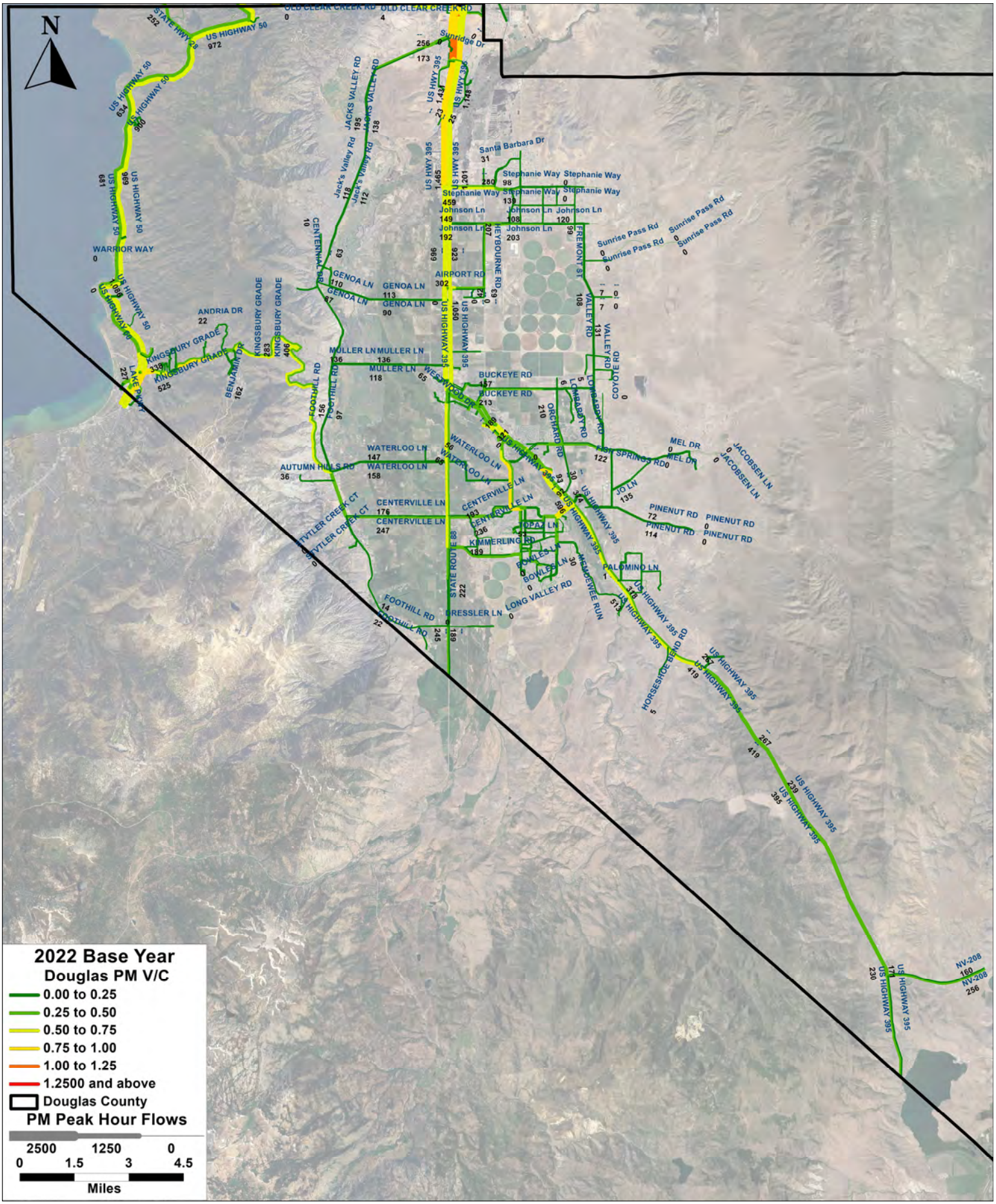

2050 Constrained
CAMPO PM V/C
0.00 to 0.25
0.25 to 0.50
0.50 to 0.75
0.75 to 1.00
1.00 to 1.25
1.2500 and above
CAMPO Boundary
PM Peak Hour Flows
3000 1500 0
0 1.5 3 4.5
Miles
US-50
US HWY 395
US HIGHWAY 50
KINGS CANYON RD
JACKS VALLEY RD
Fort Churchill Rd
Arrowhead Dr
E Nye Ln
Ash Canyon Rd
Kings Canyon Rd
Fifth St
Fairview Dr
Carson River Rd
S Deer Run Rd
Bigelow Dr
Stephanie Way
Johnson Ln
FREMONT ST
CENTENNIAL DR
AIRPORT LN
GENOA LN
MULLER LN
VALLEY RD
LOGGING ROAD LN
NFD 038 RD
Goni Rd
Lakeview Dr
Dresslerbl
Foothill Dr
Sunridge Dr
Fuller Ave
SR-341 Virginia City Rd

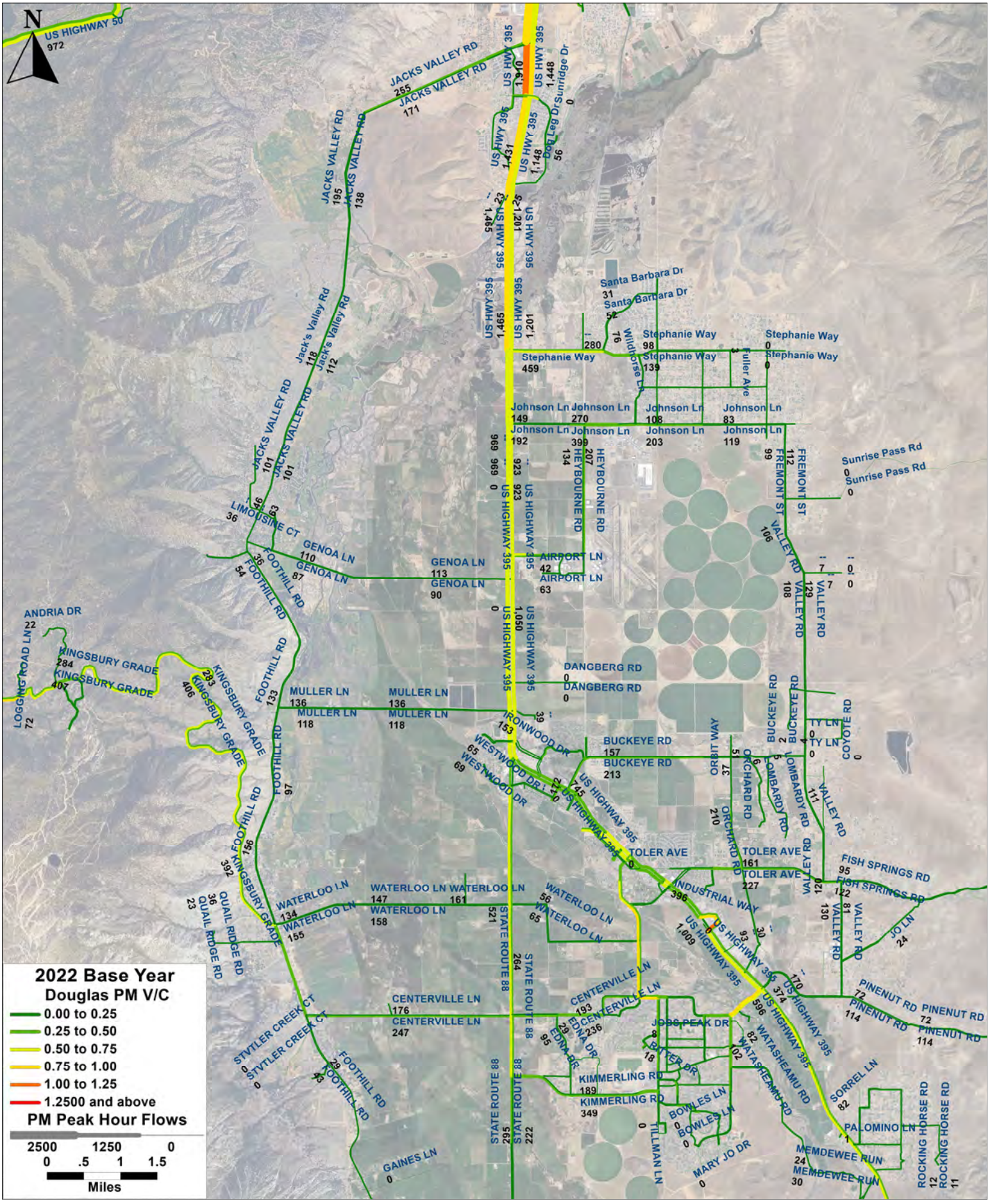

N
Winnie Ln.
Longview Way
Ash Canyon Rd.
Ormsby Bl.
Mountain St.
N Carson St.
Stewart St.
Roop St.
Washington St.
Musser St.
W King St.
Kings Canyon Rd
Fifth St.
Minnesota St.
Curry St.
Little Ln.
Long St.
Williams St.
Railroad Dr
Fairview Dr.
Colorado St.
Sonoma St
Silver Sage Dr.
Saliman Rd
Moses St
Koontz Ln.
Clearview Dr.
Oak St
Clear Creek Ave
S Edmonds Dr.
US HWY 395
US-50
Lompa Ln.
Carmine St
Airport Rd
Butti Way
E Robinson St
Carson River Rd.
2050 Constrained
CAMPO PM V/C
0.00 to 0.25
0.25 to 0.50
0.50 to 0.75
0.75 to 1.00
1.00 to 1.25
1.2500 and above
PM Peak Hour Flows
3000
1500
0
0
.3
.6
.9
Miles

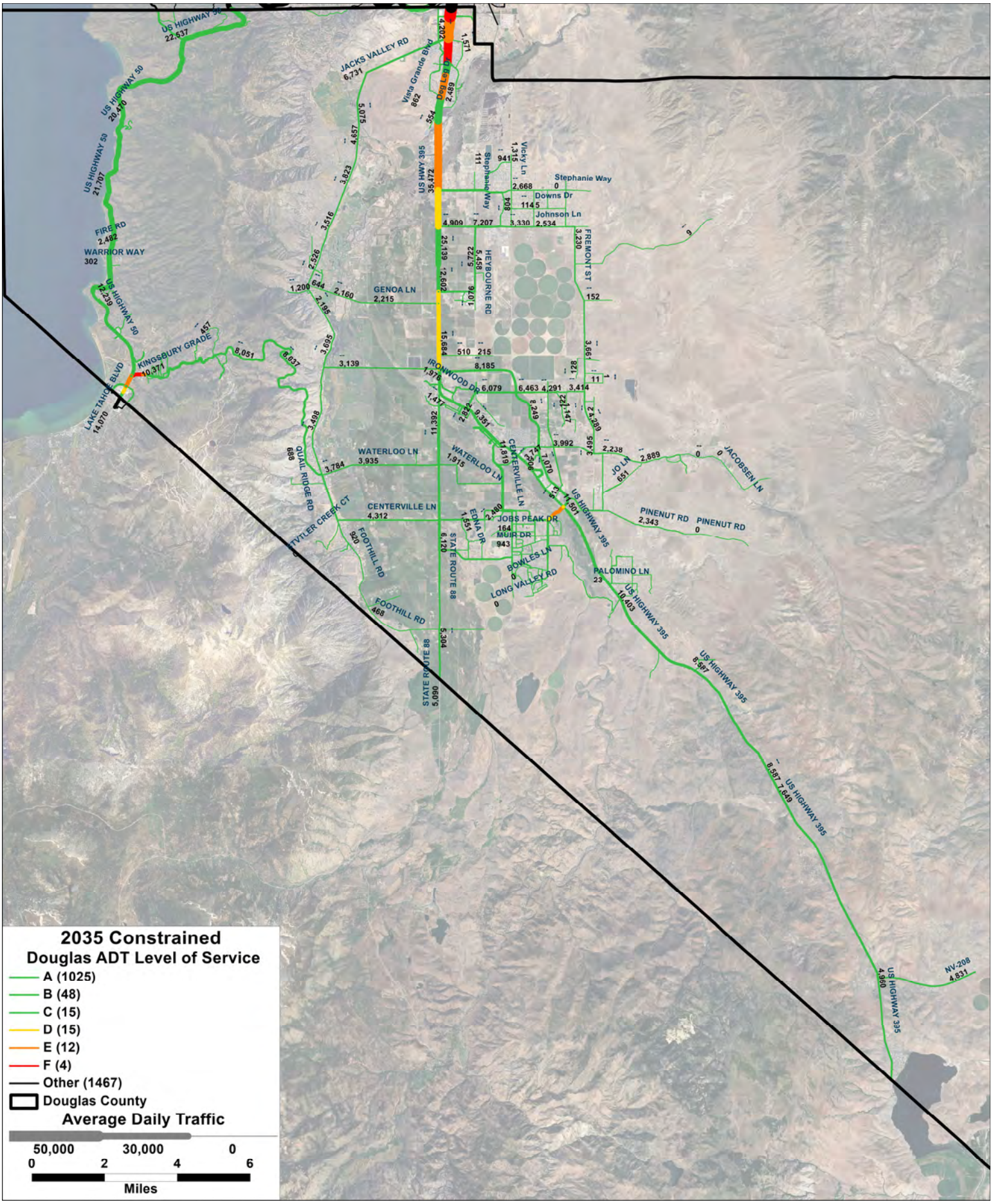
Appendix I-2
Douglas County Daily LOS and PM Peak Hour V/C Maps

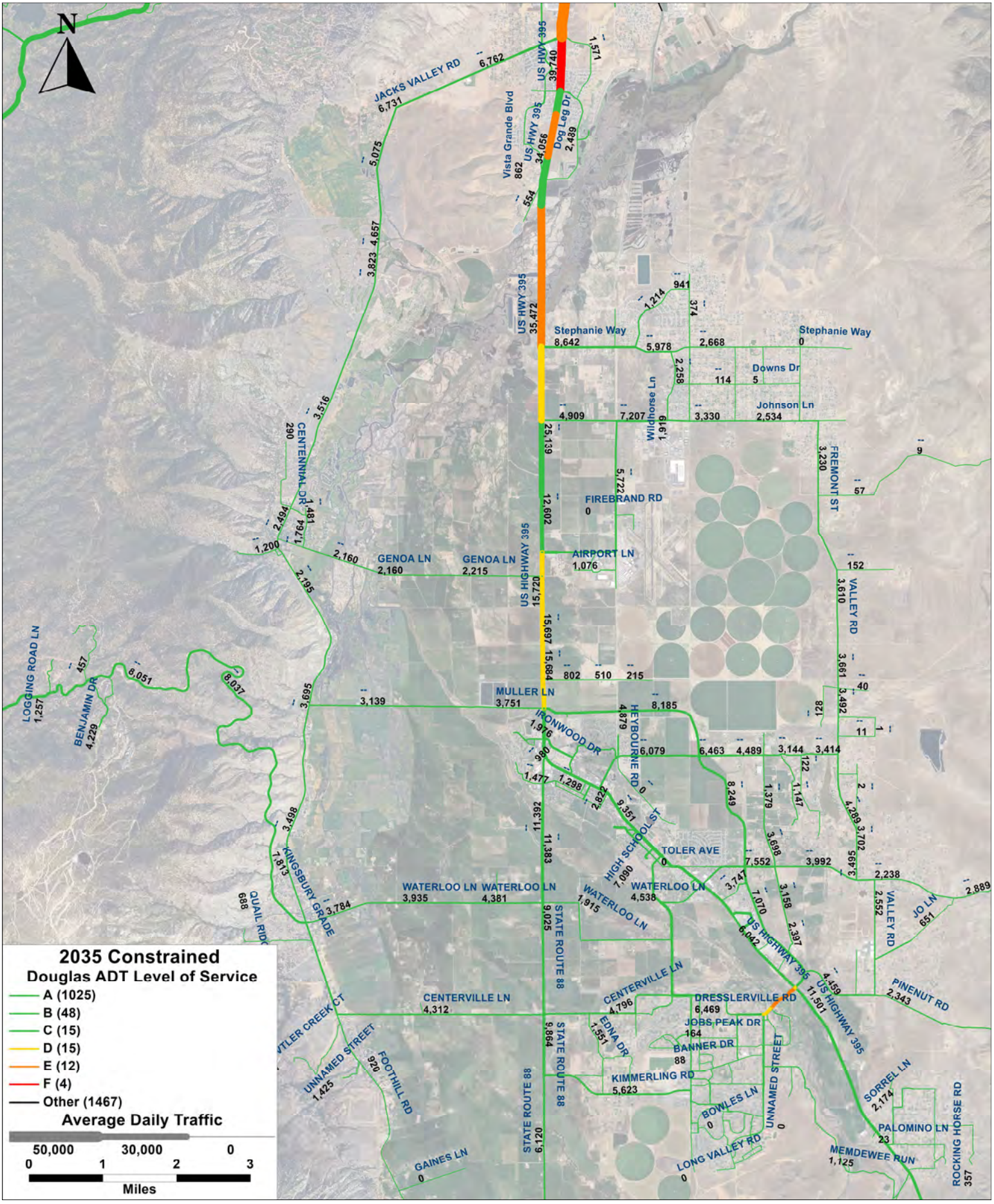

N
2022 Base Year
Douglas ADT Level of Service
A (1020)
B (38)
C (27)
D (6)
E (11)
F (3)
Other (1459)
Douglas County
Average Daily Traffic
50,000
30,000
0
0
2
4
6
Miles
US HIGHWAY 50
19,815
18,703
19,943
FIRE RD
2,468
WARRIOR WAY
300
1,417
ANDRIA DR
454
KINGSBURY GRADE
1,352
8,320
10,612
TRAMWAY DR
LAKE TAHOE BLVD
12,866
JACKS VALLEY RD
6,069
5,008
3,825
Jack's Valley Rd
Dog Leg Rd
1,568
1,881
533
US HWY 395
34,288
111
Stephanie Way
Stephanie Way 2,774
0
Downs Dr 884
Downs Dr 6
Johnson Ln 4,742
Johnson Ln 3,610
Johnson Ln 3,418
Sunrise Pass Rd
0
FREMONT ST
2,894
150
HEYBOURNE RD
4,340
23,504
2,431
GENOA LN
2,033
GENOA LN 2,080
GENOA LN 1,041
6,019
14,331
US HIGHWAY 395
VALLEY RD
3,220
SAWMILL RD
MULLER LN 2,296
MULLER LN 2,295
WESTWOOD DR
1,557
BUCKEYE RD
4,584
FOOTHILL RD
3,401
LOMBARDY RD
119
ORCHARD RD
3,420
794
1,210
CENTERVILLE LN
11,655
US HIGHWAY 395
10,809
2,622
VALLEY RD
MEL DR
0
JACOBSEN LN
0
WATERLOO LN
3,696
1,852
WATERLOO LN
AUTUMN HILLS RD
664
CENTERVILLE LN
4,934
4,951
CENTERVILLE LN
US HIGHWAY 395
11,272
PINENUT RD
2,065
PINENUT RD
0
TYTLER CREEK CT
FOOTHILL RD
1,078
JOBS PEAK DR
177
MUIR DR
854
27
PUBLIC WAY
BOWLES LN
0
LONG VALLEY RD
0
PALOMINO LN
15
STATE ROUTE 88
5,399
4,191
STATE ROUTE 88
FOOTHILL RD
549
US HIGHWAY 395
9,998
US HIGHWAY 395
8,254
US HIGHWAY 395
8,254
7,364
US HIGHWAY 395
4,449
NV-208
4,783

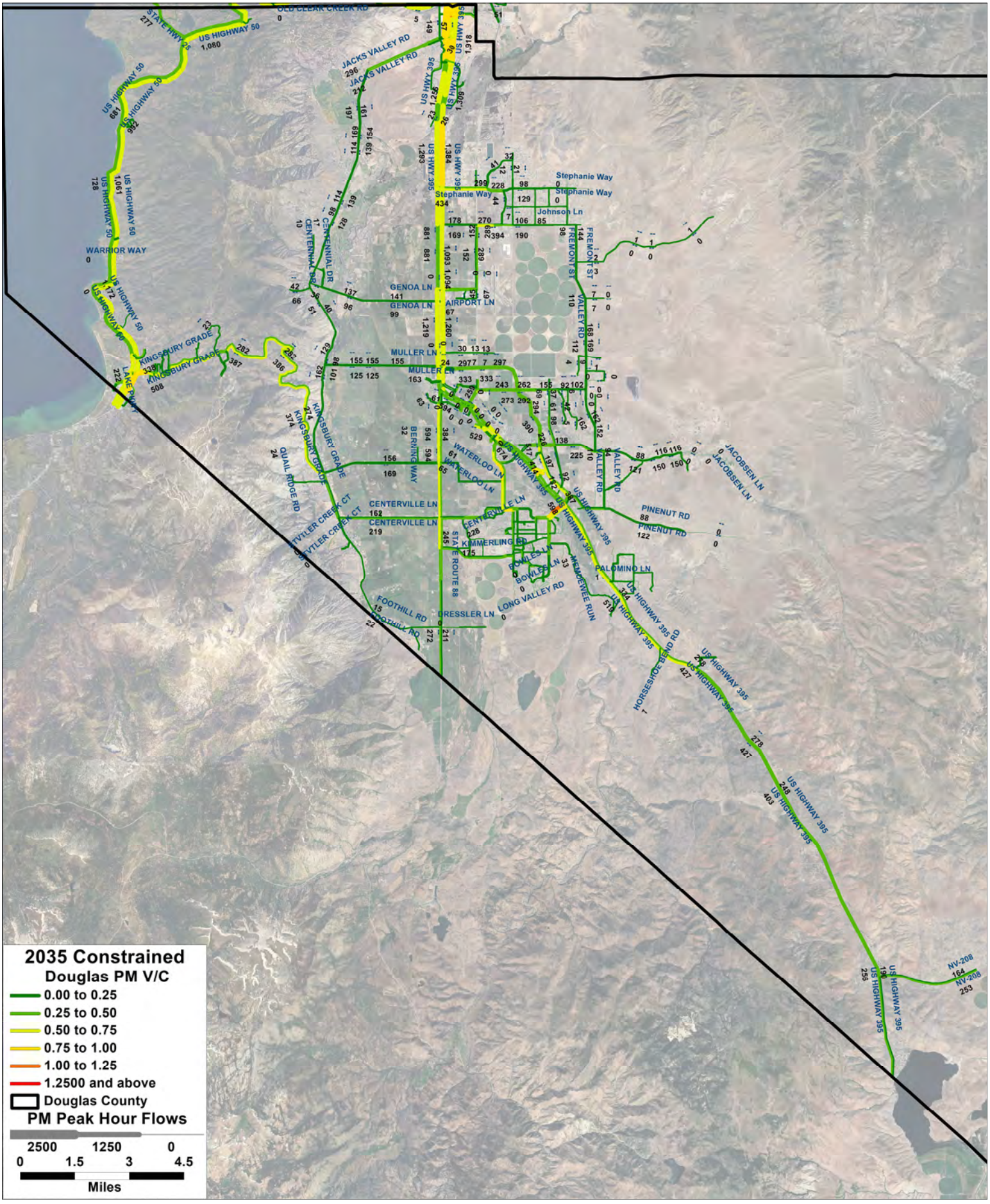

2022 Base Year
Douglas ADT Level of Service
A (1020)
B (38)
C (27)
D (6)
E (11)
F (3)
Other (1459)
Average Daily Traffic
50,000
30,000
0
0
1
2
3
Miles
JACKS VALLEY RD 6,069
JACKS VALLEY RD 5,008
Jack's Valley Rd 3,825
JACKS VALLEY RD 3,496
PIONEER DR 1,337
CARSON 967
FOOTHILL RD 2,151
GENOA LN 2,033
GENOA LN 2,080
US HWY 395 39,253
US HWY 395 33,117
US HWY 395 34,238
US HIGHWAY 395 23,504
US HIGHWAY 395 11,744
US HIGHWAY 395 14,328
US HIGHWAY 395 14,331
US HIGHWAY 395 9,451
US HIGHWAY 395 6,885
US HIGHWAY 395 11,272
Vista Grande Blvd 782
533
Dog Leg Dr/Sunridge Dr 1,569
1,881
Santa Barbara Dr 937
Stephanie Way 8,700
Stephanie Way 2,774
Stephanie Way 0
Vicky Ln 672
Downs Dr 115
Downs Dr 6
Johnson Ln 4,742
Johnson Ln 7,318
Johnson Ln 3,610
Johnson Ln 2,684
HEYBOURNE RD 4,340
AIRPORT LN 1,019
0
DANGBERG RD 0
FREMONT ST 2,894
Sunrise Pass Rd 0
150
VALLEY RD 3,175
VALLEY RD 3,220
BUCKEYE RD 4,584
BUCKEYE RD 52
TY LN 26
ORBIT WAY 1,088
ORCHARD RD 252
LOMBARDY RD 119
VALLEY RD 3,176
VALLEY RD 3,016
FISH SPRINGS RD 2,213
JO LN 636
VALLEY RD 2,622
TOLER AVE 0
TOLER AVE 4,135
CENTERVILLE LN 11,655
INDUSTRIAL WAY 10,958
1,343
3,948
PINENUT RD 2,065
DRESSLERVILLE RD 5,909
JOBS PEAK DR 177
BANNER DR 78
KIMMERLING RD 6,263
EDNA DR 1,547
BOWLES LN 0
UNNAMED STREET 0
LONG VALLEY RD 0
SORREL LN 2,147
PALOMINO LN 15
MEMDEWEE RUN 924
ROCKING HORSE RD 269
MULLER LN 2,296
MULLER LN 2,295
IRONWOOD DR 2,088
WESTWOOD DR 1,557
1,995
WATERLOO LN 3,629
WATERLOO LN 3,696
WATERLOO LN 4,131
WATERLOO LN 1,852
STATE ROUTE 88 6,603
STATE ROUTE 88 9,823
STATE ROUTE 88 5,399
CENTERVILLE LN 4,934
CENTERVILLE LN 4,951
FOOTHILL RD 3,627
FOOTHILL RD 3,401
FOOTHILL RD 1,078
KINGSBURY GRADE 8,335
KINGSBURY GRADE 8,320
BENJAMIN DR 454
BENJAMIN DR 4,179
LOGGING ROAD LN 1,256
QUAIL RID 664
UNNAMED STREET 1,417
GAINES LN 0
VTLER CREEK CT

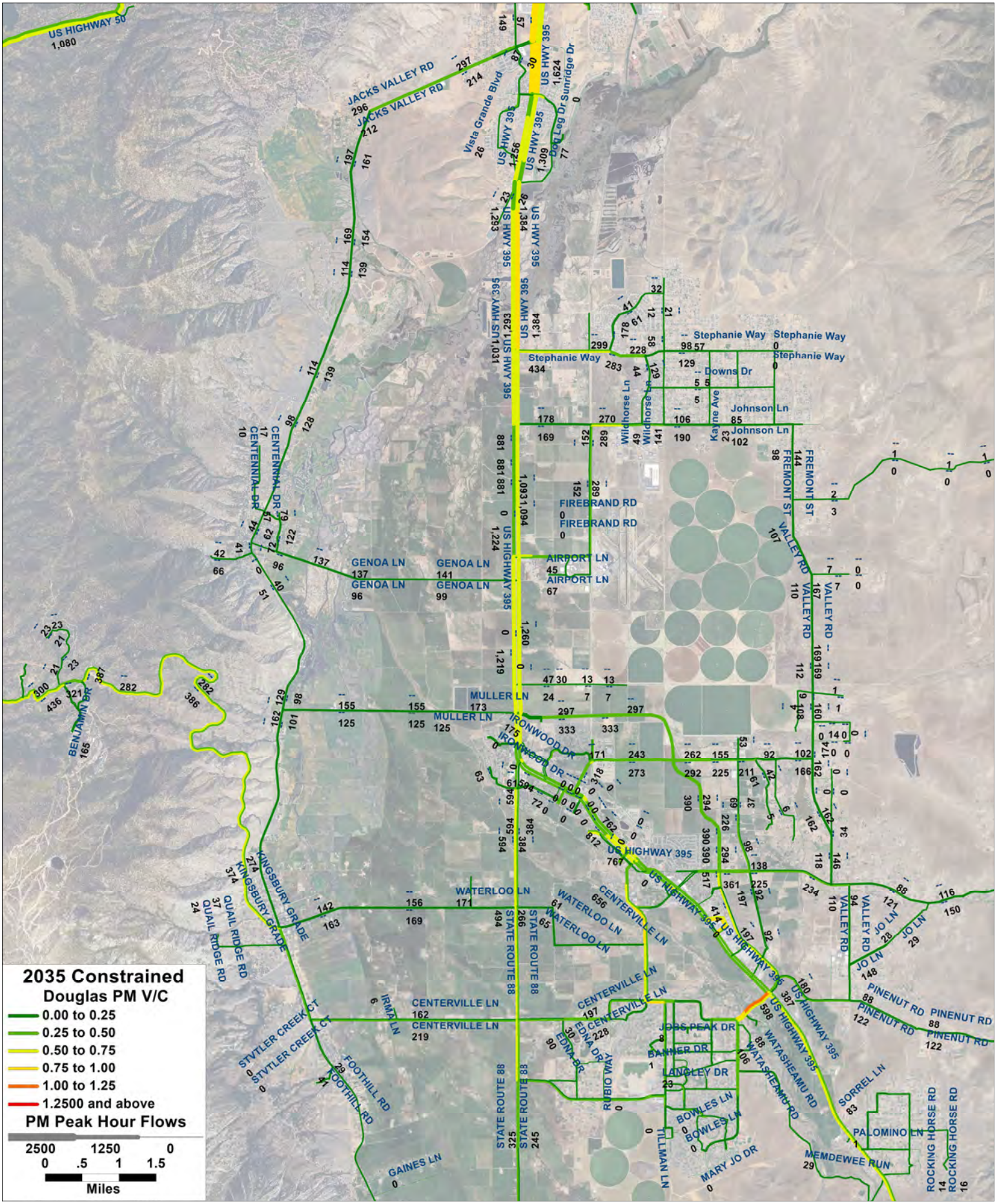

N
2022 Base Year
Douglas PM V/C
0.00 to 0.25
0.25 to 0.50
0.50 to 0.75
0.75 to 1.00
1.00 to 1.25
1.2500 and above
Douglas County
PM Peak Hour Flows
2500 1250 0
0 1.5 3 4.5
Miles
US HIGHWAY 50
US HIGHWAY 395
STATE HWY 28
OLD CLEAR CREEK RD
Sunridge Dr
JACKS VALLEY RD
Jack's Valley Rd
Santa Barbara Dr
Stephanie Way
Johnson Ln
Sunrise Pass Rd
CENTENNIAL DR
HEYBOURNE RD
FREMONT ST
VALLEY RD
COYOTE RD
WARRIOR WAY
GENOA LN
AIRPORT RD
ANDRIA DR
KINGSBURY GRADE
BENJAMIN DR
MULLER LN
FOOTHILL RD
WESTRIDGE DR
BUCKEYE RD
LOMBARDY RD
ORCHARD RD
HOT SPRINGS RD
MEL DR
JACOBSEN LN
WATERLOO LN
AUTUMN HILLS RD
CENTERVILLE LN
TYTLER CREEK CT
JO LN
PINENUT RD
TOPAZ LN
KIMMERLING RD
BOWLES LN
MEADOWVIEW RUN
PALOMINO LN
LONG VALLEY RD
HORSESHOE BEND RD
STATE ROUTE 88
DRESSLER LN
NV-208

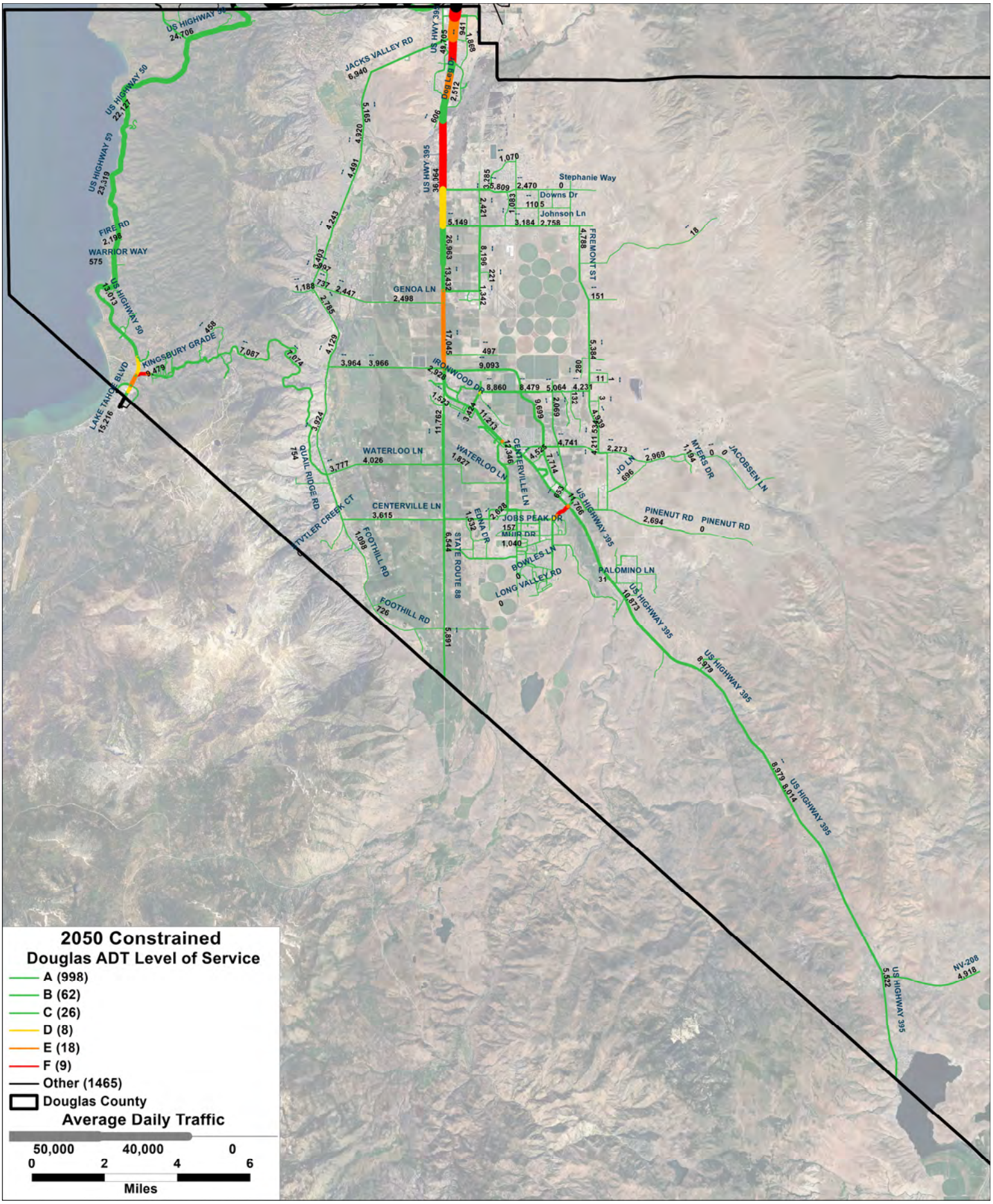

N
US HIGHWAY 50
JACKS VALLEY RD
US HWY 395
US HIGHWAY 395
Sunridge Dr
Dog Leg Dr
Santa Barbara Dr
Stephanie Way
Wildhorse Ln
Fuller Ave
Johnson Ln
HEYBOURNE RD
FREMONT ST
Sunrise Pass Rd
VALLEY RD
LIMOUSINE CT
GENOA LN
FOOTHILL RD
AIRPORT LN
ANDRIA DR
LOGGING ROAD LN
KINGSBURY GRADE
DANGBERG RD
MULLER LN
IRONWOOD DR
WESTWOOD DR
BUCKEYE RD
ORBIT WAY
ORCHARD RD
LOMBARDY RD
COYOTE RD
TOLER AVE
INDUSTRIAL WAY
FISH SPRINGS RD
WATERLOO LN
QUAIL RIDGE RD
STATE ROUTE 88
CENTERVILLE LN
STVTLER CREEK CT
EDNA DR
JOBS PEAK DR
RITTER DR
WATASHEAMU RD
KIMMERLING RD
BOWLES LN
TILLMAN LN
MARY JO DR
SORREL LN
PALOMINO LN
MEMDEWEE RUN
ROCKING HORSE RD
PINENUT RD
JO LN
GAINES LN
2022 Base Year
Douglas PM V/C
0.00 to 0.25
0.25 to 0.50
0.50 to 0.75
0.75 to 1.00
1.00 to 1.25
1.2500 and above
PM Peak Hour Flows
2500 1250 0
0 .5 1 1.5
Miles

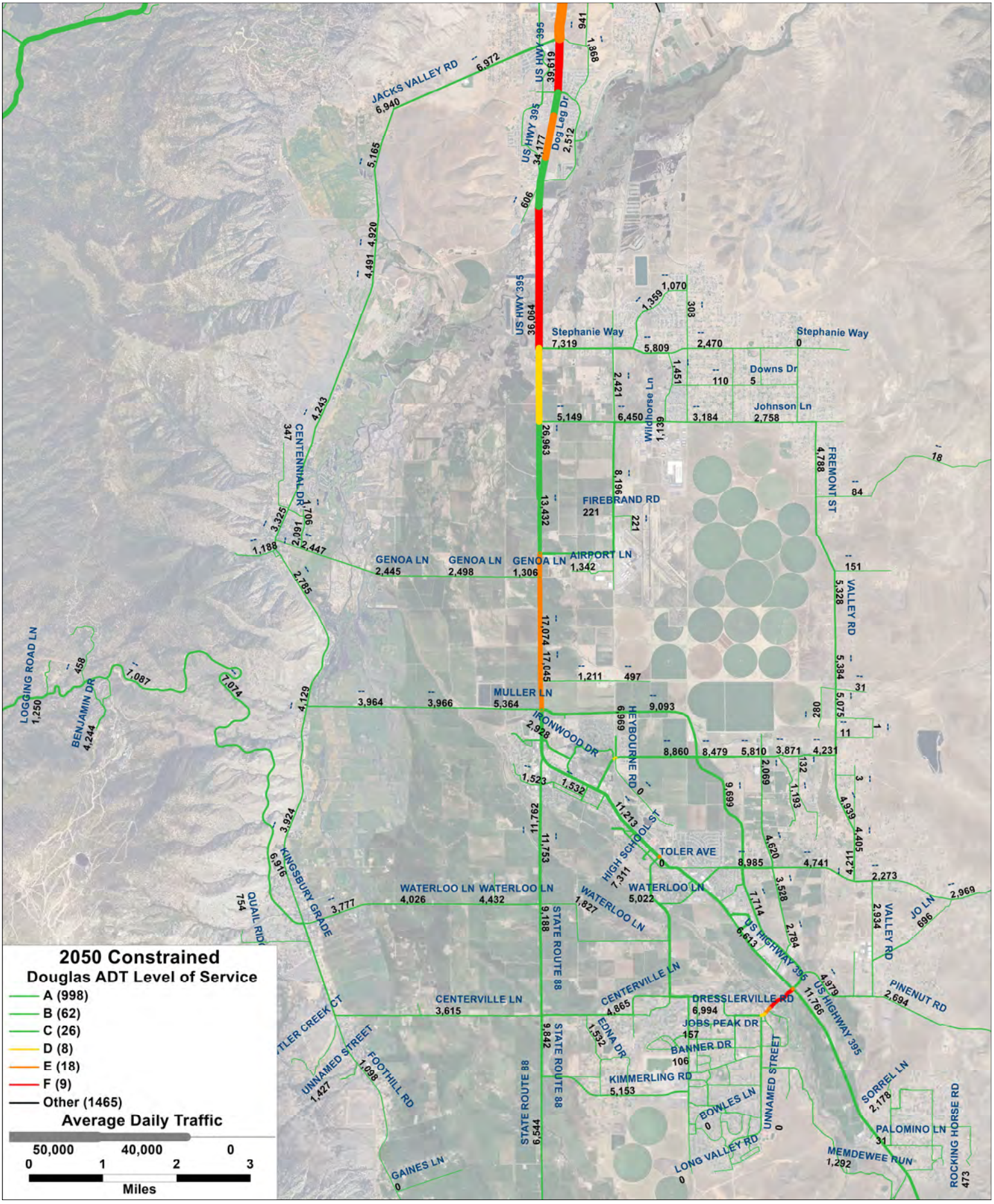

US HIGHWAY 50
22,537
US HIGHWAY 50
20,470
US HIGHWAY 50
21,707
FIRE RD
2,482
WARRIOR WAY
302
US HIGHWAY 50
12,239
KINGSBURY GRADE
10,371
LAKE TAHOE BLVD
14,070
JACKS VALLEY RD
6,731
Vista Grande Blvd
862
US HWY 395
Stephanie Way
Vicky Ln
1,315
Stephanie Way
0
Downs Dr
1145
Johnson Ln
2,534
FREMONT ST
152
HEYBOURNE RD
GENOA LN
2,215
IRONWOOD DR
6,079
WATERLOO LN
3,935
WATERLOO LN
1,915
CENTERVILLE LN
4,312
CENTERVILLE LN
1,819
QUAIL RIDGE RD
688
TYLER CREEK CT
FOOTHILL RD
920
FOOTHILL RD
468
STATE ROUTE 88
6,120
STATE ROUTE 88
5,304
STATE ROUTE 88
5,060
EDNA DR
1,551
JOBS PEAK DR
164
MUIR DR
943
BOWLES LN
0
LONG VALLEY RD
0
US HIGHWAY 395
11,501
JO LN
651
JACOBSEN LN
PINENUT RD
2,343
PINENUT RD
0
PALOMINO LN
23
US HIGHWAY 395
10,403
US HIGHWAY 395
8,587
US HIGHWAY 395
7,649
US HIGHWAY 395
4,960
NV-208
4,831
2035 Constrained
Douglas ADT Level of Service
A (1025)
B (48)
C (15)
D (15)
E (12)
F (4)
Other (1467)
Douglas County
Average Daily Traffic
50,000
30,000
0
0
2
4
6
Miles

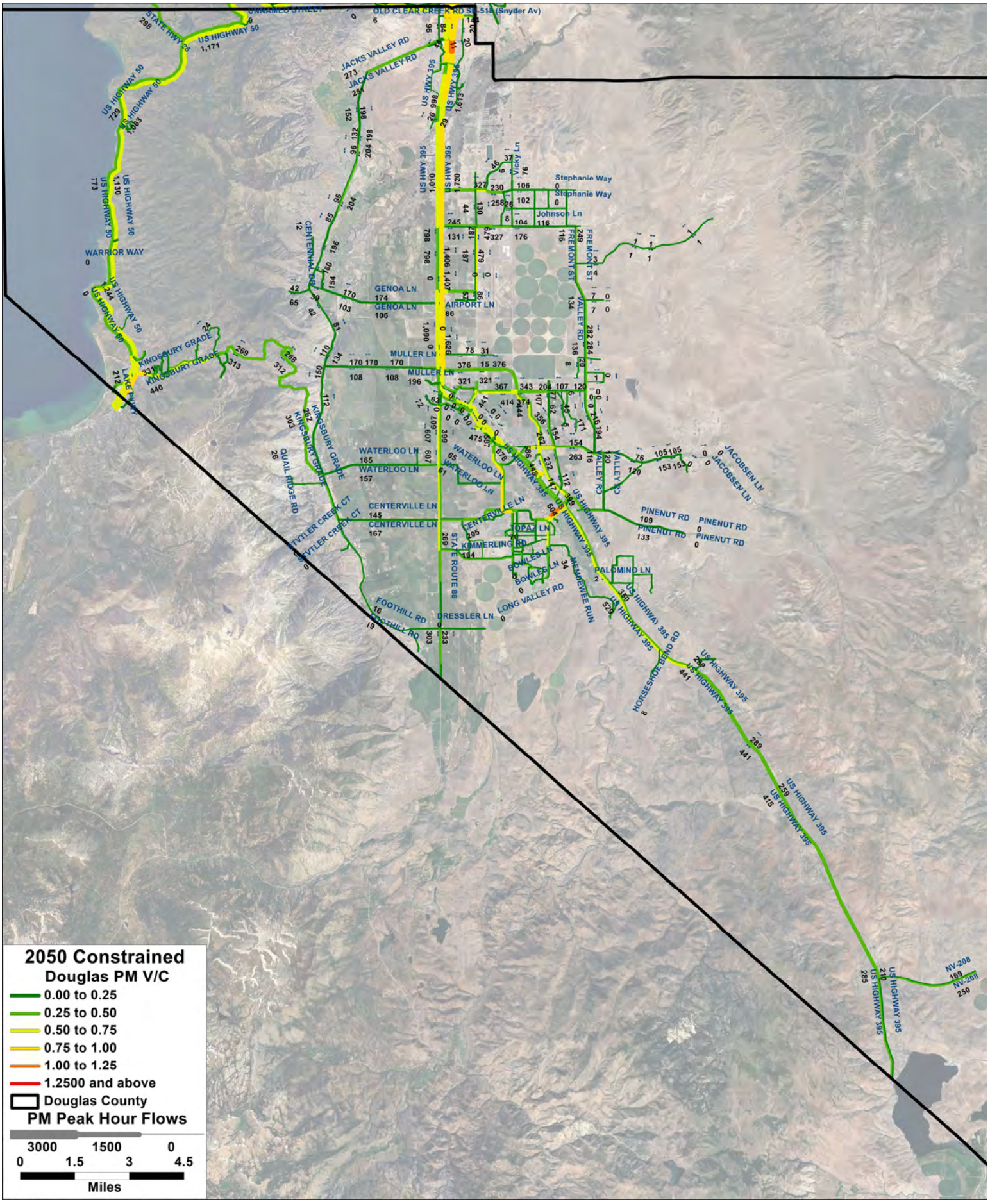

N
JACKS VALLEY RD
6,762
6,731
US HWY 395
39,740
1,571
Vista Grande Blvd
862
US HWY 395
34,056
Dog Leg Dr
2,489
554
5,075
4,657
3,823
US HWY 395
35,472
Stephanie Way
8,642
5,978
1,214
941
374
2,668
Stephanie Way
0
Downs Dr
5
114
2,258
Wildhorse Ln
1,619
Johnson Ln
2,534
3,330
4,909
7,207
25,139
3,516
290
CENTENNIAL DR
1,481
2,494
1,794
1,200
2,160
FIREBRAND RD
0
5,722
12,602
FREMONT ST
3,230
9
57
GENOA LN
2,160
GENOA LN
2,215
AIRPORT LN
1,076
US HIGHWAY 395
15,720
15,697
15,684
VALLEY RD
3,610
152
3,661
40
3,492
128
11
1
802
510
215
MULLER LN
3,751
3,139
8,185
LOGGING ROAD LN
1,257
457
8,051
8,037
BENJAMIN DR
4,229
3,695
IRONWOOD DR
1,916
980
4,879
HEYBOURNE RD
0
6,079
6,463
4,489
3,144
3,414
122
1,147
1,477
1,298
2,822
9,351
8,249
1,379
4,289
3,702
3,498
11,392
11,383
HIGH SCHOOL ST
7,090
TOLER AVE
0
7,552
3,992
3,698
3,495
2,238
KINGSBURY GRADE
7,813
3,784
WATERLOO LN
3,935
WATERLOO LN
4,381
WATERLOO LN
1,915
WATERLOO LN
4,538
3,747
7,070
3,158
2,337
6,042
US HIGHWAY 395
2,552
VALLEY RD
JO LN
651
2,889
688
QUAIL RIDGE
STATE ROUTE 88
9,025
CENTERVILLE LN
4,312
CENTERVILLE LN
4,796
DRESSLERVILLE RD
6,469
4,459
11,501
US HIGHWAY 395
PINENUT RD
2,343
JOBS PEAK DR
164
BANNER DR
88
EDNA DR
1,551
KIMMERLING RD
5,623
STATE ROUTE 88
9,864
STATE ROUTE 88
6,120
UNNAMED STREET
1,425
FOOTHILL RD
920
UNNAMED STREET
0
BOWLES LN
0
SORREL LN
2,174
PALOMINO LN
23
LONG VALLEY RD
0
MEMDEWEE RUN
1,125
ROCKING HORSE RD
357
GAINES LN
0
2035 Constrained
Douglas ADT Level of Service
A (1025)
B (48)
C (15)
D (15)
E (12)
F (4)
Other (1467)
Average Daily Traffic
50,000
30,000
0
0
1
2
3
Miles

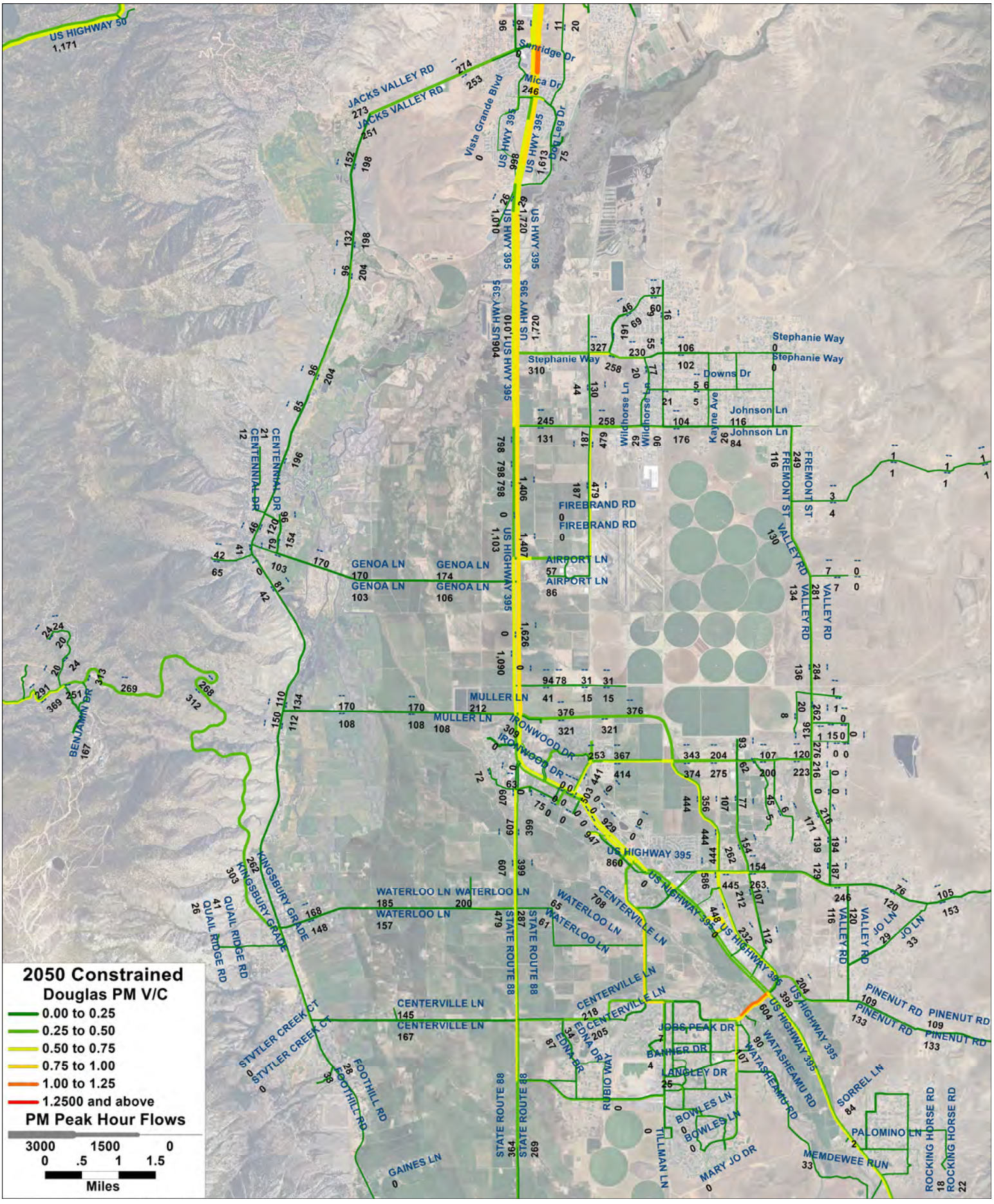

2035 Constrained
Douglas PM V/C
0.00 to 0.25
0.25 to 0.50
0.50 to 0.75
0.75 to 1.00
1.00 to 1.25
1.2500 and above
Douglas County
PM Peak Hour Flows
2500
1250
0
0
1.5
3
4.5
Miles
US HIGHWAY 50
US HWY 395
JACKS VALLEY RD
Stephanie Way
Johnson Ln
FREMONT ST
WARRIOR WAY
CENTENNIAL DR
GENOA LN
AIRPORT LN
MULLER LN
KINGSBURY GRADE
LAKE PKWY
WATERLOO LN
VALLEY RD
JACOBSEN LN
PINENUT RD
CENTERVILLE LN
KIMMERLING RD
BOWLES LN
PALOMINO LN
MEADOWVIEW RUN
HORSESHOE BEND RD
LONG VALLEY RD
DRESSLER LN
FOOTHILL RD
STATE ROUTE 88
QUAIL RIDGE RD
TYLER CREEK CT
BERNING WAY
NV-208


2035 Constrained
Douglas PM V/C
0.00 to 0.25
0.25 to 0.50
0.50 to 0.75
0.75 to 1.00
1.00 to 1.25
1.2500 and above
PM Peak Hour Flows
2500 1250 0
0 .5 1 1.5
Miles
US HIGHWAY 50
JACKS VALLEY RD
Vista Grande Blvd
US HWY 395
Dbl Leg Dr Sunridge Dr
Stephanie Way
Downs Dr
Wildhorse Ln
Kayne Ave
Johnson Ln
FREMONT ST
VALLEY RD
FIREBRAND RD
AIRPORT LN
CENTENNIAL DR
GENOA LN
MULLER LN
IRONWOOD DR
US HIGHWAY 395
BENJAMIN DR
KINGSBURY GRADE
QUAIL RIDGE RD
WATERLOO LN
CENTERVILLE LN
STATE ROUTE 88
STVTLER CREEK CT
IRMA LN
FOOTHILL RD
GAINES LN
EDNA DR
RUBIO WAY
JOBS PEAK DR
BANNER DR
LANGLEY DR
BOWLES LN
TILLMAN LN
MARY JO DR
WATASHEAMU RD
MEMDEWEE RUN
SORREL LN
PALOMINO LN
ROCKING HORSE RD
JO LN
PINENUT RD


US HIGHWAY 50
24,706
US HIGHWAY 50
22,127
US HIGHWAY 50
23,319
FIRE RD
2,198
WARRIOR WAY
575
US HIGHWAY 50
13,013
KINGSBURY GRADE
9,479
LAKE TAHOE BLVD
15,216
JACKS VALLEY RD
6,940
US HWY 395
49,705
Dog Leg Dr
2,512
US HWY 395
36,064
Stephanie Way
0
Downs Dr
1105
Johnson Ln
2,758
FREMONT ST
151
GENOA LN
2,498
IRONWOOD DR
9,093
WATERLOO LN
4,026
WATERLOO LN
1,827
CENTERVILLE LN
3,615
CENTERVILLE LN
12,346
QUAIL RIDGE RD
754
TYLER CREEK CT
FOOTHILL RD
1,098
FOOTHILL RD
726
STATE ROUTE 88
6,544
5,891
EDNA DR
1,532
JOBS PEAK DR
157
MUIR DR
1,040
BOWLES LN
0
LONG VALLEY RD
0
US HIGHWAY 395
11,766
PALOMINO LN
31
US HIGHWAY 395
10,873
US HIGHWAY 395
8,979
US HIGHWAY 395
8,979
8,014
US HIGHWAY 395
5,422
NV-208
4,918
JO LN
696
2,273
2,969
MYERS DR
1,194
JACOBSEN LN
PINENUT RD
2,694
PINENUT RD
0
2050 Constrained
Douglas ADT Level of Service
A (998)
B (62)
C (26)
D (8)
E (18)
F (9)
Other (1465)
Douglas County
Average Daily Traffic
50,000
40,000
0
0
2
4
6
Miles


2050 Constrained
Douglas ADT Level of Service
A (998)
B (62)
C (26)
D (8)
E (18)
F (9)
Other (1465)
Average Daily Traffic
50,000 40,000 0
0 1 2 3
Miles
US HWY 395
JACKS VALLEY RD
Dog Leg Dr
Stephanie Way
Downs Dr
Johnson Ln
Wildhorse Ln
CENTENNIAL DR
FIREBRAND RD
GENOA LN
AIRPORT LN
FREMONT ST
VALLEY RD
LOGGING ROAD LN
BENJAMIN DR
MULLER LN
IRONWOOD DR
HEYBOURNE RD
HIGH SCHOOL ST
TOLER AVE
WATERLOO LN
KINGSBURY GRADE
QUAIL RIDGE
STATE ROUTE 88
US HIGHWAY 395
JO LN
PINENUT RD
CENTERVILLE LN
DRESSLERVILLE RD
JOBS PEAK DR
BANNER DR
EDNA DR
KIMMERLING RD
BOWLES LN
UNNAMED STREET
FOOTHILL RD
SORREL LN
PALOMINO LN
MEMDEWEE RUN
ROCKING HORSE RD
LONG VALLEY RD
GAINES LN


2050 Constrained
Douglas PM V/C
0.00 to 0.25
0.25 to 0.50
0.50 to 0.75
0.75 to 1.00
1.00 to 1.25
1.2500 and above
Douglas County
PM Peak Hour Flows
3000 1500 0
0 1.5 3 4.5
Miles
US HIGHWAY 50
US HWY 395
JACKS VALLEY RD
KINGSBURY GRADE
GENOA LN
AIRPORT LN
MULLER LN
WATERLOO LN
CENTERVILLE LN
FREMONT ST
VALLEY RD
PINENUT RD
JACOBSEN LN
JOHNSON LN
STEPHANIE WAY
KIMMERLING RD
BOWLES LN
PALOMINO LN
MEADOWVIEW RUN
LONG VALLEY RD
DRESSLER LN
FOOTHILL RD
HORSESHOE BEND RD
WARRIOR WAY
LAKE PKWY
CENTENNIAL DR
QUAIL RIDGE RD
TYTLER CREEK CT
STATE ROUTE 88
OLD CLEAR CREEK RD
NV-208


2050 Constrained
Douglas PM V/C
0.00 to 0.25
0.25 to 0.50
0.50 to 0.75
0.75 to 1.00
1.00 to 1.25
1.2500 and above
PM Peak Hour Flows
3000 1500 0
0 .5 1 1.5
Miles
US HIGHWAY 50
JACKS VALLEY RD
Sunridge Dr
Mica Dr
Vista Grande Blvd
Dog Leg Dr
US HWY 395
US HIGHWAY 395
CENTENNIAL DR
GENOA LN
FIREBRAND RD
AIRPORT LN
Stephanie Way
Downs Dr
Johnson Ln
Wildhorse Ln
Kay Ave
FREMONT ST
VALLEY RD
MULLER LN
IRONWOOD DR
US HIGHWAY 395
WATERLOO LN
CENTERVILLE LN
STATE ROUTE 88
KINGSBURY GRADE
QUAIL RIDGE RD
STVTLER CREEK CT
FOOTHILL RD
GAINES LN
BENJAMIN DR
JO LN
PINENUT RD
JOBS PEAK DR
BANNER DR
LANGLEY DR
EDNA DR
RUBIO WAY
BOWLES LN
TILLMAN LN
MARY JO DR
WATASHEAMU RD
SORREL LN
PALOMINO LN
MEMDEWEE RUN
ROCKING HORSE RD

APPENDIX E

Project Prioritization Methodology Framework



Introduction

As part of the development of the 2050 Regional Transportation Plan (RTP), CAMPO developed a project prioritization framework that utilizes a data-driven approach to select and program regional projects. The project scoring criteria are aligned with RTP goals to ensure that transportation investments are furthering progress toward the collective vision for the region. The following sections describe the methodology for this framework.

CAMPO RTP Goal Areas

The following six goals have been developed as the foundation of the 2050 RTP update and represent a balanced approach to enhancing the transportation network in the CAMPO planning area. The goals are compatible with federal and state transportation goals and are consistent with input received from the CAMPO community.

Safety: Increase the safety of the transportation system for all users.

Mobility: Ensure efficient and reliable movement of people and goods across modes by providing access to essential destinations and services.

Preservation: Maintain our region's existing transportation infrastructure.

Quality of Life: Invest in a transportation system that supports the health, livability, and character of the region.

Adaptability: Invest strategically in transportation trends and technologies that support the needs of the region.

Prosperity: Support economic vitality and growth through strategic transportation investments.

Project Input Form

A project input form was created to consistently document project information and serves as the basis for prioritization. The input form, along with project lists, was distributed to CAMPO agencies to gather project input from each agency. The input form is divided into four sections and requires information to be entered regarding the lead agency, project description, anticipated funding, phasing, and implementation year, self-selection of RTP goals addressed (yes/no); and a series of questions related to the scoring criteria. Data received through the input form is used to score

projects for inclusion in the RTP as either fiscally constrained, meaning funding is reasonably expected to be available, or unfunded.

Project Scoring Criteria

This section outlines the scoring criteria and weighting percentages for each of the six goal areas, which determine the overall project score and rank. The criteria have been developed based on several factors, including; alignment with CAMPO's established goals; alignment with the goal areas of the Nevada Department of Transportation's (NDOT) One Nevada Plan; and a performance-based planning approach that considers performance targets such as safety, infrastructure condition, mobility, and others. Weighting for each of the six goal areas is based on consideration of the priorities indicated in the results of a public survey, as well as those of the CAMPO Board. Specifically, the weighting for the goal areas is based on three components.

- Input from the CAMPO Board and their desire to prioritize safety, mobility, and preservation.
- Public Input gathered through the survey. Question 11 asked about transportation vision in the region. 42% of respondents wanted a reliable transportation system, and 37% wanted a safe transportation system. Question 12, which asked respondents to rank priorities, showed that connectivity, safety, and preservation were three of the top 4 priority areas.
- Alignment with the NDOT One Nevada Process, which emphasizes safety and xx as the top two goal areas.

The scoring aims to fairly consider different project types (roadway, multi-modal, transit, etc.). The emphasis on transportation safety also supports the U.S. Department of Transportation's (USDOT) commitment to safety, which has been reiterated through recent policy statements and the prioritization of several transportation safety funding programs.

Safety Score: Projects will be scored on specific safety elements to increase the safety and security of the transportation system for all users, safety needs, FHWA Proven Safety Countermeasures, inclusion in a Safety Action Plan, and supported by crash data or identified in a high-crash area.

- ✓ Safety Score Weight = 22.5%

Criteria / Measure	Source	Score
Includes identified and specific elements to increase the safety and security of the transportation system for all users.	Input Form, LRSP/crash data, FHWA proven safety countermeasures	Yes = 3, No = 0
Is this project included in a Safe Routes to School Action Plan?	Action Plans	5 = On priority location/HIN, FHWA proven safety countermeasure, in Safety Action Plan 3 = Intersects priority location/TBD 1 = Other location
Does this project incorporate FHWA Proven Safety Countermeasures?	Countermeasure List	
Is this project along a High Injury Network (HIN), a High Crash Corridor (HCC), or an Intersection?	HIN, HCC, CAMPO monitoring report	

Mobility Score: Projects will be scored based on the project's demonstration of benefitting increased access to essential destinations and services, and/or connectivity and ease of movement of goods and services throughout the region.

- ✓ Mobility Score Weight = 22.5%

Criteria / Measure	Source	Score
Project improves efficiency and reliable movement of people and goods throughout the region, or provides access to essential destinations and services.	Input Form	Yes = 3, No = 0
Does the project enhance network or neighborhood connectivity or provide new transportation mode choice?	Walk/Bike Score	5 = Walk Score < 20, Bike Score< 25, or in ADA Transition Plan 3 = Walk Score 20-35, Bike Score 25-54 1 = Walk Score > 36, Bike Score > 55
Does this project include bike/ped improvements?	Input Form, ADA Transition Plan	
Will project elements advance ADA transition and compliance?	Input Form, ADA Transition Plan	Yes = 3, TBD =1, No = 0
Is the project on a road with identified capacity issues as shown in the TDM?	CAMPO Travel Demand Model	5 = Or mitigates roadway with LOS F 3 = LOS D or E, 1 = Located on roadway with LOS A-C
Is this project expected to reduce congestion or improve traffic operations?	Input Form	Yes = 3, TBD = 1, No = 0

Preservation Score: Project scores will reflect successful demonstration of maintenance of existing transportation infrastructure and management of existing assets.

- ✓ Preservation Score Weight = 22.5%

Criteria / Measure	Source	Score
Maintain our region's existing transportation infrastructure.	Input Form	Yes = 8, No = 0
Does this project include new construction? Roadway, multi-use path, sidewalk, transit capital, etc.		Yes = 2, TBD = 1, no = 3
Is this project a new road or road expansion?		Yes = 0, TBD = 2, No = 3

Quality of Life Score: Projects will be scored based on multimodal transportation uses and proven benefit to families and the community. Invest in a transportation system that improves usability and supports the health, livability, and character of families and communities in the region.

- ✓ Quality of Life Score Weight = 12.5%

Criteria / Measure	Source	Score
Invest in a transportation system that improves usability and supports the health, livability, and character of families and communities in the region.	Input Form	Yes = 3, No = 0
Has the project been identified in a feasibility, planning, or traffic study document and if so, please provide the name.	Listed Plan, Study	Yes = 3, No = 0
Does this project require ROW?	Input Form	5= No ROW; 3= TBD, or ROW + plan to obtain ROW; 1= Yes
Is this project likely to result in an Environmental Assessment or Environmental Impact Statement?	Input Form	5= No ENV; 2= TBD, 1=Yes

Housing & Transportation Cost as % of income, potential environmental or ROW impacts	H+T Map | H+T Index	5 = H+T > 65%; 3 = H+T 45%-65%; 1 = H+T < 45%

Adaptability Score: Projects will be scored based on the consideration of technologies that prolong the life of transportation infrastructure. Invest strategically in transportation trends and technologies that can support and adjust to changes in the region. Resilient and sustainable. Demonstrate that investments will be self-supported in the future.

- ✓ Adaptability Score Weight = 10%

Criteria / Measure	Source	Score
Invest strategically in transportation trends and technologies that can support and adjust to changes in the region. Resilient and sustainable.	Input Form	Yes = 3, No = 0
Does this project improve access for emergency response/evacuation?		
Does this project include the use of adaptive traffic signals, real-time data systems, performance monitoring, or other innovative elements in project implementation?		

Prosperity Score: Projects will be scored based on demonstrated economic vitality and support for growth through strategic transportation investments.

- ✓ **Prosperity Score Weight = 10%**

Criteria / Measure	Source	Score
Support economic vitality and growth through strategic investments in transportation.	Input Form	Yes = 3, No = 0
Is this project located in/near an investment/redevelopment area?		
Does this project provide a connection to an investment/redevelopment area?		
Is this project in the current RTP?		

Other criteria to be considered: While the project input form directly addresses CAMPO goals with measurable outcomes, there are other factors that may be considered that aren't as easily quantifiable. These factors require a greater level of regional context, professional judgement, and in some cases, additional analysis, and include the following:

- ✓ Specific Safety Data – Site-specific crash numbers, rate, or severity, if available.
- ✓ Public Input – Consider input from the public collected during public outreach.
- ✓ Agency Priority – Use agency input regarding their priority of submitted projects.
- ✓ Project Readiness – Definition of scope and/or advancement of project planning, environmental review, or design.
- ✓ Benefit vs. Cost – Information related to a benefit vs. cost analysis, if available.
- ✓ Available Funding – A project's ability to receive or leverage federal funds as well as any existing funding opportunities and commitments.

These factors will be scored as a yes/no, or 1/0, and will be used to settle ties in scoring and assist in the final selection of projects to fit within the available funding allocation amounts.

Once input from the agencies and the public is received, and after reviewing the total estimated available revenue through 2050, a draft list of funded and unfunded projects will be developed using these criteria for consideration by CAMPO as part of the 2050 RTP.

APPENDIX F

Detailed Revenue and Fiscal Constraint Analysis



Introduction

Federal transportation legislation (23 CFR Part 450) requires that the CAMPO 2050 RTP include a financial plan that demonstrates how prioritized projects can be funded and implemented. The financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways and public transportation systems. All transportation project types must be considered as part of the financial plan, including roadway projects (new roadways (capacity), maintenance and preservation, ITS, and traffic operations), multimodal projects (bicycle and pedestrian facilities), and transit projects (operations, capital, and maintenance). This appendix provides details on the revenue reasonably expected to be available during the RTP period. This appendix also provides a summary of the total estimated cost of the fiscally constrained projects, expressed in year-of-expenditure dollars, to demonstrate fiscal constraint for initial adoption of the CAMPO 2050 RTP.

Revenue

Current revenue sources include the federal government, state government, and local government agencies. Not all revenue sources can be used for all types of projects. As an example, local fuel taxes cannot be used to fund transit operations. Additionally, some federal funds are restricted to specific types of infrastructure improvements, such as the Transportation Alternative Program, which is to be used for multiuse pathways and similar multimodal projects. To get a more accurate picture of the revenue and its potential use for projects, revenue has been categorized into three main use types, listed below.

- **Roadways =** includes roadway elements such as pavement, curb, gutter, sidewalk, landscaping, drainage, lighting, signals, safety, etc. There are subcategories, including:
    - **State/National Highway System (NHS) Roads =** For projects that construct roadway elements on NDOT-owned and maintained roads
    - **Regional Roads =** For projects that construct roadway elements on all federal-aid eligible roads, including collectors, arterials, and roads owned by local agencies
    - **Roadway Safety Projects =** For projects that are specific to roadway safety elements
- **Multimodal / ADA =** For projects on facilities not intended for vehicle use, including sidewalks and multiuse paths
- **Transit =** For public transportation systems like fixed route bus, paratransit (ADA accessible) services, transit operations, vehicles, and transit facilities

Current Revenue

Federal funding within the CAMPO region is based on allocations made annually to NDOT through a series of formula allocations that use population and roadway miles to distribute federal funds from the Federal Highway Trust Fund. Identification of revenue sources was conducted in coordination with local governments and NDOT. Table 1 lists the funding sources available to CAMPO and their allowable uses for each source: roadways, multimodal, or transit.

Table 1: Revenue Source and Primary Uses

Revenue Fund	Primary Uses
National Highway Performance Program (NHPP)	State/NHS Roads
Surface Transportation Block Grant (STBG)	State/NHS/ Regional Roads
Highway Safety Improvement Program (HSIP)	Road Safety
Transportation Alternatives Program (TAP)	Multimodal
Carbon Reduction Program (CRP)	Regional Roads, Multimodal
National Highway Freight Program (NHFP)	State/NHS Roads
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)	Regional Roads
Federal Lands Access Program (FLAP)	Regional Roads
Community Development Block Grant (CDBG)	Multimodal

Revenue Fund	Primary Uses
Local Sales and Fuel Taxes	All Roads, Road Safety, Multimodal
State Driver's License, Vehicle Registration, and Motor Carrier Fees	State/NHS Roads
State Fuel Taxes	State/NHS Roads
FTA Section 5339 Funding (Bus and Bus Facility Grants)	Transit
FTA Section 5307 Funding (Urbanized Area Formula Grants)	Transit
FTA Section 5310 Funding (Elderly Persons and Persons with Disabilities)	Transit
Local Transit funding	Transit
Local Transit fares	Transit

Current revenue from federal fiscal year (FFY) 2025 serves as the starting point for estimating revenue projections. CAMPO gathered existing revenue from FFY 2025 FHWA and FTA

apportionment tables and requested local sales tax, fuel tax, and other revenue data from NDOT, Carson City, Lyon County, and Douglas County.

Anticipated Revenue

CAMPO coordinated with NDOT and Nevada's other three MPOs to align the assumptions used for forecasting future revenues and expenditures. While funding programs at all levels are subject to change over time, CAMPO is using the best available data in the RTP. In developing the projections, CAMPO utilized federal laws, the current TIP, historical growth trends, and other growth assumptions specific to our region to ensure that projects prioritized as part of the CAMPO 2050 RTP do not exceed reasonable expected revenues. The assumptions used for the anticipated revenue are listed below.

- Federal revenue projections assume a conservative 2% annual growth rate, consistent with current IIJA annual increases.
- Local fuel taxes and other miscellaneous local revenues assume a 0.34% annual growth rate, consistent with average regional population growth in Carson City, Lyon County, and Douglas County. Transit fares also assume a 0.34% growth rate.
- State revenues, which include registration fees and other state funding from NDOT, and local sales tax revenues, assume a 2% annual growth rate.
- Local transit funding revenues assume a growth rate of 3% per year.
- The financial plan provides costs in year-of-expenditure dollars. Converting all costs and revenues to year-of-expenditure assumes a more accurate depiction of costs, revenues, and deficits for long-term transportation plans.
- For statewide formula funding programs, the percentage available to CAMPO was determined based on a combination of population and road miles in CAMPO as compared to the state of Nevada.
- CAMPO falls within the 50,000 to 200,000 population cohort for federal formula funding. Formula funding to Nevada in this population cohort has been programmed entirely to CAMPO.
- Funding for FTA Section 5339 and Section 5310 is awarded entirely to JAC.
- The RTP groups fiscally constrained projects into short-term (years 2026 to 2035) and long-term (years 2036 to 2050) periods. Revenue estimates have been similarly aligned to these periods.

The total anticipated revenue available by source for CAMPO area transportation infrastructure and transit operations is shown in Table 2.

Table 2: CAMPO Total Anticipated Revenue by Source through 2050

Funding Source	Funding Source	2025 Revenue	Total 2026-2035	Total 2036-2050	25-Year Total
Transportation Infrastructure					
National Highway Performance Funding (NHPP)	Federal	$5,080,971	146,397,119	109,252,004	$255,649,123
Surface Transportation Block Grant Funding (STBG)	Federal	$2,797,459	39,247,339	60,151,498	$99,398,838
Highway Safety Improvement Funding (HSIP)	Federal	$790,993	21,051,435	17,008,100	$38,059,535
Transportation Alternatives Funding (TAP)	Federal	$726,287	8,111,697	15,616,770	$23,728,467
Carbon Reduction Program Funding (CRP)	Federal	$524,238	5,855,069	11,272,273	$17,127,342
Freight Formula Funding	Federal	$264,680	2,956,131	5,691,190	$8,647,320
Promoting Resilient Operations for Transformative, Efficient, and Cost-savings (PROTECT)	Federal	$359,199	5,638,075	7,723,552	$13,361,627
Federal Lands Access Program (FLAP)	Federal	$1,351,350	15,092,844	29,056,985	$44,149,828
Community Development Block Grant Funding (CDBG)	Federal	$330,000	3,300,000	4,950,000	$8,250,000
Total Federal Funding Forecasted		**$12,225,178**	**247,649,708**	**260,722,372**	**$508,372,080**
State Highway Funding	State	$520,520	11,427,089	10,546,773	$21,973,862
Carson City RTC Motor Vehicle Gasoline and Diesel Fuel Tax	Local	$1,578,536	16,083,578	25,172,491	$41,256,068
Carson City 1/8-cent Sales Tax (Infrastructure Tax)	Local	$2,016,000	22,516,130	43,348,416	$65,864,546
Carson City Virginia & Truckee Railway Reconstruction Plan of Expenditure	Local	$1,004,000	21,161,730	42,665,851	$63,827,581
Carson City Complete Street Fees and Misc. Revenues	Local	$228,000	2,323,074	3,635,855	$5,958,929
Douglas County RTC Motor Vehicle Fuel Tax and Shared Revenue Tax	Local	$895,000	9,119,084	14,272,325	$23,391,409
Lyon County RTC Motor Vehicle Fuel Tax and Shared Revenue Tax	Local	$866,695	8,830,686	13,820,953	$22,651,639
Total Local Funding (State and Local)		**$7,108,751**	**91,461,371**	**153,462,664**	**$244,924,035**
Total Funding		**$19,333,929**	**339,111,079**	**414,185,036**	**$753,296,115**
Transit (Jump Around Carson)					
FTA Section 5307 Funding (Urbanized Area Formula Grants)	Federal	$2,424,144	27,074,574	52,124,406	$79,198,980
FTA Section 5310 Funding (Elderly Persons and Persons with Disabilities)	Federal	$200,155	2,235,474	4,303,771	$6,539,245
FTA Section 5339 Funding (Bus and Bus Facility Grants)	Federal	$122,280	1,365,711	2,629,288	$3,994,998
Total Federal Funding Forecasted		**$2,746,579**	**30,675,759**	**59,057,464**	**$89,733,224**
Non-Federal Transit Grants	Local	$98,000	1,094,534	2,107,215	$3,201,749
Passenger Fares	Local	$110,000	1,120,781	1,754,141	$2,874,922
Local Transit Funding - General Fund, Grants, Advertising, Redevelopment, Misc.	Local	$850,637	9,593,665	20,058,934	$29,652,599
Total Local Transit Funding (State and Local)		**$1,058,637**	**11,808,980**	**23,920,289**	**$35,729,269**
Total for Transit		**$3,805,216**	**42,484,740**	**82,977,753**	**$125,462,493**
Total Revenue for the CAMPO Area		**$23,139,145**	**$381,595,819**	**$497,162,789**	**$878,758,608**
Total Local Revenue for the CAMPO Area		**$8,167,388**	**$103,270,351**	**$177,382,953**	**$280,653,304**
Total Federal Revenue for the CAMPO Area		**$14,971,757**	**$278,325,467**	**$319,779,836**	**$598,105,303**

Figure 1 shows the percentage of federal funding to local funding.

Figure 1: Percentage of Federal and State / Local Revenue

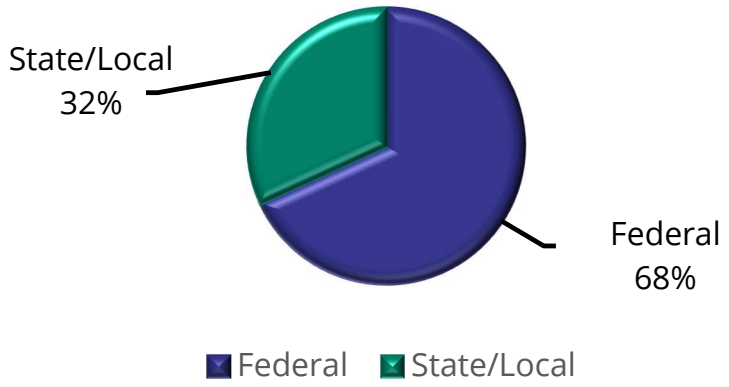
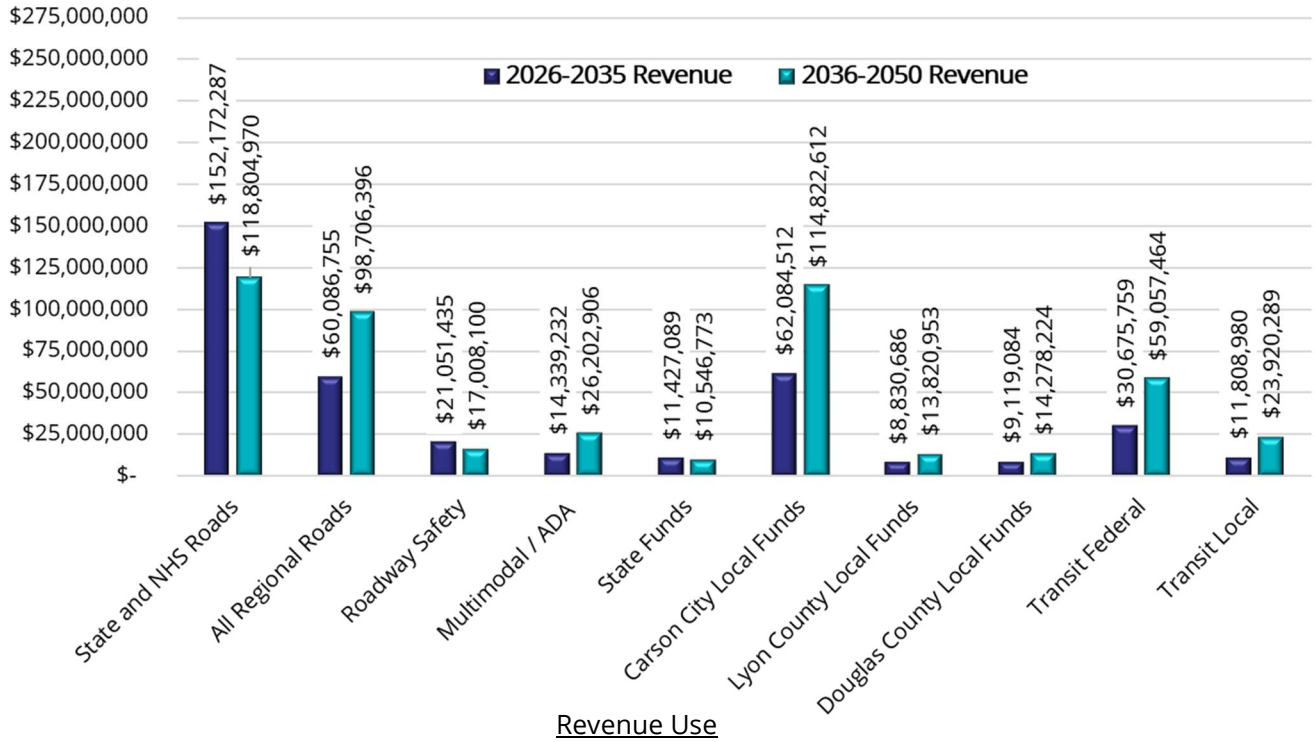


Figure 2 shows the revenue sources grouped by primary use type for the short-term and long-term periods.

Figure 2: Grouping of Revenue Source by Primary Use



Project Costs

Projects in the CAMPO 250 RTP are split into two categories: fiscally constrained (funded) and unfunded. The number of projects that ultimately get funded is determined by the available revenue and each project's ability to use it, depending on the project type (roadway, multimodal, transit). Planning-level cost estimates were developed for nearly every project considered in the RTP. Project costs were adjusted using a 13-year average (2012-2024) of the Washoe Area Producer Price Index (PPI) to develop a 3.3% inflation rate for construction costs to represent the year-of-expenditure dollar amounts. Cost estimates for the short-term projects have been adjusted to reflect 5 years of inflation, the midpoint between 2026 and 2035. Projects presently programmed in CAMPO's Transportation Improvement Program did not receive a cost adjustment. Cost estimates for long-term projects have been adjusted to reflect 18 years of inflation, the midpoint between 2036 and 2050, starting from the base year of 2025.

When applying the anticipated revenue to projects, the following assumptions and simplifications were made:

- Projects were categorized by project type (roadway, multimodal, transit).
- Higher priority projects received funding first.
- Federal funding requires a local match. Local match rates of 50% to 95% were applied based on the funding source and project type.
- State funding was applied only to State and NHS projects
- Local funding sources were combined for each agency: Carson City, Lyon County, and Douglas County (excluding local transit funding).
- Local funding was only applied to projects within the source county, i.e., funding for a project in Lyon County was only applied to projects in Lyon County.

The fiscally constrained project list is included in Appendix A. Details on project prioritization are included in Appendix E. The total cost of fiscally constrained projects by project type is shown in Table 3.

Table 3: Total Cost of Fiscally Constrained Projects by Project Type

Project Type	2026-2035 Project Costs	2036-2050 Project Costs
Roads - State/NHS	$ 156,106,727	$ 136,853,492
Roads - Regional	$ 115,856,763	$ 206,604,497
Roads - Safety	$ 26,178,385	$ 17,903,264
Multimodal	$ 13,416,368	$ 17,367,130
TOTAL	**$ 311,558,243**	**$ 378,728,383**

Transit Operation Costs

A cost analysis for transit operations was completed for Jump Around Carson (JAC) as part of the development of this 2050 RTP. The analysis assumes that existing transit operations will remain unchanged in the short term, i.e., JAC will continue to operate four fixed routes and paratransit at approximately the same level of service. The analysis also assumes that minor capital improvements, such as those listed in Chapter 4.5 as short-term fiscally constrained projects, like increased monitoring, additional education/outreach, and minor technological upgrades, are included in the standard operating cost and do not substantially increase the cost of operations beyond typical escalation. The following were used to complete the cost analysis.

- Transit Operation Costs include operations (drivers, fuel, staff), capital (maintenance, stop amenities), and vehicle replacement.
- Operating and capital expenses between 2026 and 2035 are based on data provided by Carson City transit staff.
- Operating expenses between 2036 and 2050 assume a 3.3% growth rate, like the annual inflation rate used for project year-of-expenditure estimates.
- Vehicle replacement schedule and costs are based on the TAM Plan.
- The average federal/local match rate for JAC is 68% / 32%.

The results of the analysis are provided in Table 4, below.

Table 4: Transit Operation Costs

Project Type	2026-2035 Project Costs	2036-2050 Project Costs
Operating Costs	$ 25,782,173	$ 61,041,660
Vehicle Replacement Costs	$ 4,566,000	$ 7,900,000
Transit Capital Costs	$ 4,561,061	$ 9,620,848
TOTAL	**$ 34,909,234**	**$ 78,562,508**
Federal (68%)	$ 23,738,279	$ 53,422,505
Local (32%)	$ 11,170,955	$ 25,140,002

Costs for transit infrastructure, including the Downtown Transfer Center, are not included in the operation costs but are captured in the project lists and added separately as part of the fiscal constraint analysis. Unfunded elements are not included in the analysis.

Over the long term, limited local funding to leverage federal FTA funds may require service adjustments or reductions. The available local match between 2026 and 2050 is $23,920,289. This is less than the estimated cost. To ensure fiscal constraint of transit operations through 2050, either a slight increase in local match or a service adjustment must be implemented during this period. Since revenue is not reasonably expected to increase at this time, the CAMPO 250 RTP assumes that service adjustments will be made. Applying one recommended service adjustment, such as the shortening of service hours, is expected to save approximately $5.5M between 2036 and 2050. This decreases the 2036-2050 total project cost to $73,063,000 and the local match to $23,380,160.

Fiscal Constraint

The total fiscally constrained cost of all activities between 2026 and 2050 is $800,023,243. This compares to a total anticipated revenue of $878,658,608 over this same period. Table 5 shows the total anticipated revenue compared to the total estimated cost. Figure 3 and Figure 4 compare anticipated revenues with fiscally constrained project costs by primary funding use and project type. The available revenue for each use exceeds the total cost for all the projects, confirming that the CAMPO 2050 RTP is a fiscally constrained plan.

Table 5: Available Revenue and Cost of Fiscally Constrained Projects by Type

Revenue Source	Fiscally Constrained Projects 2025-2035		Fiscally Constrained Projects 2036-2050	
	Revenue	Project Cost	Revenue	Project Cost
Transportation Infrastructure				
Federal Funding	$247,649,708	$241,437,082	$260,722,372	$237,383,001
State and Local Funding	$91,461,371	$70,121,161	$153,462,664	$141,345,382
TOTAL	$339,111,079	$311,558,243	$414,185,036	$378,728,383
Transit (Jump Around Carson)				
Federal Transit Funding	$30,675,759	$25,149,785	$59,057,464	$49,682,840
Local Transit	$11,808,980	$11,523,832	$23,920,289	$23,380,160
TOTAL	$42,484,740	$36,673,617*	$82,977,753	$73,063,000
TOTALS				
	$381,595,819	**$348,231,860**	**$497,162,789**	**$451,791,383**

* Include the Other Transit Projects.

Figure 3: Comparison of Anticipated Revenue to Total Costs of Projects for 2026-2035

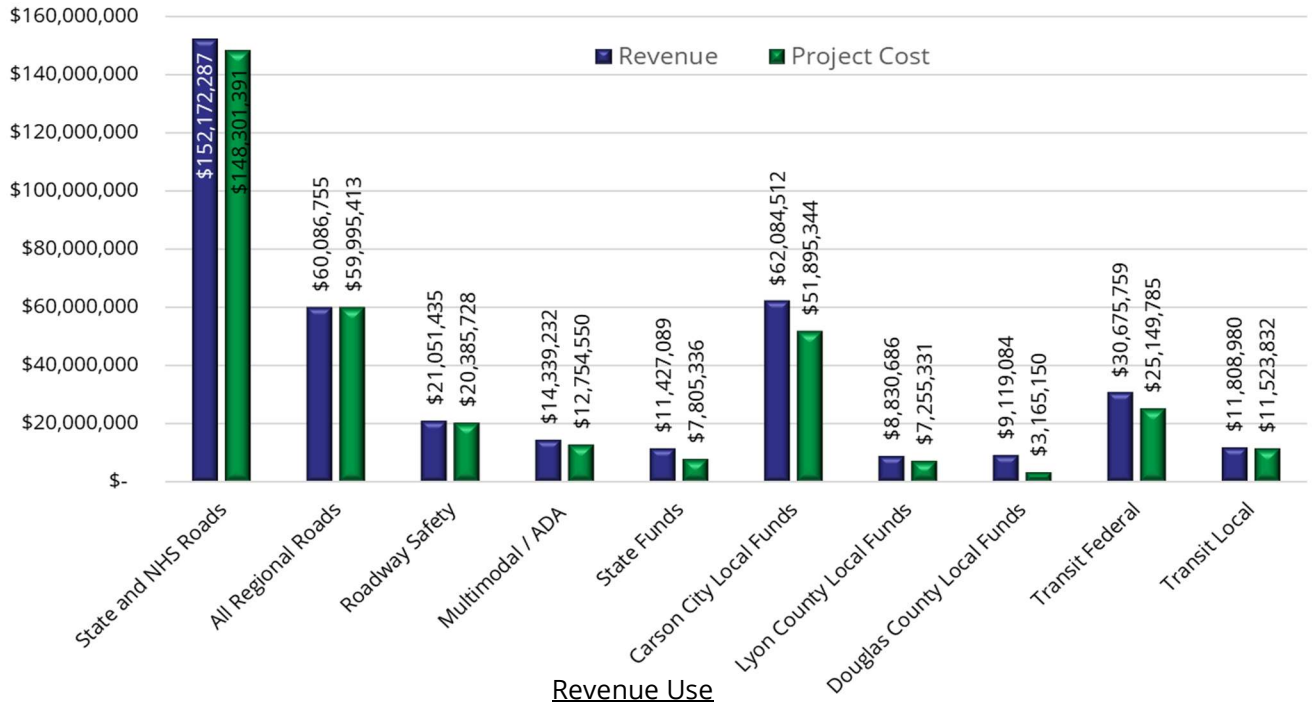
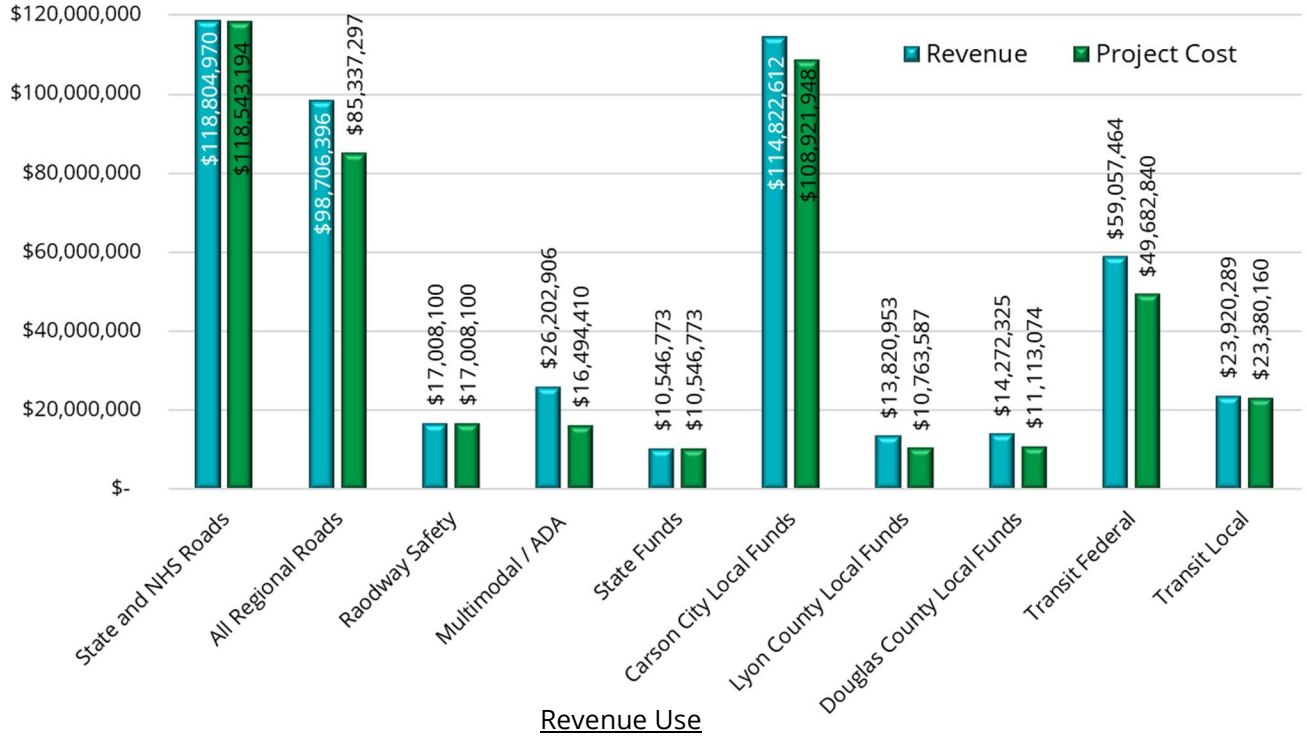


Figure 4: Comparison of Anticipated Revenue to Total Costs of Projects for 2036-2050



Revenue Use

APPENDIX G

Approving Action

