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 – Carbon 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 – Surface Transportation Block Grant

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 to the left.

## 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

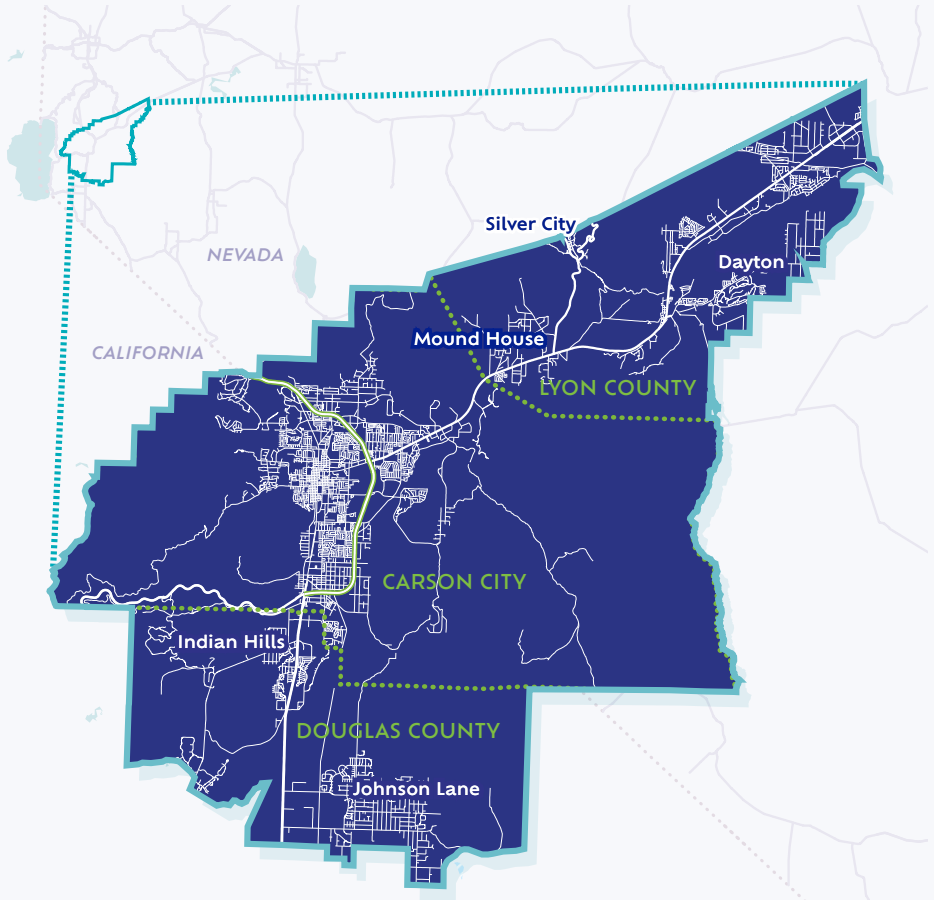
Projects incorporated into the fiscally constrained RTP were prioritized using a data-driven, performance-based framework considering metrics associated with each of the six goal areas. Projects were categorized into either:

- 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*

**42% OVER THE AGE OF 55**

**31% HOUSEHOLDS RECEIVE RETIREMENT INCOME $**

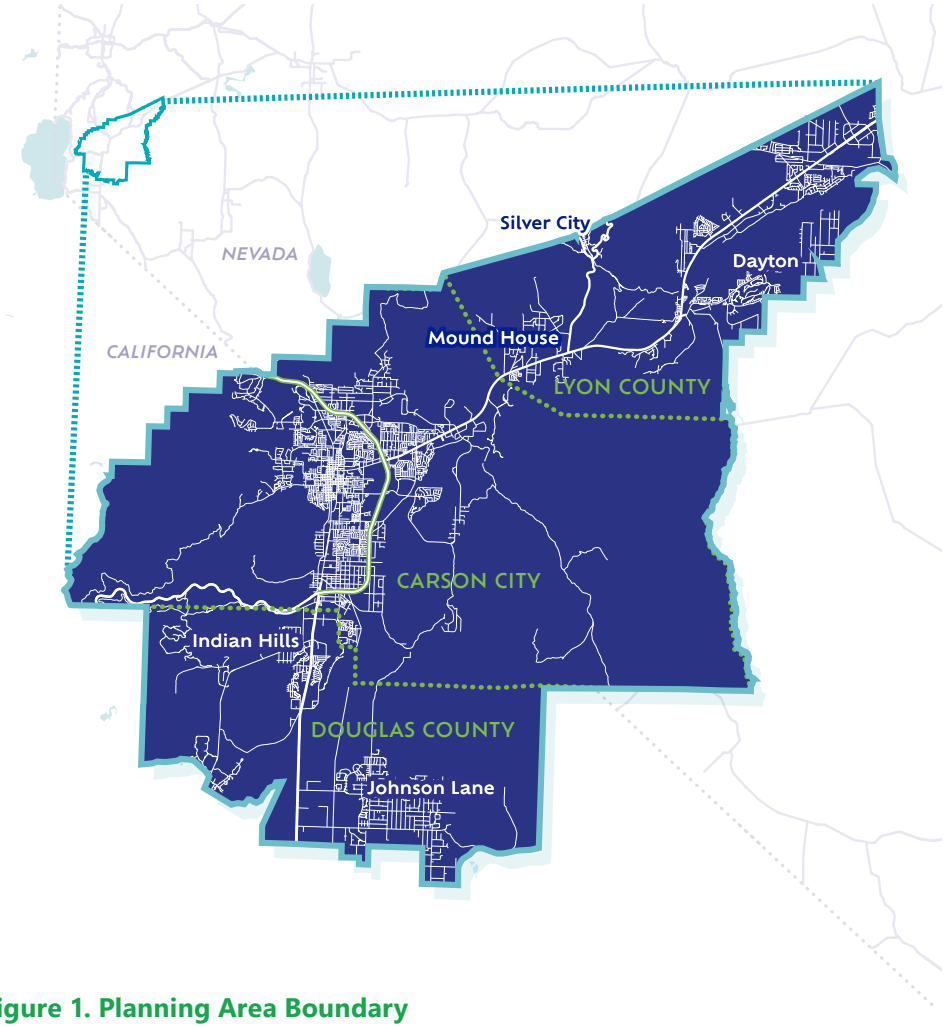


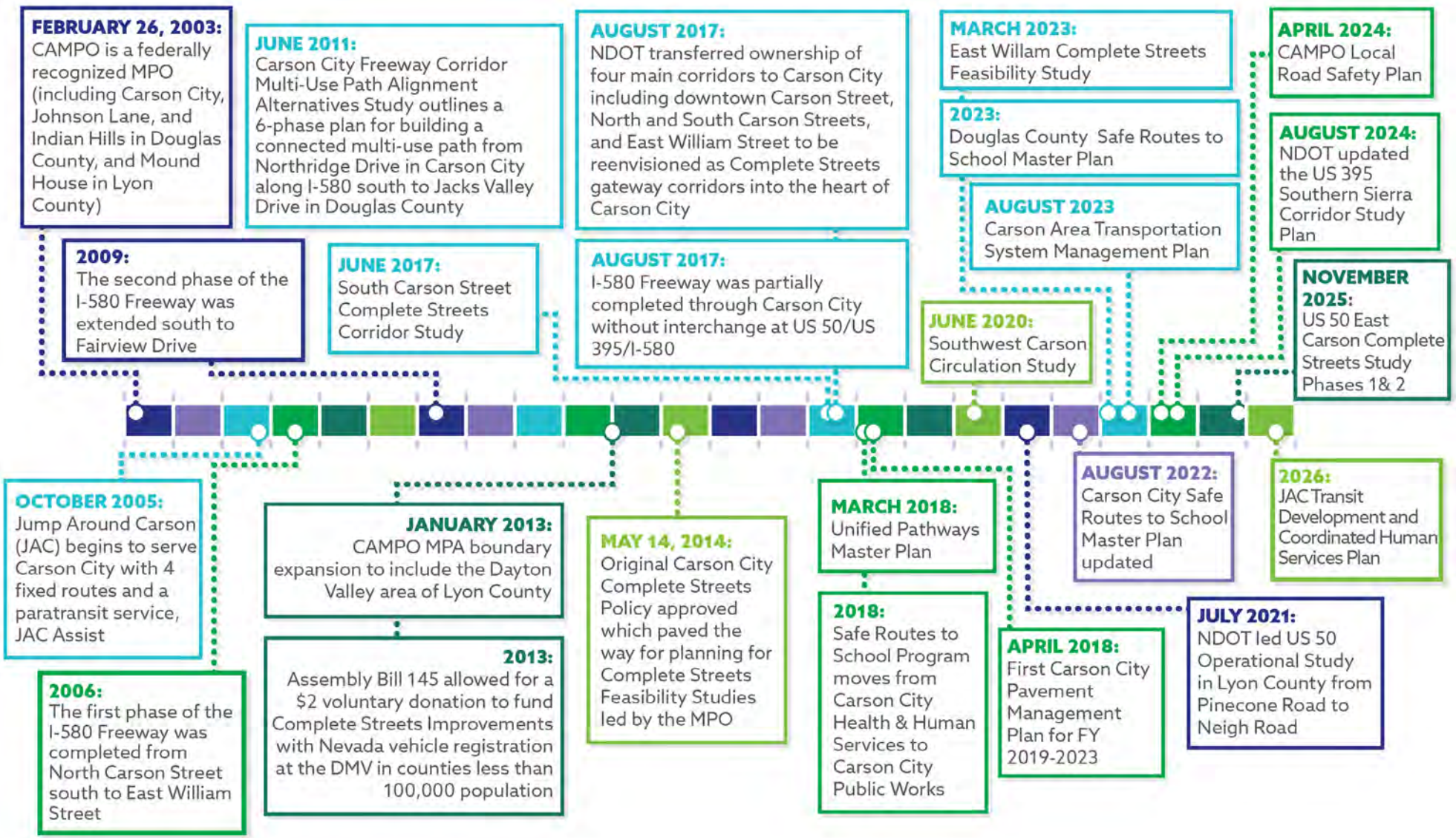

**Figure 1. Planning Area Boundary**

## 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
- Historic Virginia & Truckee Trails Association
- Nevada Offroad Association (NVORA)

# 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.

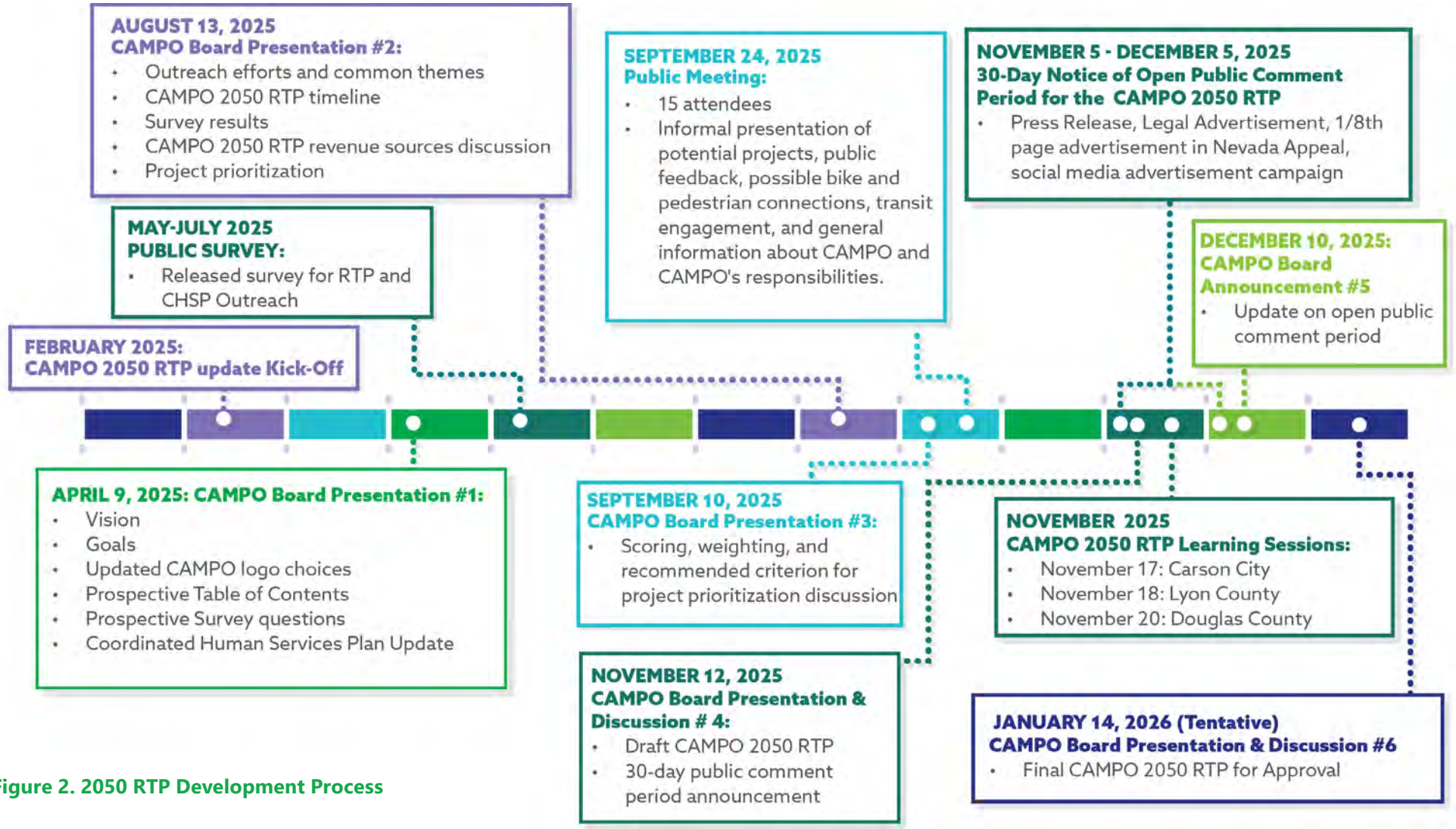


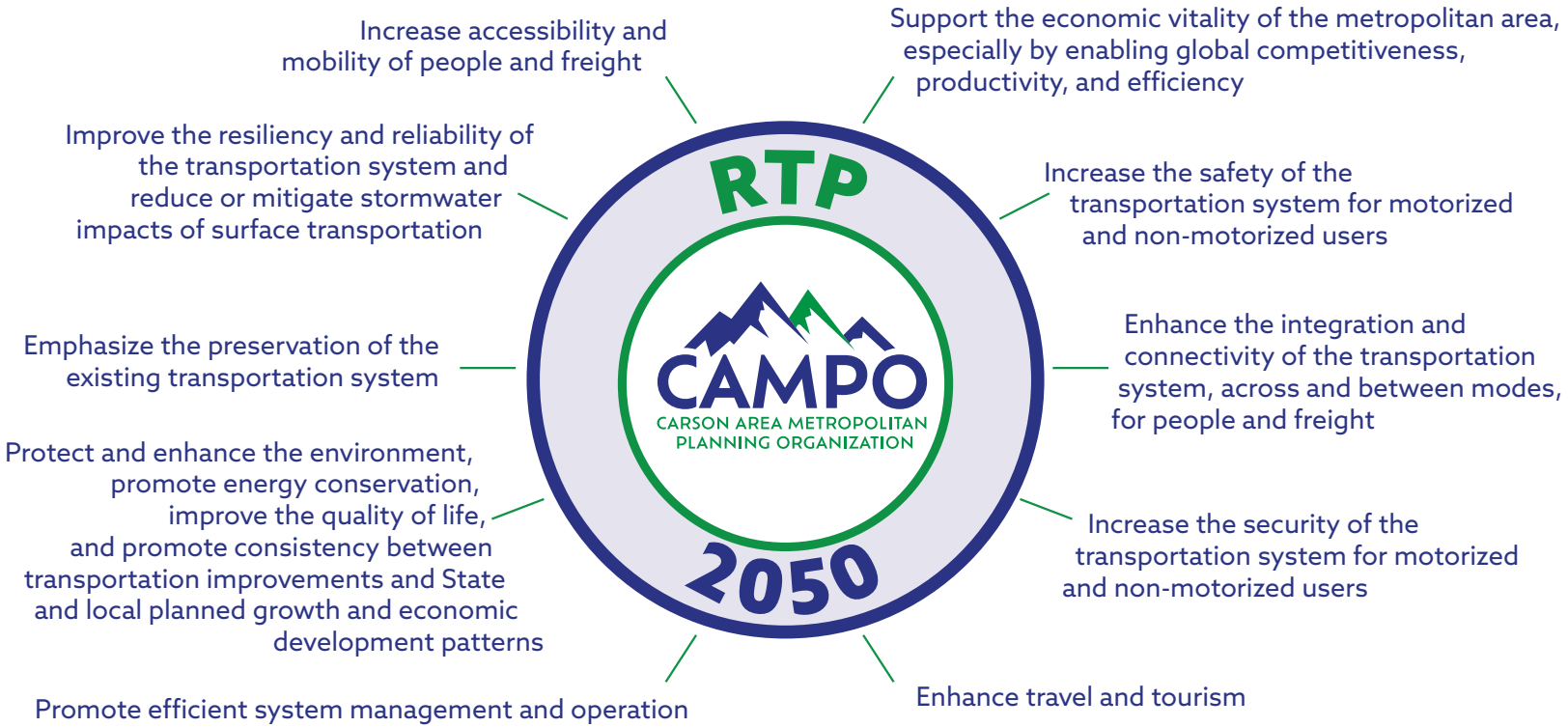

**Figure 2. 2050 RTP Development Process**

## 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 stated 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.

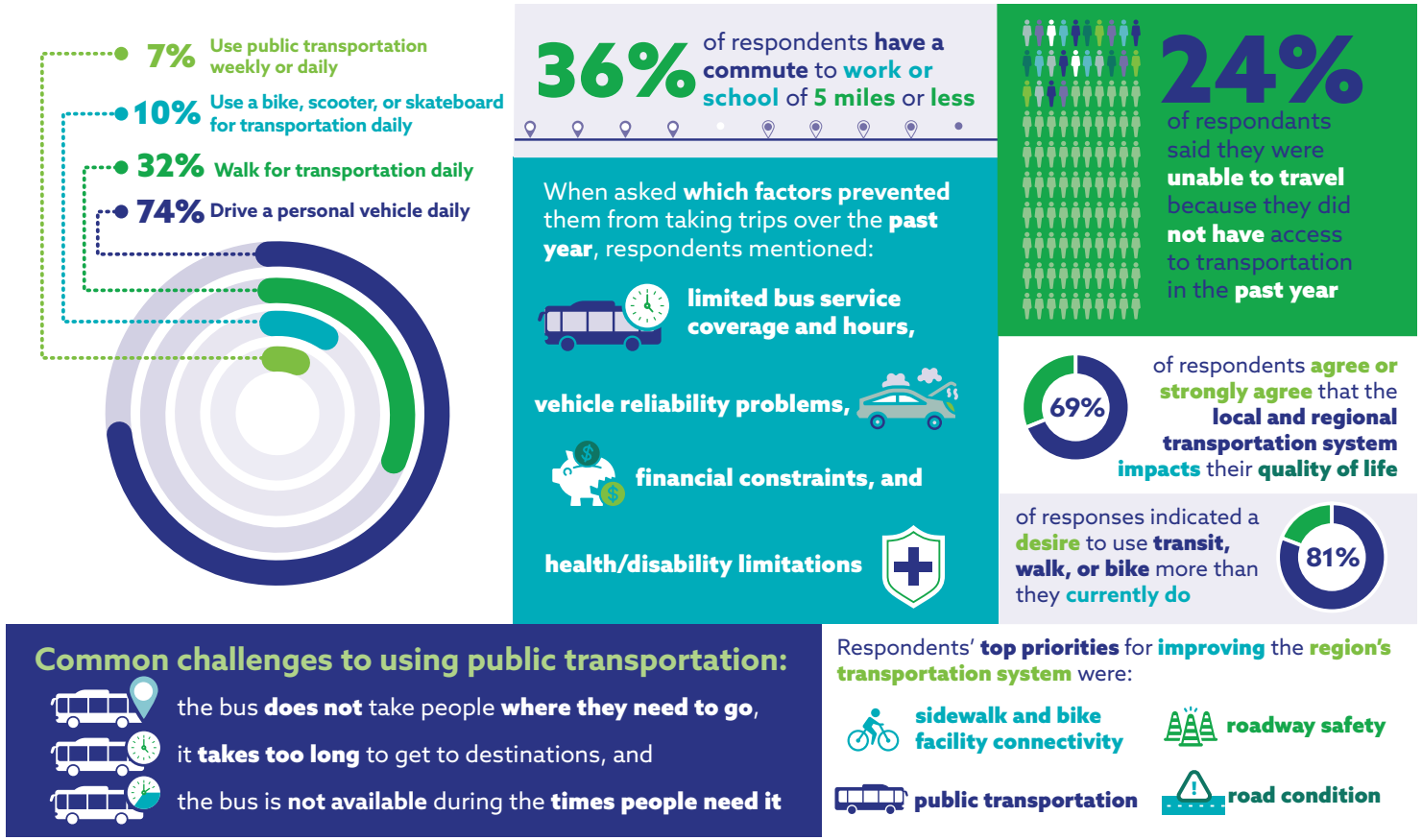



Figure 4. Survey results

## 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 web survey was open from May 2025 to July 2025, receiving 267 responses. 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. It should be noted that population estimates for Douglas and Lyon Counties represent the entire respective county, which includes areas outside of the CAMPO MPA. 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

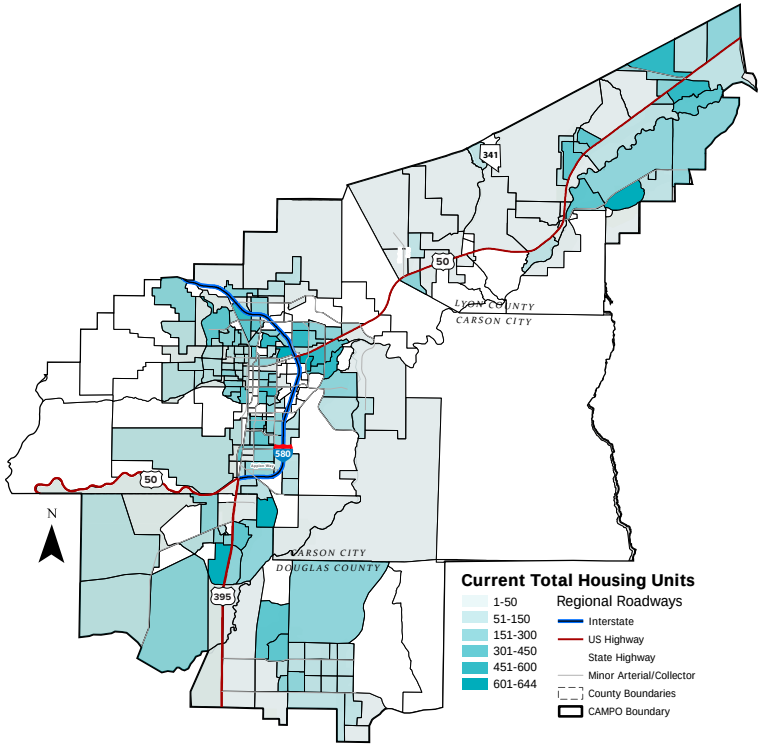



**Figure 5. 2022 Housing Units Map**

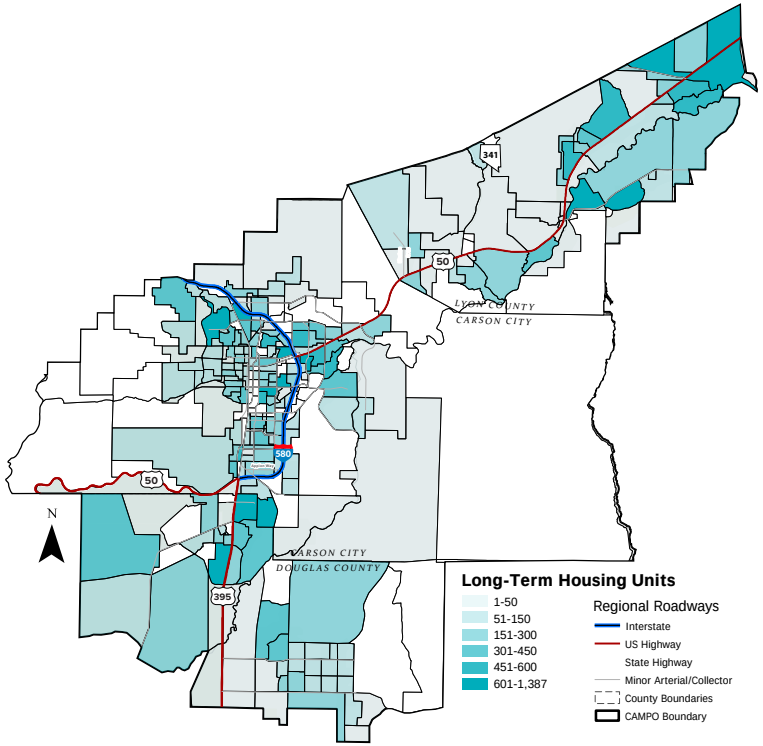



**Figure 6. 2050 Housing Units Map**

Transportation Analysis Zones (TAZs) incorporate roadway features, socioeconomic data, and land use information 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 5 shows 2022 Housing Unit densities within CAMPO. Figure 6 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 7 shows CAMPO's 2022 employment densities within TAZs. Figure 8 shows where employment densities are predicted to grow into 2050.

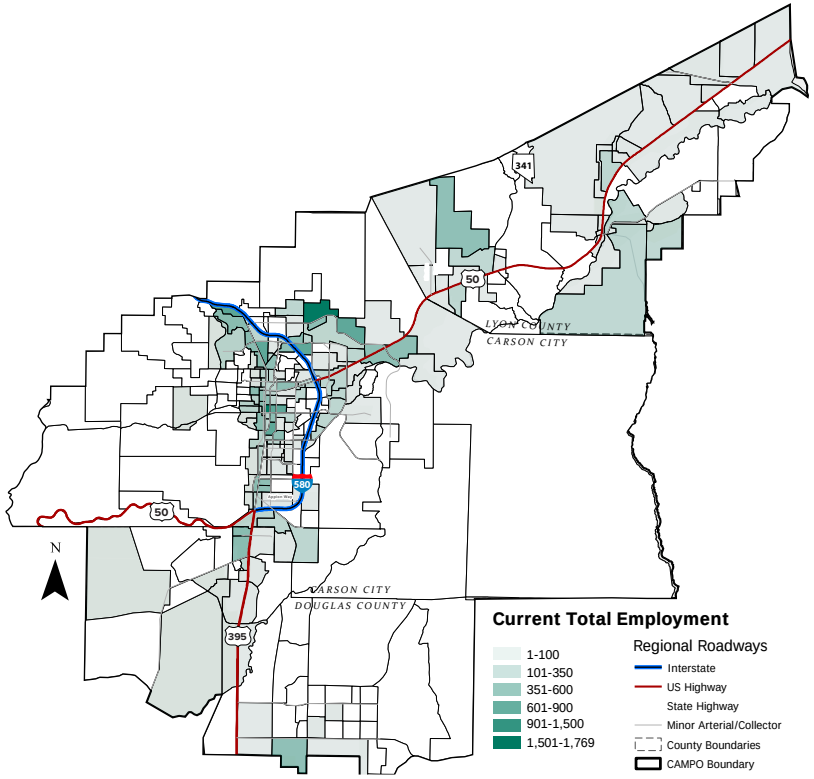



Figure 7. Employment TAZ map 2022

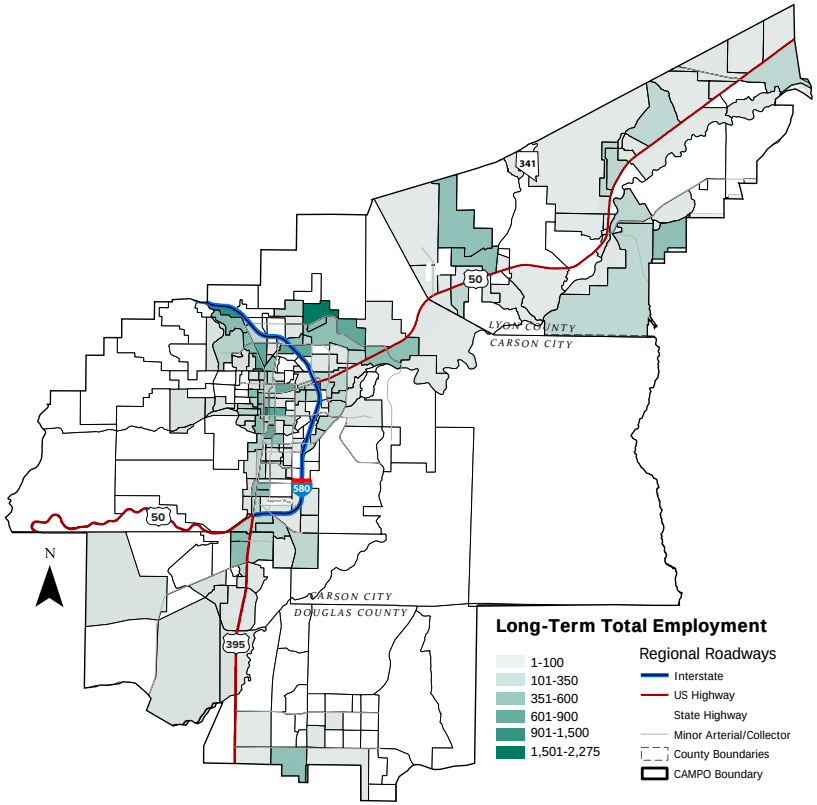



Figure 8. Commmercial Employment TAZ map 2050

## 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 traveling east in the evening. Planning for connectivity within communities to accommodate the expansion of highway and roadway systems as part of both public and private developments prior to development occurring will ensure the function and viability of development centers while not negatively impacting the rural quality of life.

## 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.

### Public and Federal Lands

CAMPO is surrounded by local, state, and federal public lands, which are used for both economic and recreational activities. Access to those public lands often requires discretionary transportation that is not considered essential but nonetheless affects the overall transportation network. Working with federal land management agencies, particularly the FHWA Central Federal Lands Division, CAMPO aims to better align needs and identify potential projects to ensure access to public lands. The Nevada Lands Connectivity Study, for which CAMPO provided input, identified several planning and capital needs within the CAMPO region, some of which are included in Appendix A.

Consistent across many federal lands projects was the need to provide a defined trailhead and public-access parking. This would include parking areas large enough for off-highway vehicle (OHV) or equestrian trailers. In terms of accessing public lands, OHV use, coupled with the increase in low-speed electric mobility devices, such as e-bikes and e-scooters, presents challenges to the way agencies typically plan for and design transportation facilities. To assist local agencies, CAMPO should research existing policy, laws, locations, and best practices to gain a better understanding of the needs associated with continued access to public lands. This activity will better align CAMPO for future grant funding opportunities.

Four important transportation/land use planning directions seem apparent:

- The operations and capacity of arterials and collectors will be a key element for the growth of CAMPO 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, along with identifying new roadway and multi-modal connections is required to ensure the long-term continued functionality of the existing roadway system.
- Accommodating a variety of users across different mode types can help to preserve access to critical and recreational destinations.
- Increasingly, the private sector will have to be part of the solution of transportation issues, including financing and other transportation systems modifications.

## 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 on the CAMPO website at CarsonAreaMPO.com. Additional details for the TDM updates included within the CAMPO 2050 RTP are included in Appendix D. Periodic updates to the TDM are recommended as funding

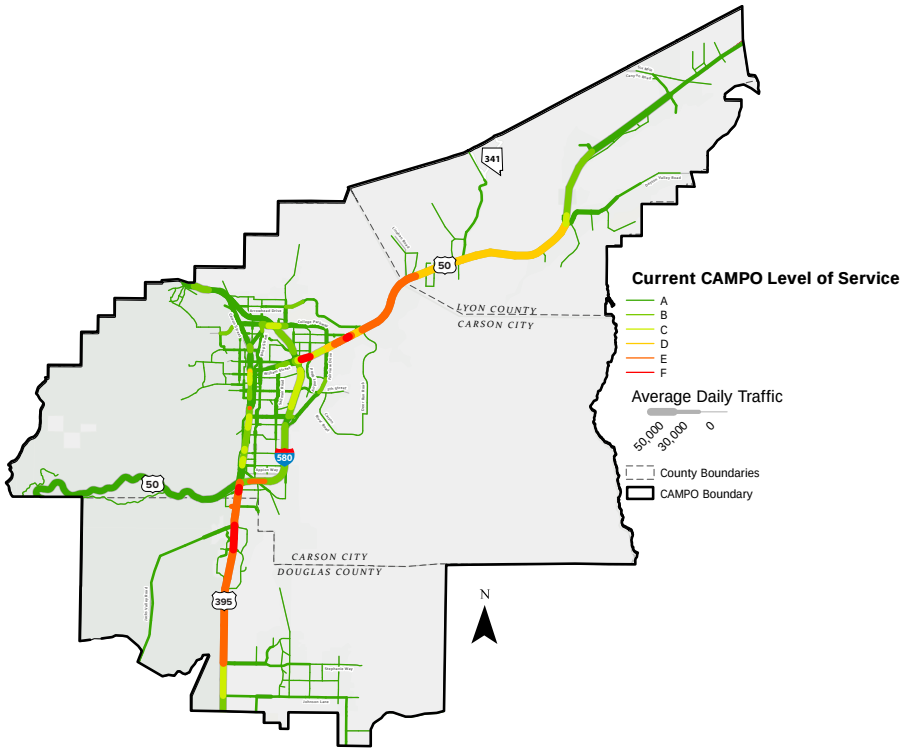



Figure 9. 2022 LOS Map

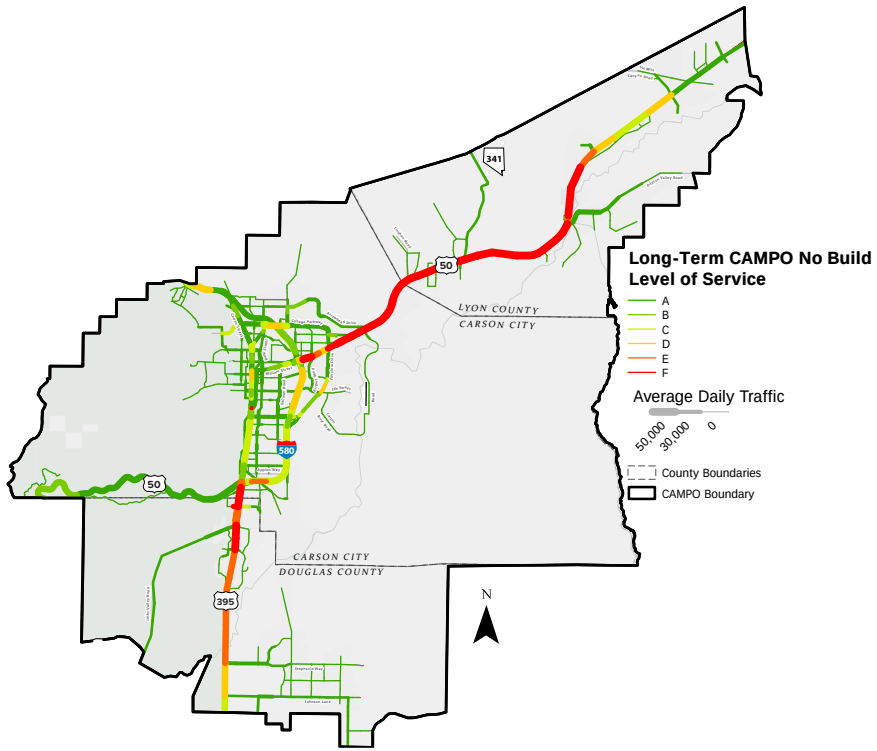



Figure 10. 2050 No-Build Map

allows to review how changes in land-use and future development patterns affect transportation needs.

## 4.2.1 Level of Service (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 CAMPO's travel demand model on LOS are provided on the in the CAMPO 2050 RTP. 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 9 and 10 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.

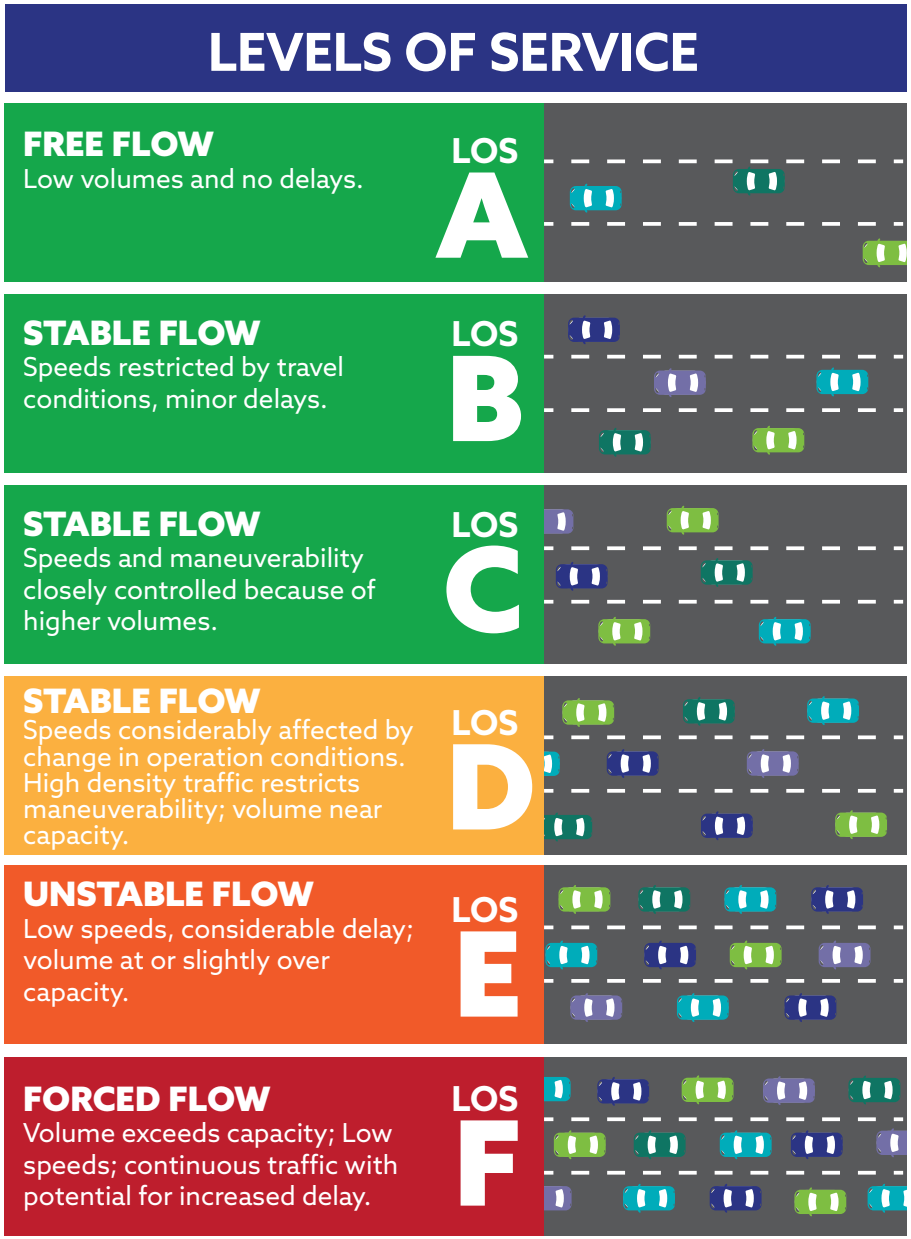



**Figure 11. Definition of Level of Service**

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 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 index, 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 the latest annual TTI and PTI changes within the annual CAMPO Transportation Network Monitoring Report found on the CAMPO website at CarsonAreaMPO.com

### 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 a Master Service Agreement between Carson City and NDOT to address interlocal purchasing and installation of signal equipment and related responsibilities.*** 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.

All ITS infrastructure in the CAMPO region should be aligned with the latest version of the Statewide Nevada ITS Architecture guidance to ensure consistent communications and messaging to the public.

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

| Travel Times in Minutes between Metropolitan Planning Area Gateways | | 2015 | | 2020 | | 2022 | | 2035 | | 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 | 28.8 | 41.2 | 28.9 | 52.0 | 29.0 | 65.5 |
| | U.S. Hwy 395 South (2000 feet south of Johnson Lane) | 23.1 | 30.4 | 16.0 | 24.5 | 17.9 | 21.2 | 18.9 | 20.4 | 21.4 | 19.7 |
| | U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395) | 16.8 | 18.7 | 11.7 | 13.0 | 13.6 | 14.0 | 13.8 | 14.2 | 14.0 | 14.1 |
| **U.S. Hwy 50 East (Near Chaves Road)** | U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road) | 35.0 | 33.6 | 24.7 | 28.3 | 37.2 | 31.4 | 44.9 | 32.8 | 54.8 | 34.6 |
| | U.S. Hwy 395 South (2000 feet south of Johnson Lane) | 48.2 | 53.6 | 32.2 | 43.2 | 45.5 | 42.4 | 54.1 | 42.9 | 66.4 | 43.8 |
| | U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395) | 41.9 | 41.9 | 27.9 | 31.7 | 41.1 | 35.3 | 49.0 | 36.7 | 59.0 | 38.2 |
| **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 | 19.4 | 20.0 | 18.9 | 21.0 | 18.1 | 23.2 |
| | U.S. Hwy 50 East (Near Chaves Road) | 46.6 | 55.2 | 31.9 | 43.3 | 38.1 | 50.6 | 37.6 | 62.2 | 36.8 | 77.9 |
| | U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395) | 16.1 | 15.3 | 10.4 | 12.5 | 13.6 | 13.4 | 13.1 | 14.2 | 12.4 | 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 | 13.0 | 13.7 | 15.1 | 13.8 | 15.6 | 13.6 | 15.6 |
| | U.S. Hwy 50 East (Near Chaves Road) | 37.5 | 47.3 | 27.5 | 37.0 | 32.4 | 45.8 | 32.5 | 56.8 | 32.3 | 70.3 |
| | U.S. Hwy 395 South (2000 feet south of Johnson Lane) | 13.3 | 19.1 | 10.3 | 17.8 | 12.3 | 15.7 | 13.1 | 15.0 | 15.0 | 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. 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 Study 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 shown in Figure 13, 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)]

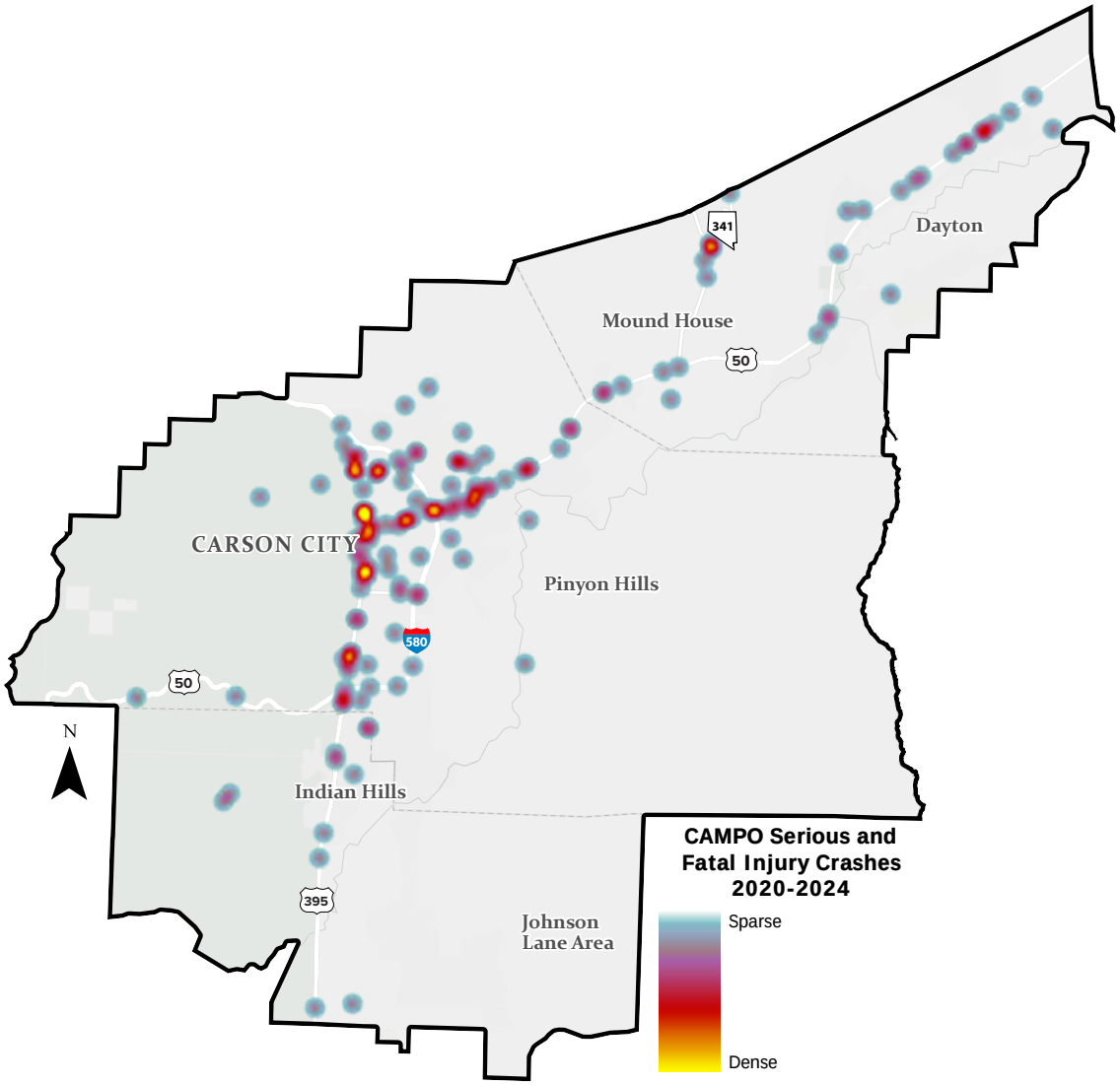



Figure 12. Serious and Fatal Injury Crashes

**Figure 13: 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 14: SHSP graphic**

### 4.3.2 Nevada Strategic Highway Safety Plan (SHSP)

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 2026 . The latest approved Nevada SHSP can be found at zerofatalitiesnv.com. 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, the 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.

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.

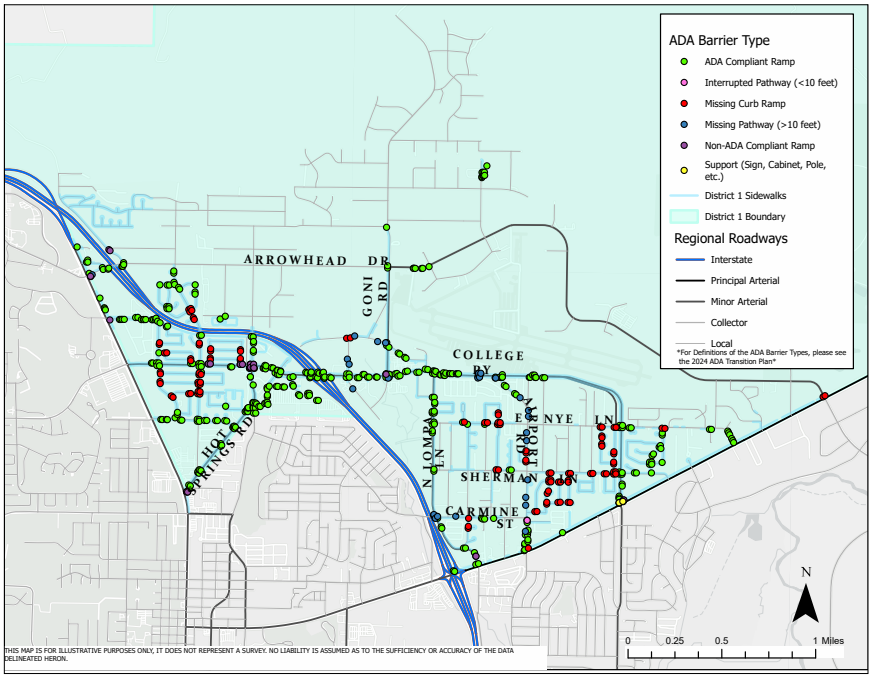



**Figure 15: Performance District 1 - 2024 Inventory of Pedestrian Facilities**

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.

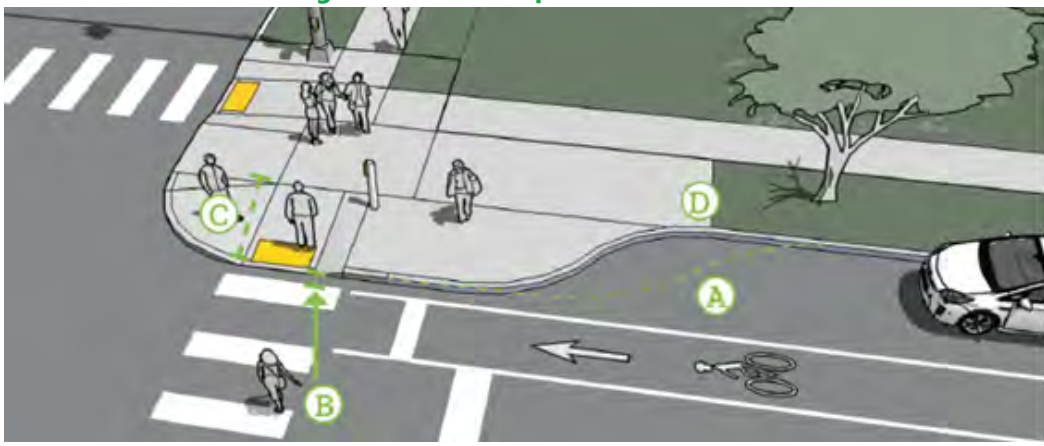
## 4.4.2 Safe Routes to School

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 2025 Carson City Safe Routes to School Action 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 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.

**SRTS Infrastructure Design Toolbox Example**




**A:** For purposes of efficient street sweeping, the minimum radius for the reverse curves of the transition is 10 ft and the two radii should be balanced to be nearly equal.

**B:** When a bike lane is present, the curb extensions should terminate one foot short of the parking lane to enhance bicyclist access.

**C:** Reduces pedestrian crossing distance by 6–8 ft.

**D:** Planted curb extensions may be designed as a bioswale for stormwater management.

**Crosswalk in a School Zone in Carson CIty, NV**

### 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
- Douglas County Comprehensive Trails Plan
- Lyon County Bicycle Plan

Figure 16 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.

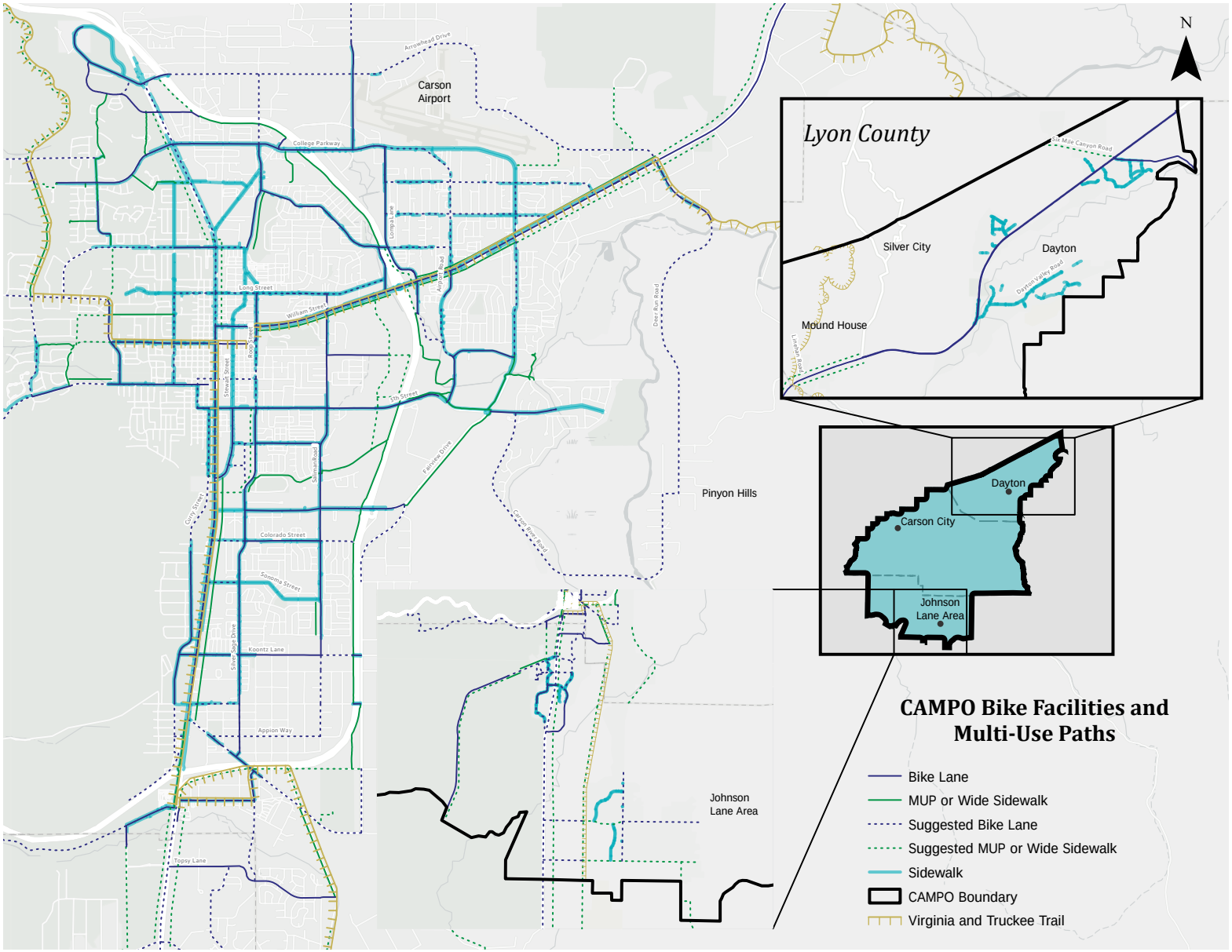



**Figure 16: CAMPO Bike Facilities and Multi-Use Paths**

### 4.4.5 Bicycle Friendly Community (BFC) Award

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.

## 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.

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 that carries over 135,000 passengers per year. 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 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.

### 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.
- Build the JAC brand image including a centralized information hub and a more user-friendly website.
- Development of service standards to inform future planning efforts. Improve awareness of JAC services, particularly for seniors, students, and Spanish-speaking populations.
- Improved customer service access to JAC staff.
- 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.
- Improved coordination with regional transit providers, including evaluation of transfer points, timing of local services at key stops, and cost-sharing partnerships.
- Minor route adjustment for increasing ridership, such as focusing on transit-supportive development types and placing routes along major corridors.
- Promote procurement of vehicles and equipment that are generic and easily interchangeable.

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 Cab 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."*

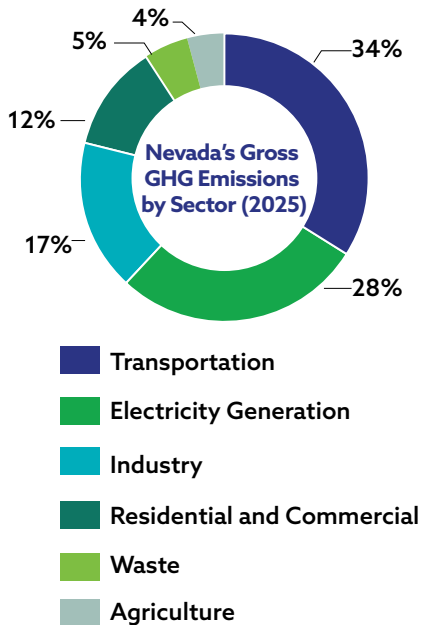



**Figure 17: Nevada's Gross GHG Emissions by Sector (2025)**

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. Examples of improving regional transit options and reducing vehicle use include the creation of mobility centers near CAMPO boundaries, where vehicles can park to ride transit, carpool, or ride-share.
- 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 18.

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.

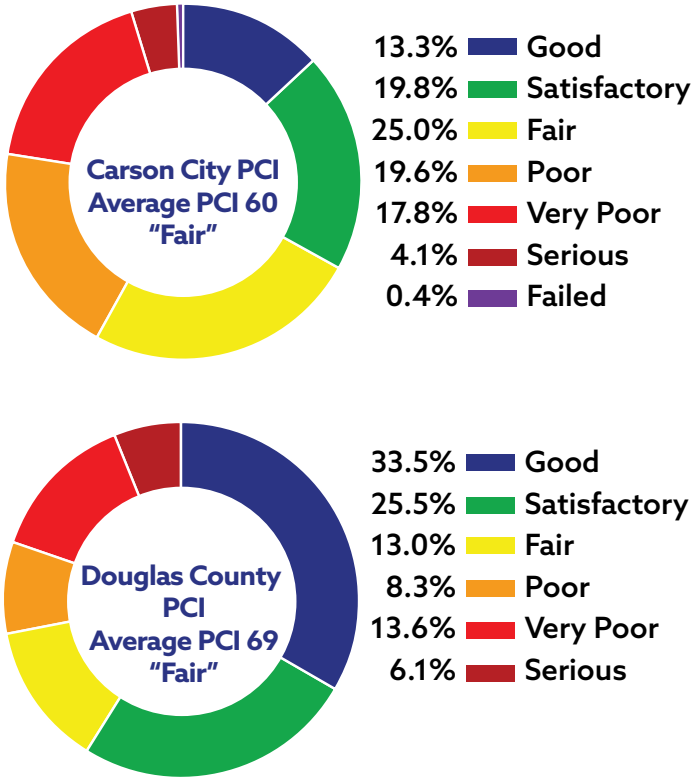



Figure 18: Current Pavement Conditions by Percentage

Figure 19: 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% |

### 4.7.2 Network Resiliency

There is increased emphasis on ensuring a resilient transportation network that remains functional during and after a natural disaster or other emergency. Carson City, for example, has established I-580, U.S. 395, and U.S. 50 as evacuation routes for the City. Neighboring agencies, such as TRPA, are in the process of developing resiliency plans for their regions. The federal government established the PROTECT program to provide states with funding to improve the efficiency of evacuations and disaster relief, as well as aid transportation. Traffic signal timing for events and other regional traffic signal coordination recommendations are outlined in the Transportation System Management Plan, and CAMPO should plan for and consider projects and activities that can improve transportation system efficiency.

## 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 East 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, artificial intelligence (AI), and pavement materials will, in some way, impact CAMPO over the next 25 years, each able to improve transportation safety, mobility, efficiency, and resilience.

### 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

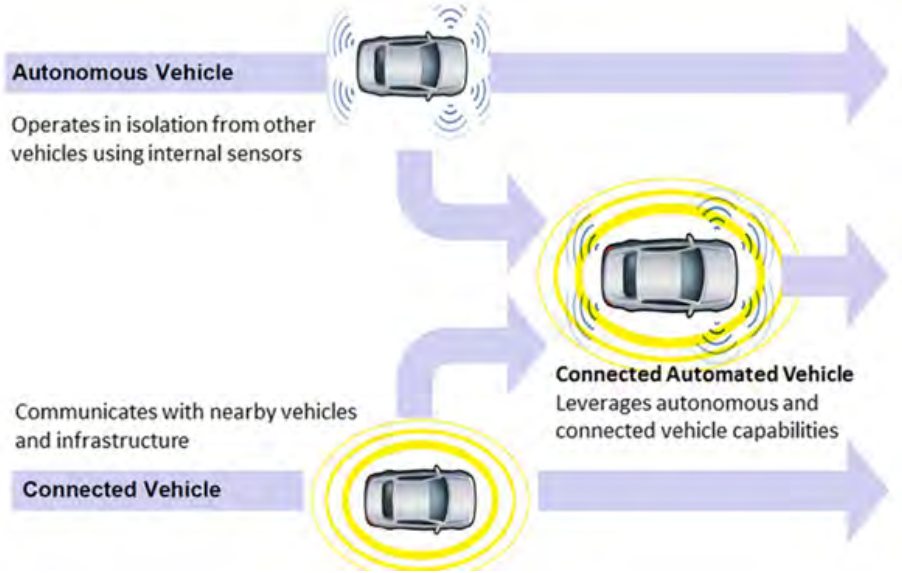



**Figure 20: Example of connected and autonomous vehicles**

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.

## 4.9.4 Pavement Materials

Just as polymer-modified asphalt binders increase a pavement's ability to adapt to changes in temperature when introduced, new technologies in pavement materials may have the ability to prolong the life of existing pavements or lengthen the life of new pavements. Carson City has experimented with fiber-reinforced asphalt, and other surface applications that can limit deterioration of the surface and limit water penetration. CAMPO, in partnership with local agencies, should investigate and, when financially viable, pilot new pavement technologies to reduce the long-term maintenance costs of the region's transportation assets.

# 5

# FINANCIAL PLAN

# 5.1 System Level Needs & Cost Analysis

The CAMPO transportation network is comprised 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 projects (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.

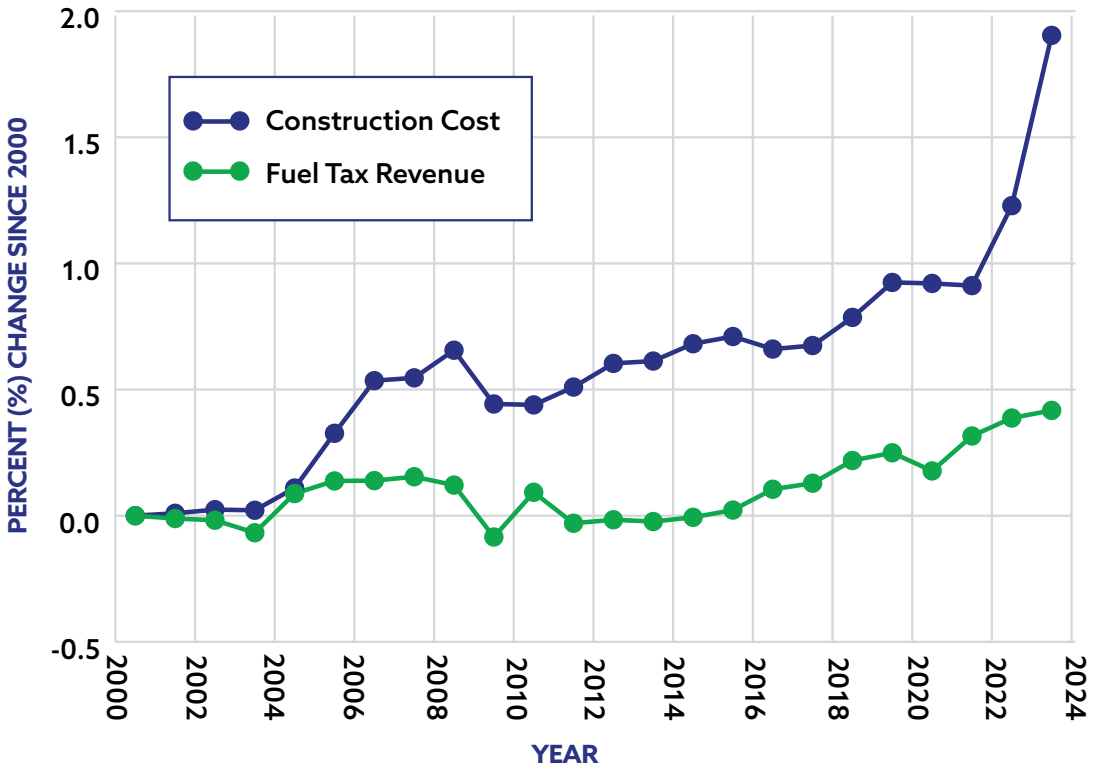



Figure 21: Construction Cost versus Fuel Tax Revenue

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 21, 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.

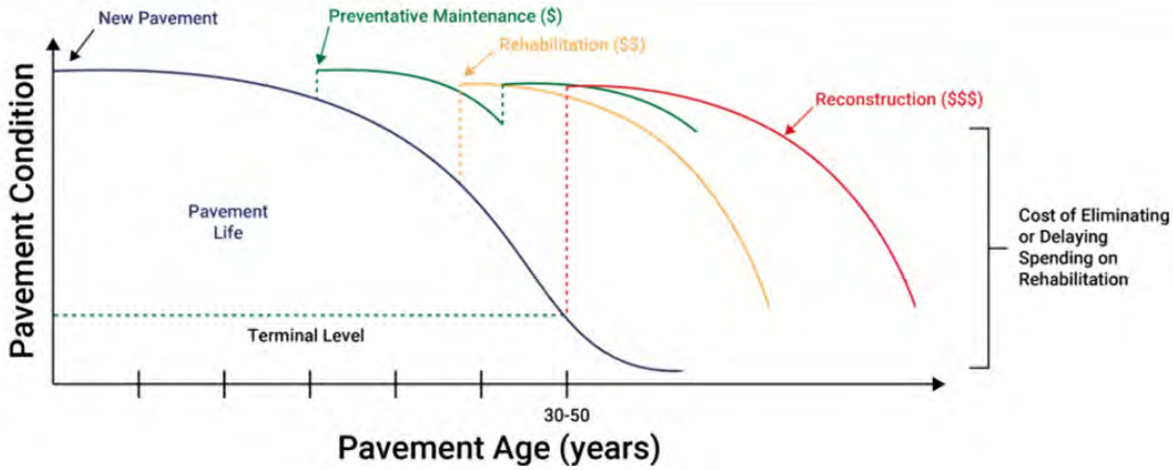



**Figure 22: Graphic Example of Pavement Management Strategy**

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 22). 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 23 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.

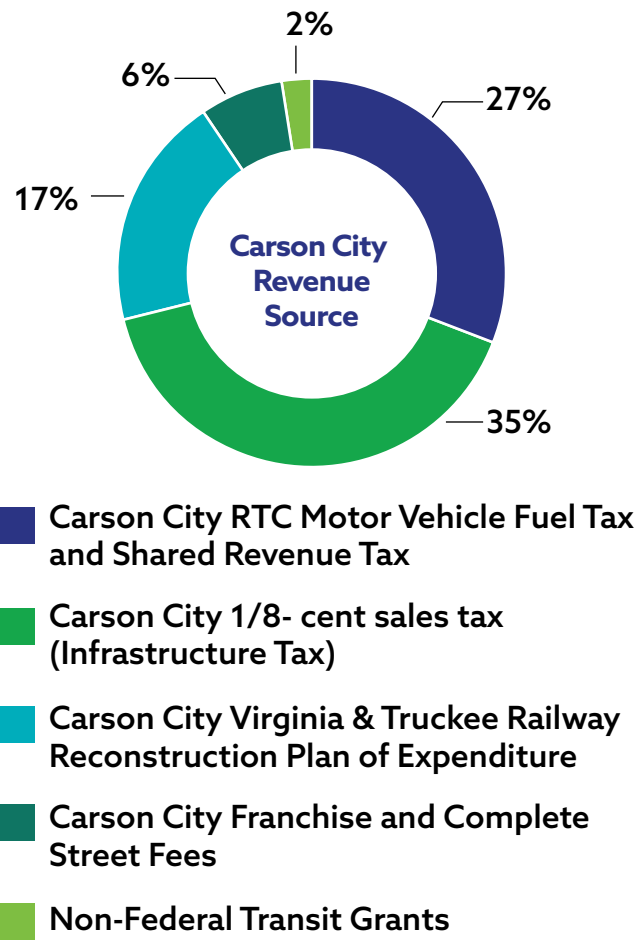



**Figure 23: Carson City's Local Transportation Infrastructure Funding**

### 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 10 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 resulting in a lower quality of life. Given the current rate of infrastructure deterioration and lack of funding, future generations will be burdened with costs of today. The American Society of Civil Engineers, in its 2025 Comprehensive Assessment of America's Infrastructure, indicated that "Maintaining these (transportation) networks is essential to meet economic demands and protect public health and safety." Without sufficient funding in the CAMPO region, infrastructure will fail, resulting in higher costs, longer travel times, and less predictability for drivers.

# 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), found at CarsonAreaMPO.com, 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, such as the ADA Transition Plan and Safe Routes to School Action Plan. Some of these projects may receive specific grant funding. Carson City also has an established Pavement Management Plan and a separate project prioritization process for pavement-related projects. These pavement-related projects often include ADA and other identified multi-modal improvements from planning documents, as funding allows. Projects identified through the ADA Transition Plan, Safe Routes to School Actions Plan, or Pavement Management Plan process 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 24.

**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.

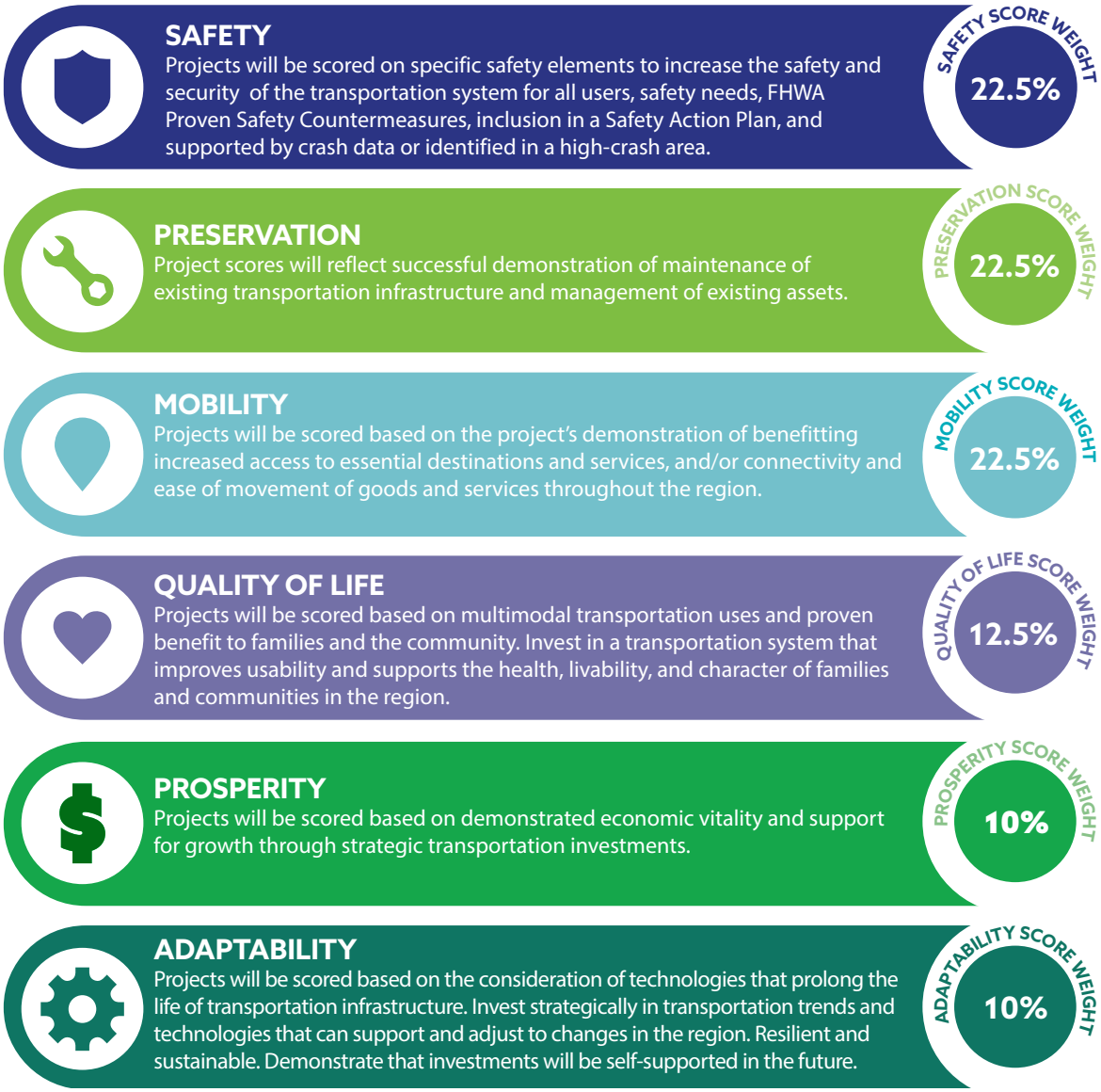



**Figure 24: Scoring Criteria and Weighting**

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 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 25 and 25 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 2026-2035 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** |

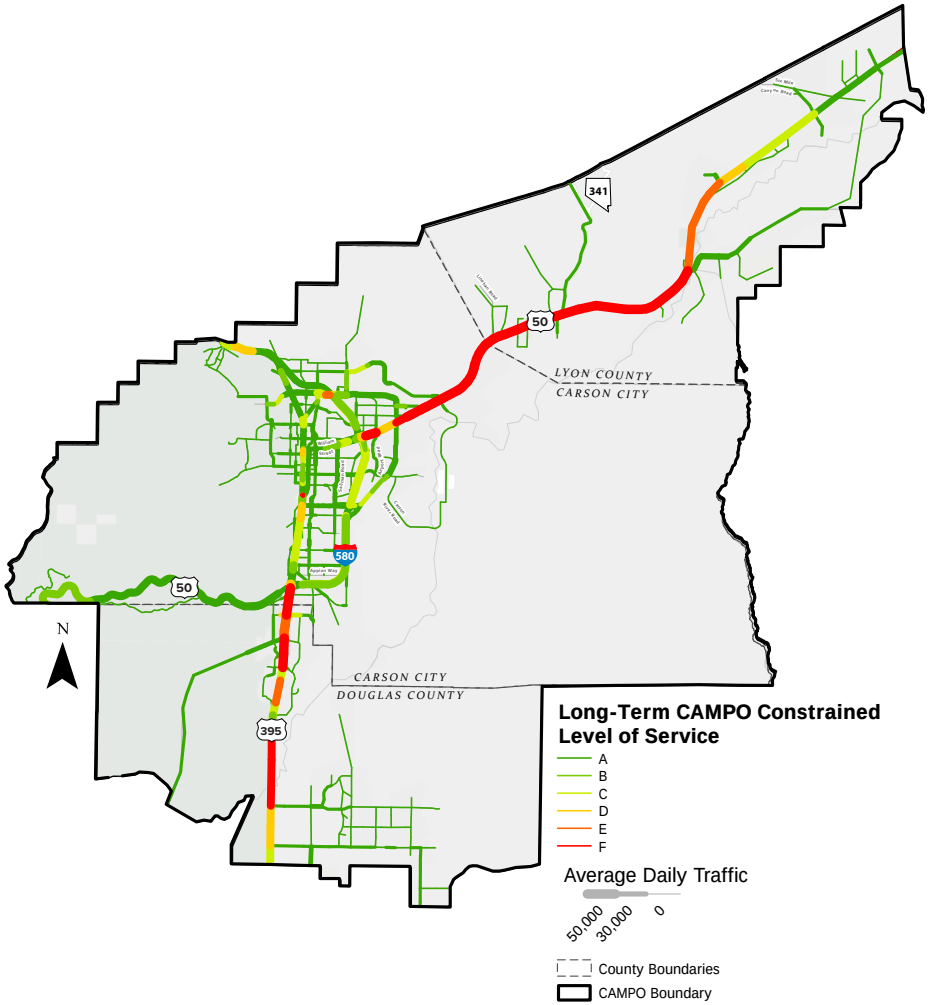



Figure 25: 2050 LOS with Fiscally Constrained Projects

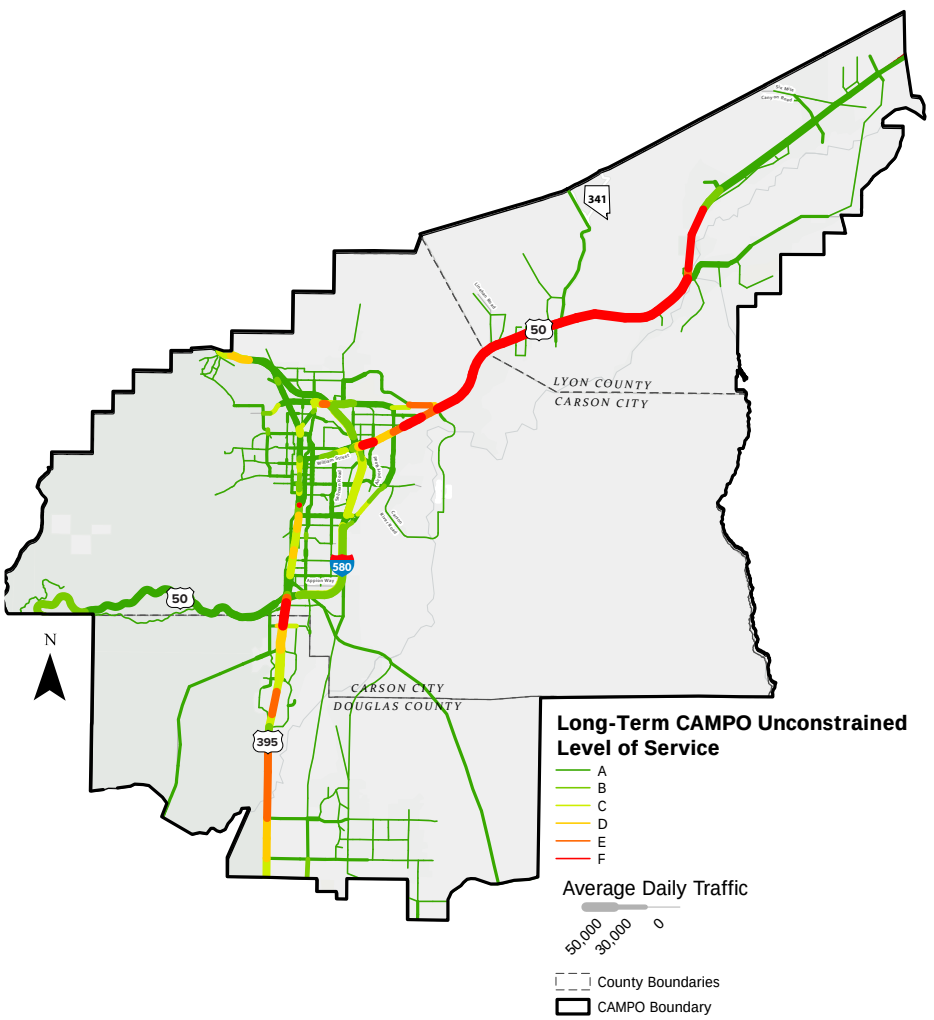



Figure 26: 2050 LOS All Projects

# 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 the following several initiatives over the next five years, in addition to the projects listed in Appendix A and other required programming activities.

## 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, especially for vulnerable users such as seniors, children, and people with limited mobility to help achieve the goal of zero fatalities. Planning activities include:

- Prioritizing safety through periodic updates to the Local Road Safety Plan.
- Support funding opportunities to make targeted investments toward projects and activities that promote the safety of all users.
- Advocate for the implementation of recommended safety measures in public and private projects.
- Continue to participate in state-wide safety initiatives and committees.

## Preservation

More is needed to preserve the existing transportation infrastructure, including the region's aging pavement. CAMPO will focus on preservation activities that include:

- Continue to work with member agencies on pavement condition data collection.
- 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.
- Consider piloting new pavement technologies to reduce the long-term maintenance costs of the region's transportation assets.
- Facilitate coordination between NDOT and member agencies to budget for maintenance and routine replacement of transportation equipment.

## 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 with emphasis on closing gaps in the sidewalk and multi-use path networks.
- Consider additional internal network connections among member agencies and external connections to neighboring counties to account for anticipated growth.
- Advocate for improved transit operations, outreach, and access, and partner with local agencies to share in the cost of providing access to transit services outside of Carson City.
- Complete periodic updates to the TDM in partnership with NDOT and local agencies.

## 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. The growth in deliveries, as well as Northern Nevada's expansion in manufacturing and warehouse distribution, highlights the importance of freight needs. Planning activities related to economic prosperity include:

- Continue to support collaboration with NDOT, member agencies, and the development community to ensure safety and access for all users on new projects along major corridors.
- Continue to collaborate with NDOT and regional partners on freight planning and accommodate the movement and parking of trucks.
- Evaluate the economic impact of major transportation corridor projects.

## 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 and considering policies related to their use.

## 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.
- Participate in activities related to land-use planning and monitor changes in local master plans.
- Advocate for increased transportation funding from Federal and State partners.

# 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 twenty 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: Fiscally Constrained Projects (2026-2035) 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: Fiscally Constrained Projects (2026-2035) 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: Fiscally Constrained Projects (2026-2035) 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: Fiscally Constrained Projects (2026-2035) 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 south of the Carson City DMV. | 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 future 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: Fiscally Constrained Projects (2026-2035) 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 |

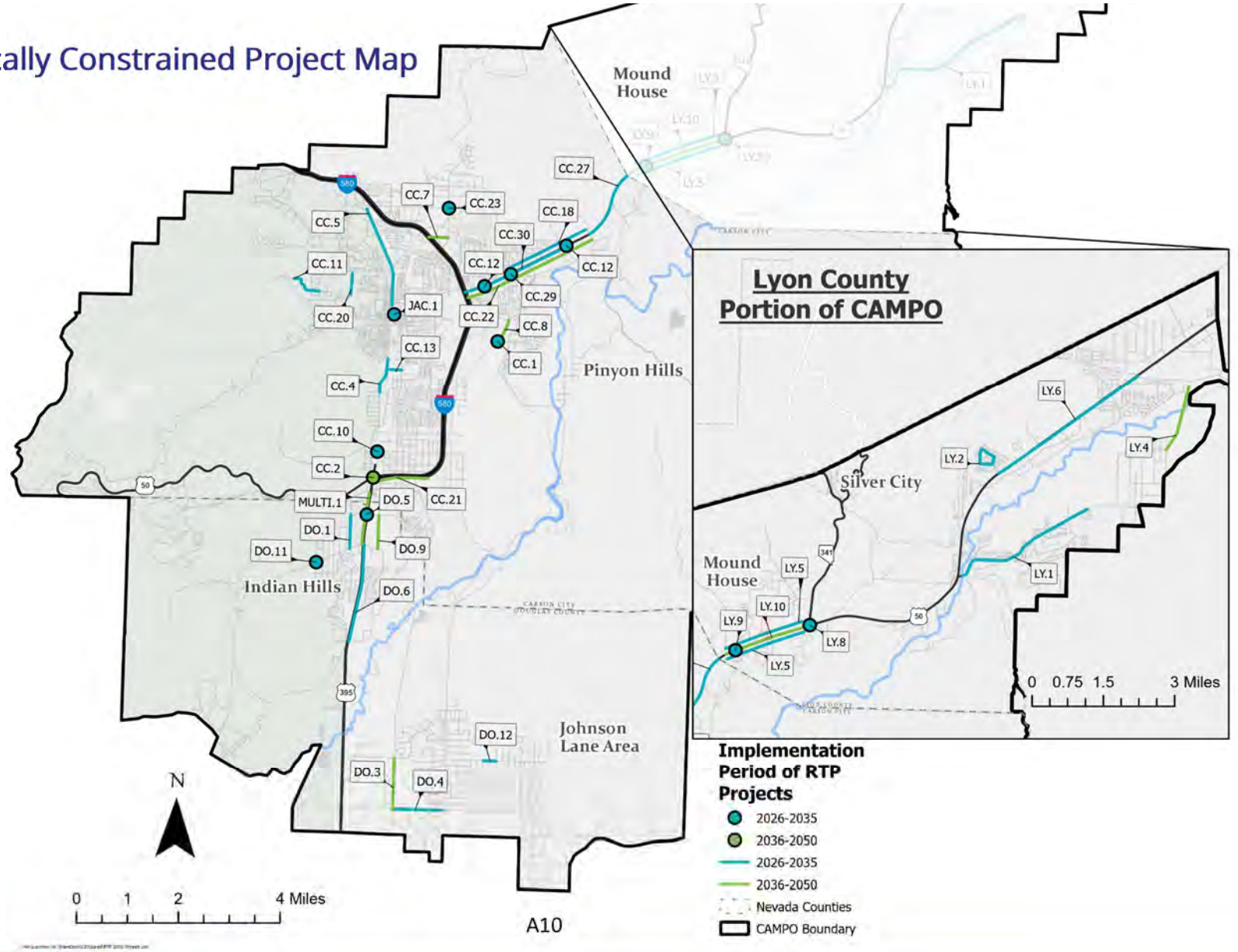
Table 2: Fiscally Constrained Projects (2036-2050)

| 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: Fiscally Constrained Projects (2036-2050)

| 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

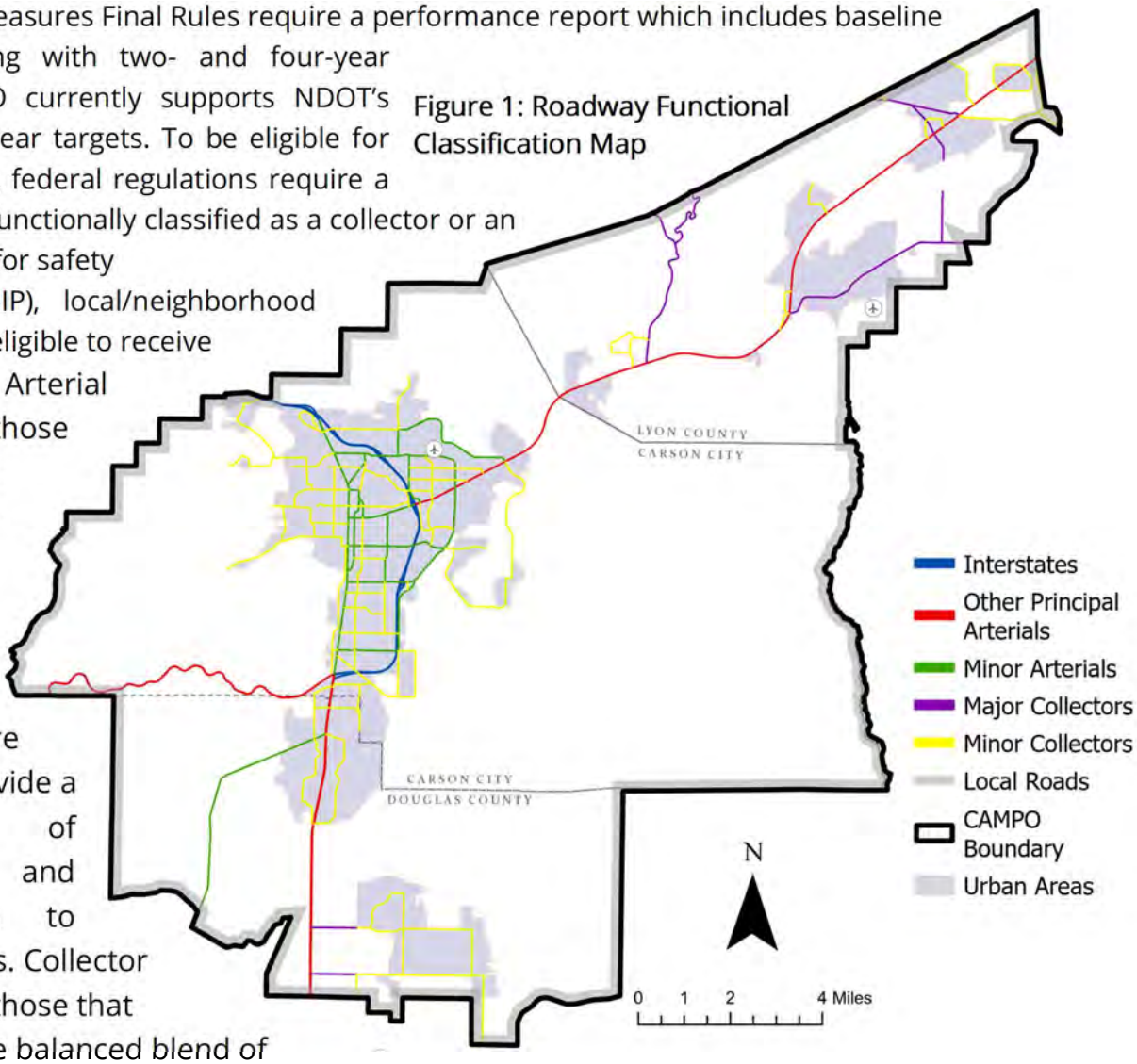
| | Fatalities | | | Serious Injuries | | | Fatalities and Serious Injuries Non-Motorized | | | Rate of Fatalities | | Rate of Serious Injuries | | Vehicles Miles Traveled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Target | # | Rolling Average | Target | # | Rolling Average | 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

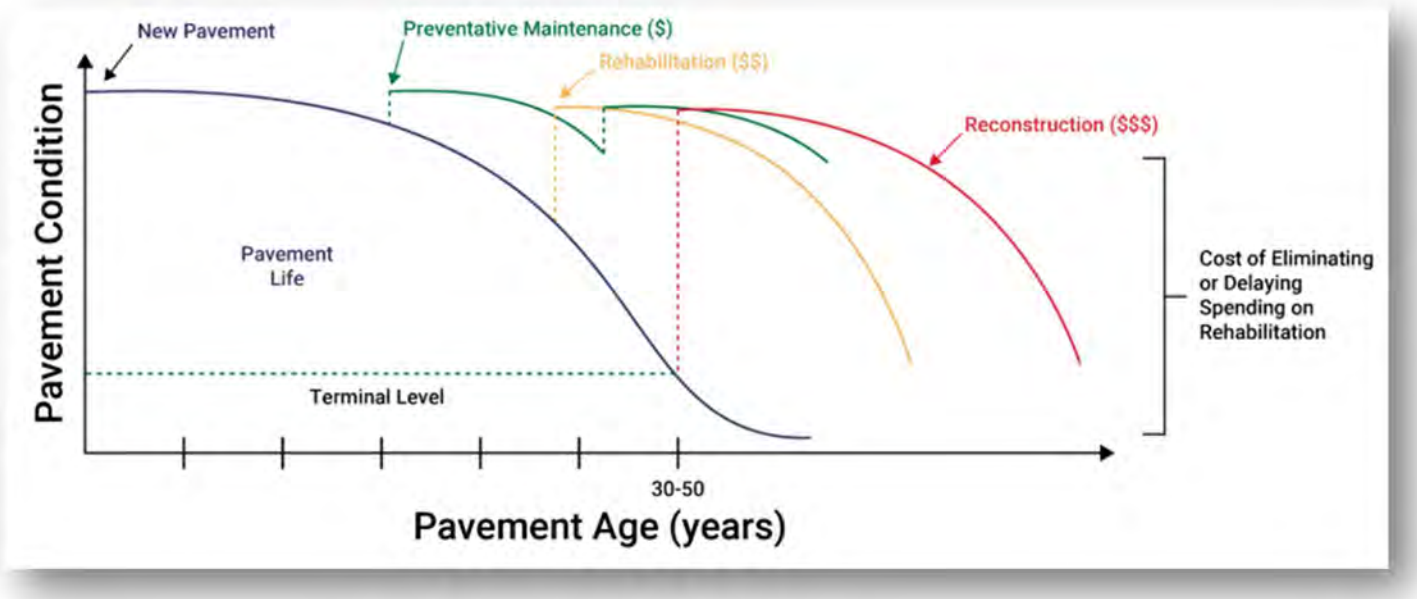


Table 5 presents the PCI for roadways within Carson City and across the five Pavement Performance Districts established under Carson City's Pavement Management Plan. The data reflects increases in regional road PCI in the Performance Districts where projects, such as the South Carson Complete Streets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

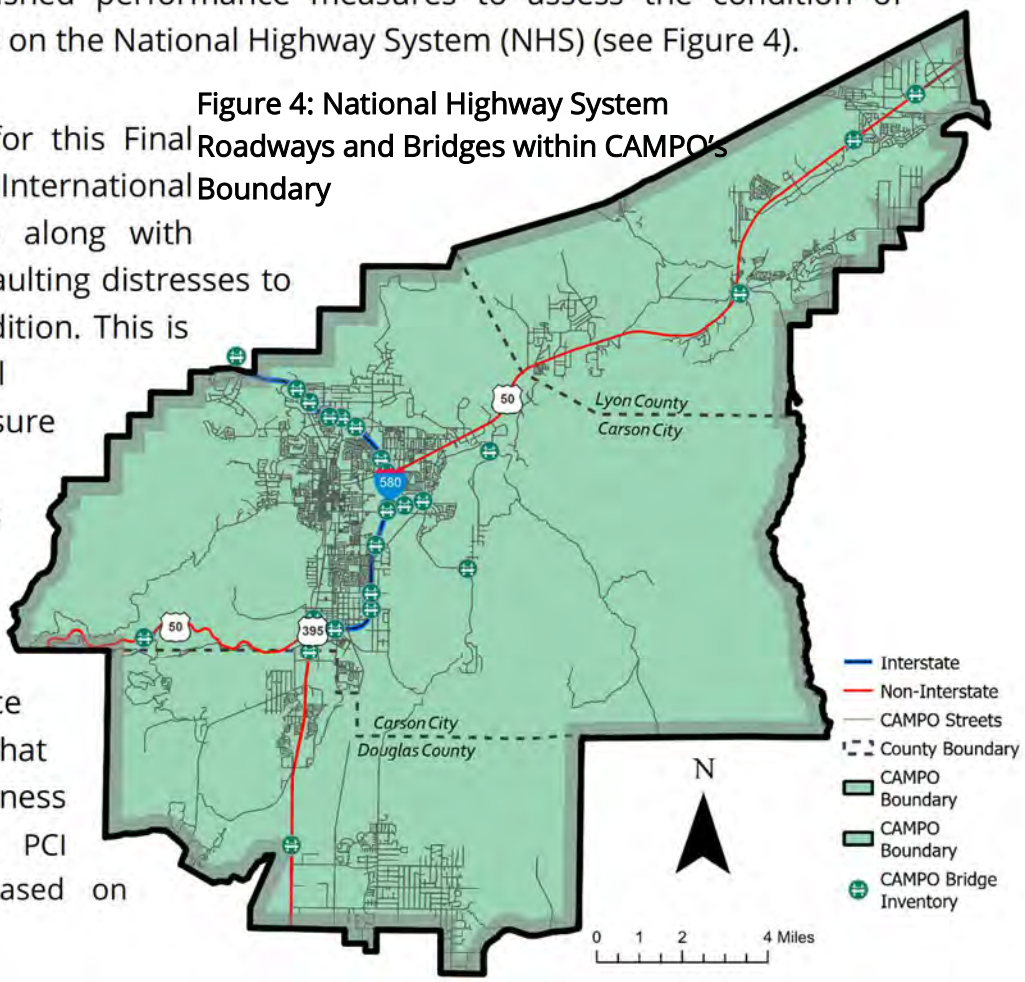
### Table 5: Carson City Pavement Condition Index – Annual Report Card

| 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

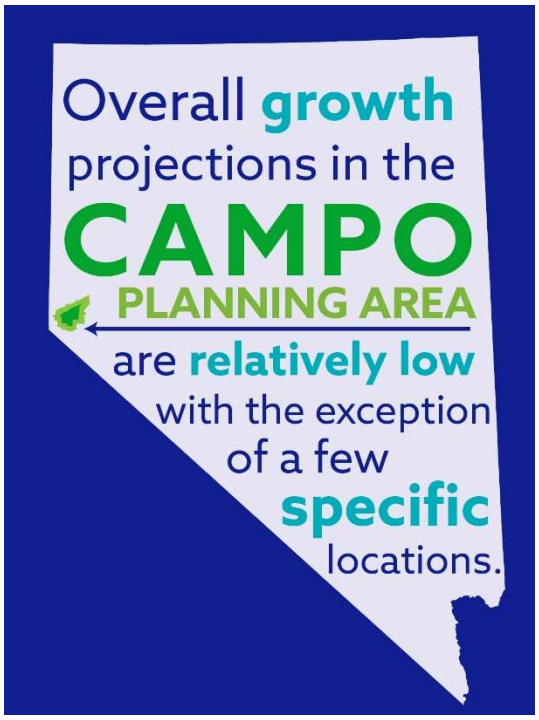
## Public Outreach, Survey, and Comments

## 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.

Safety issues are a continued concern for specific locations.

There is a backlog of pavement maintenance needs throughout the region across all agencies and funding is limited.

Enhanced resources for signal optimization could help with some some congestion/reliability issues.

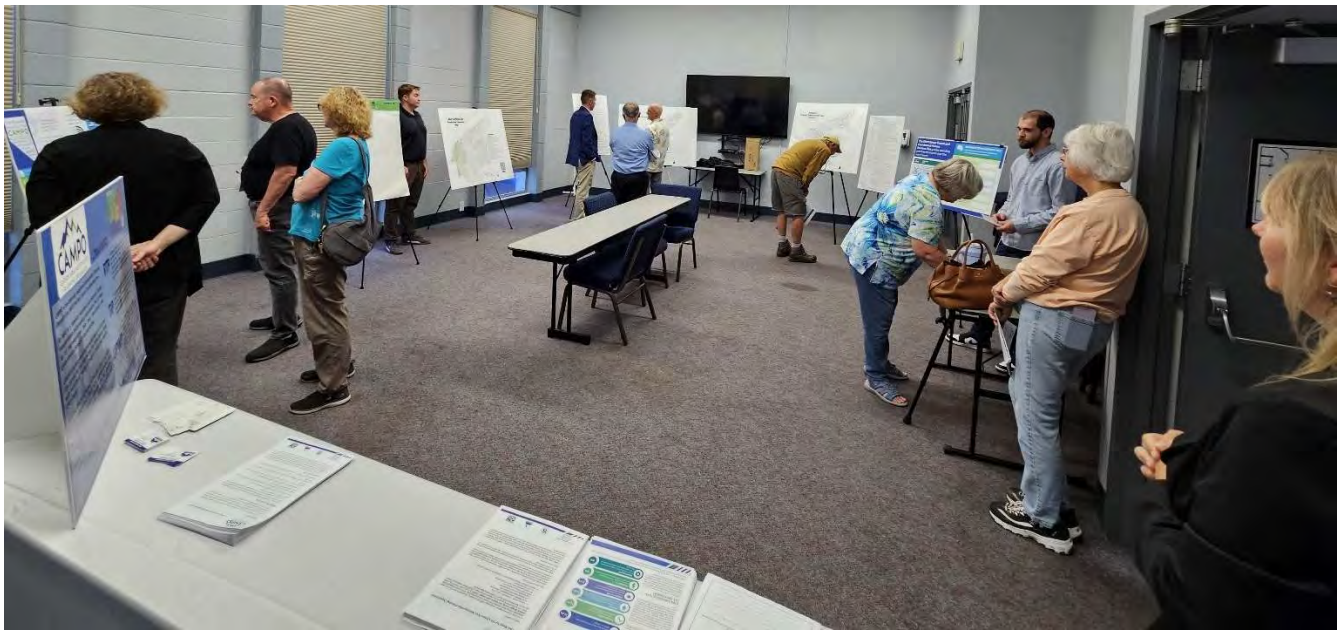
There are several agency plans and programs that reference project needs within the region.

# 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 | Draft CAMPO 2050 RTP,30-Day Public Comment Period. |
| CAMPO Board Presentation #5: December 10, 2025 | 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 | Final Draft of CAMPO 2050 RTP, Public Comments & Responses. |

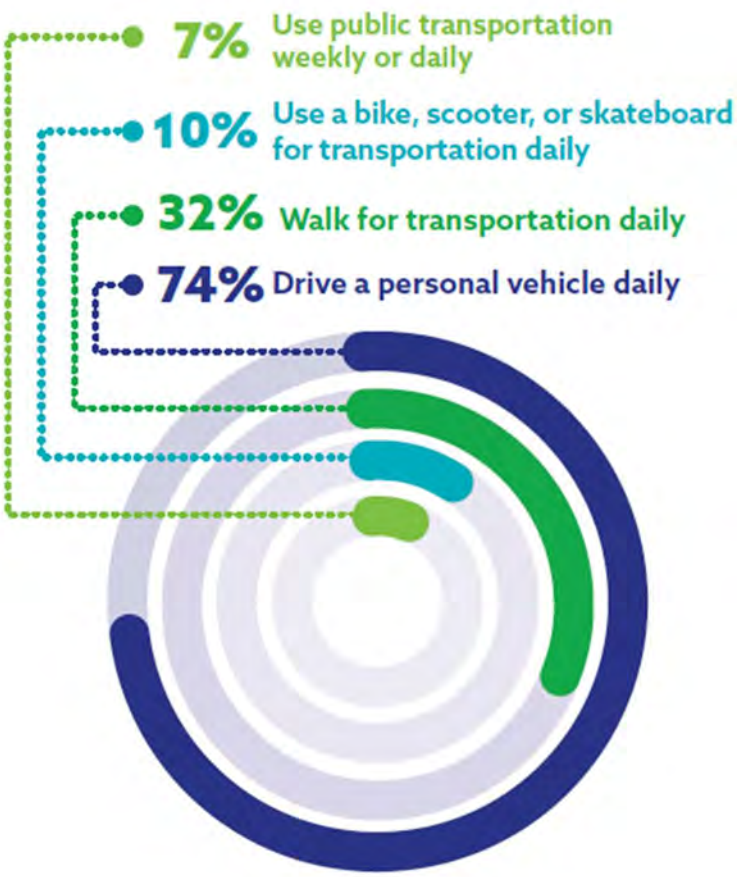
## Public Feedback

## Public Survey

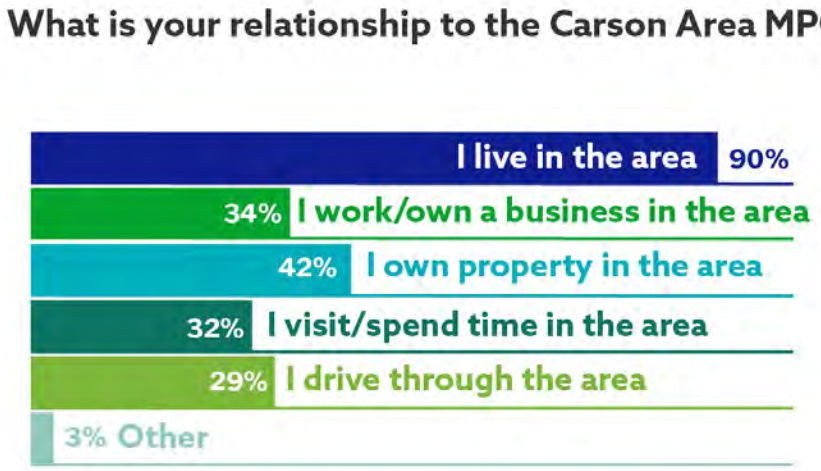
The CAMPO 2050 RTP Survey (offered in English and Spanish) was open from May through July. A Press Release was issued in May, with continual reminders posted on Carson Now throughout the open survey period. To increase participation, CAMPO staff used new methods cited within CAMPO's PPP, to advertise 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.



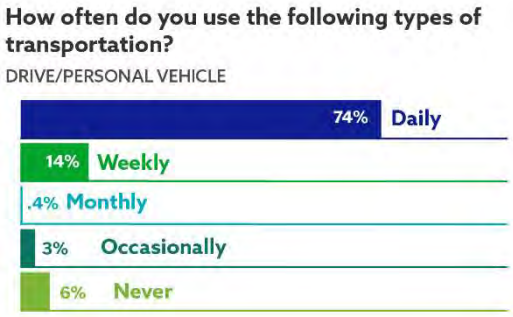
# Question 1

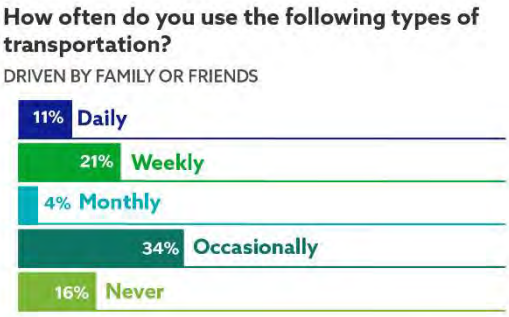


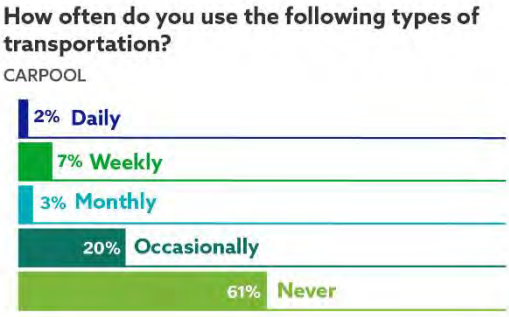

Those that answered, "Other" cited:

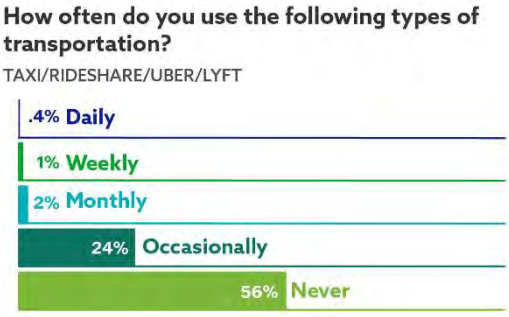
- My clients live in the area
- I take the JAC bus that should run on Sunday, but it doesn't.
- I am homeless
- Chair of the Dayton Regional Citizen's Advisory Board

# Question 2



# 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?**

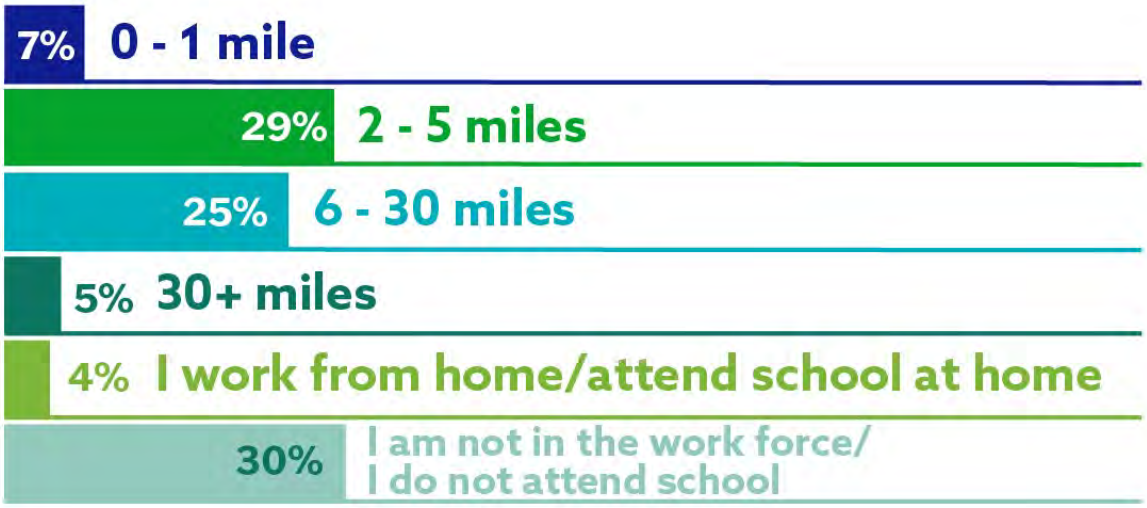
PUBLIC TRANSPORTATION/TRANSIT

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

PRIVATE/ASSISTED LIVING FACILITY/SENIOR COMMUNITY

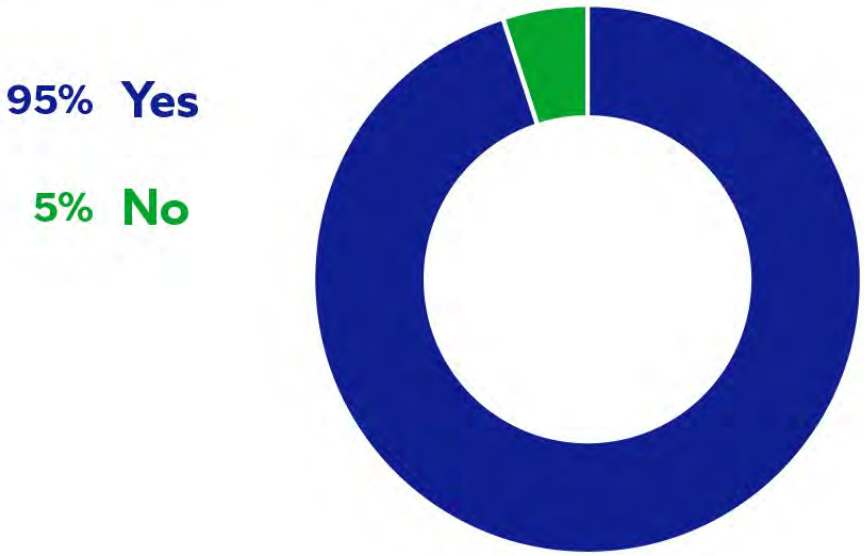
Question 3

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

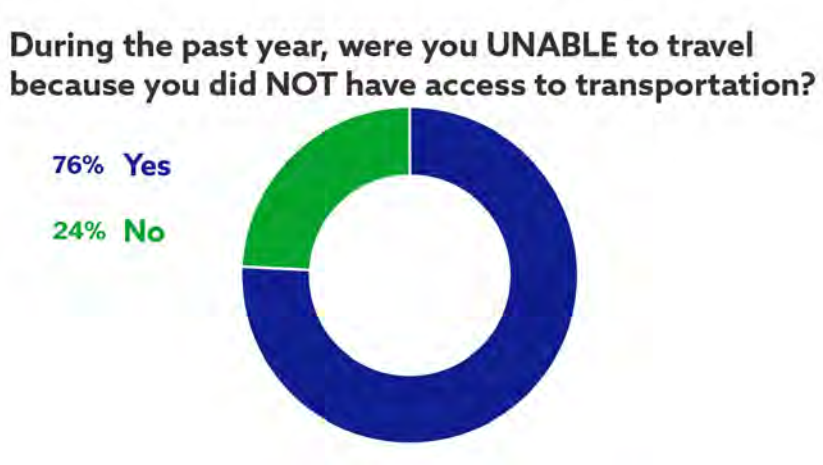



Question 4

## Are you physically able to drive?



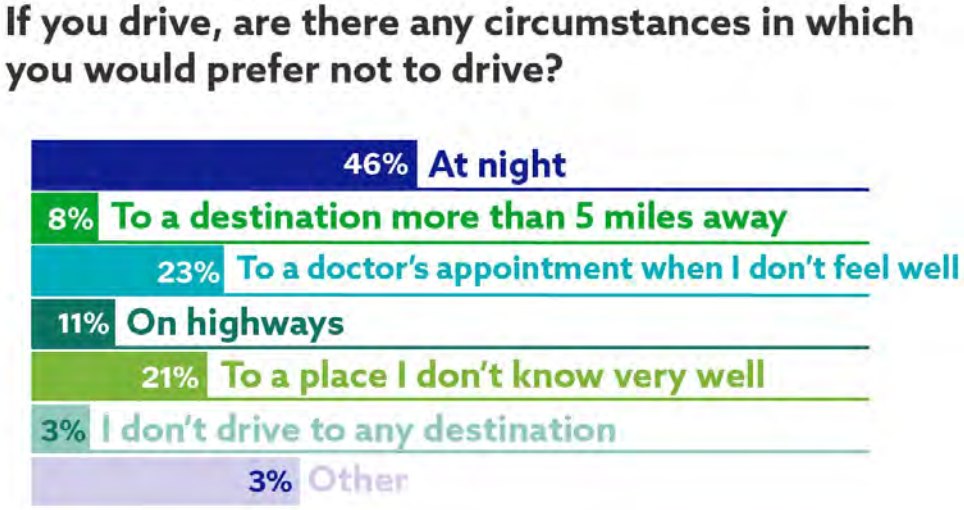
# Question 5



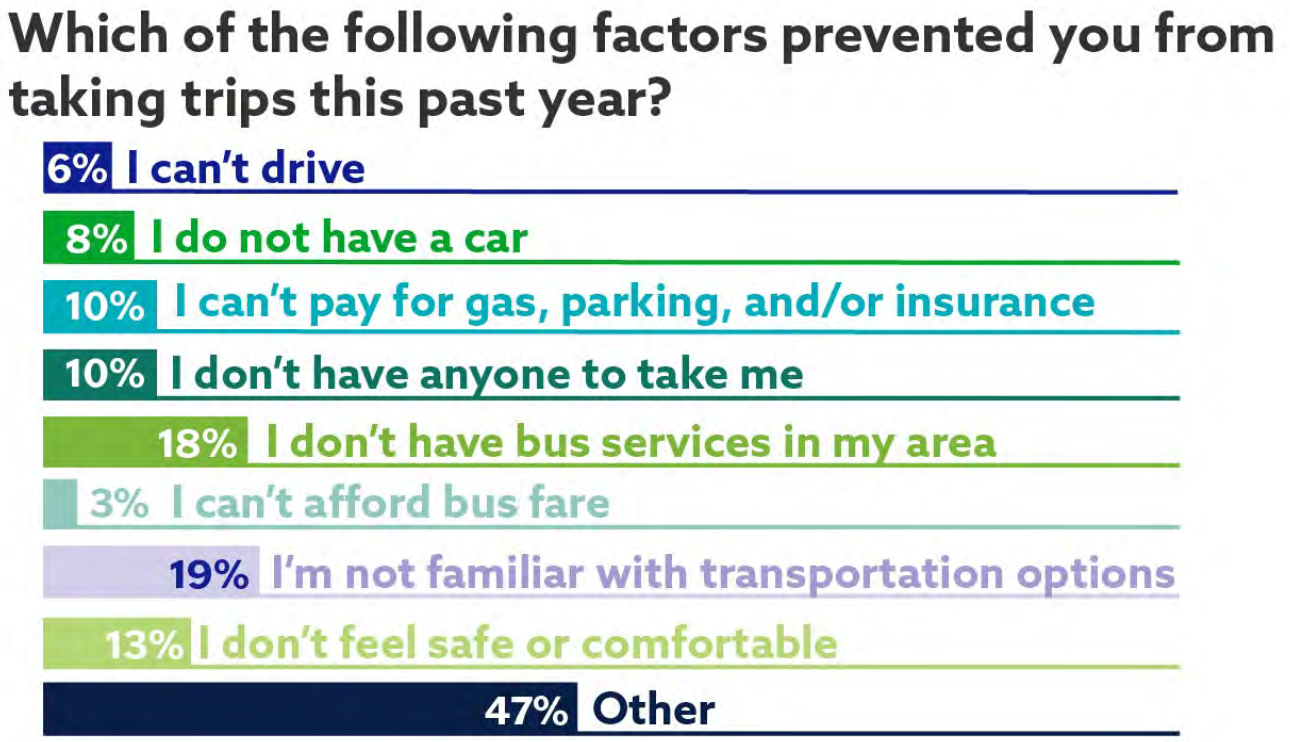
# Question 6

## 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.



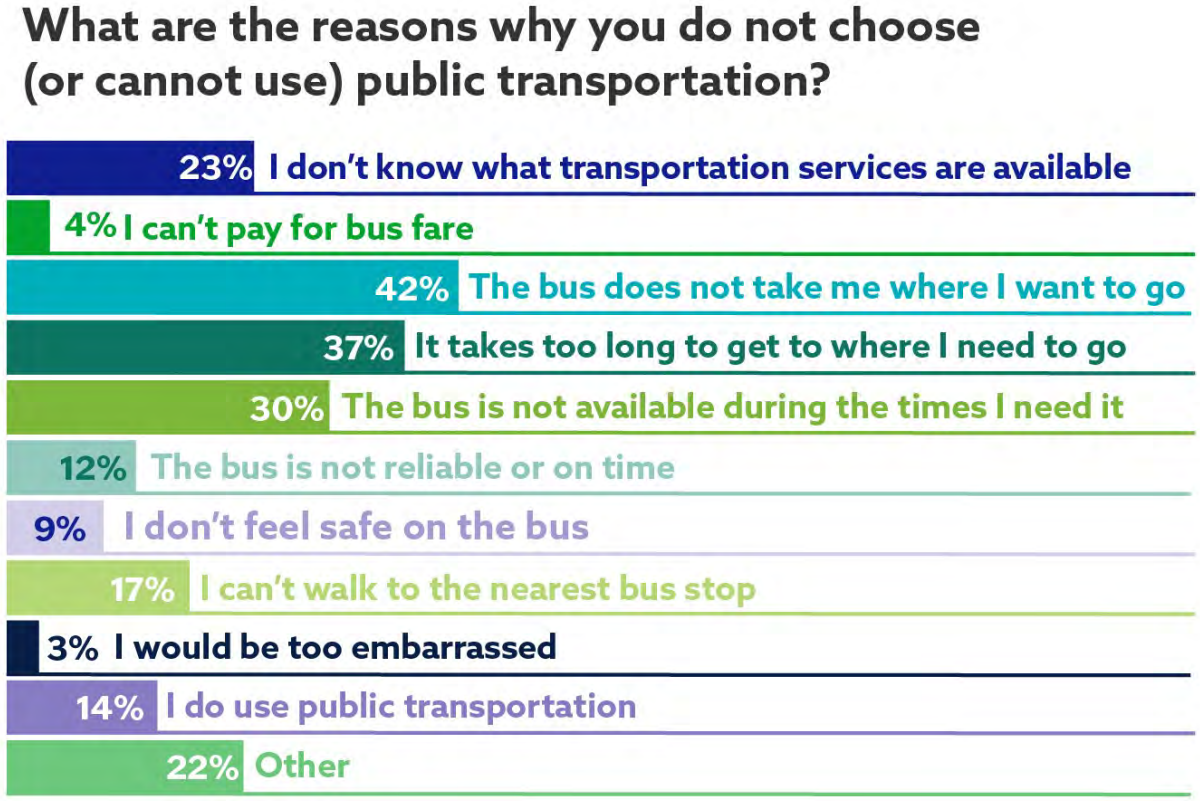
# Question 7




## 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




## 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

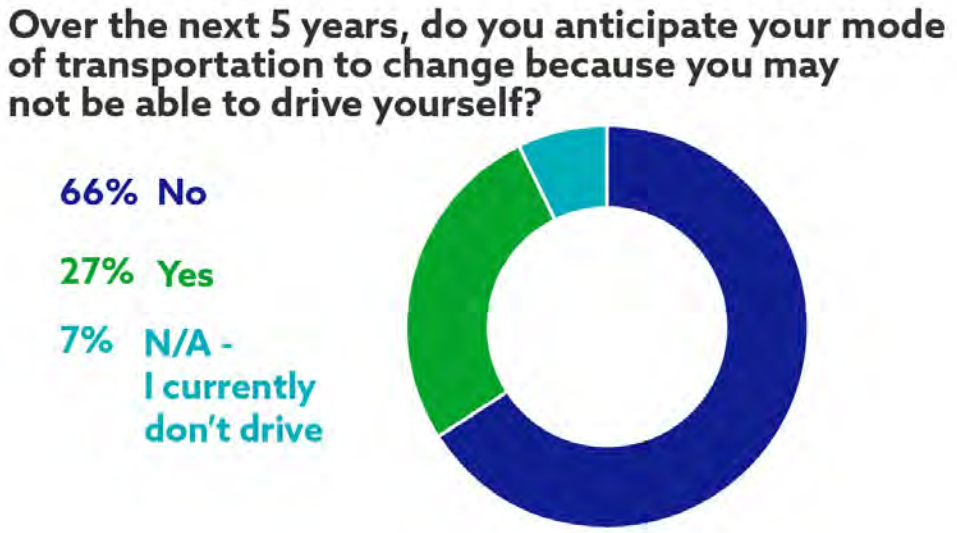
What do you think would get more people to use public transportation?
6
4
2
0
Availability & frequency of scheduled services
Connectivity throughout the City, or to specific locations
On Demand Transit Services (Flexible shared service that provides scheduled rides on demend)
Ease of navigating and understanding the service
Affordability of a Rider's Fare
Other

# Question 9 (continued)

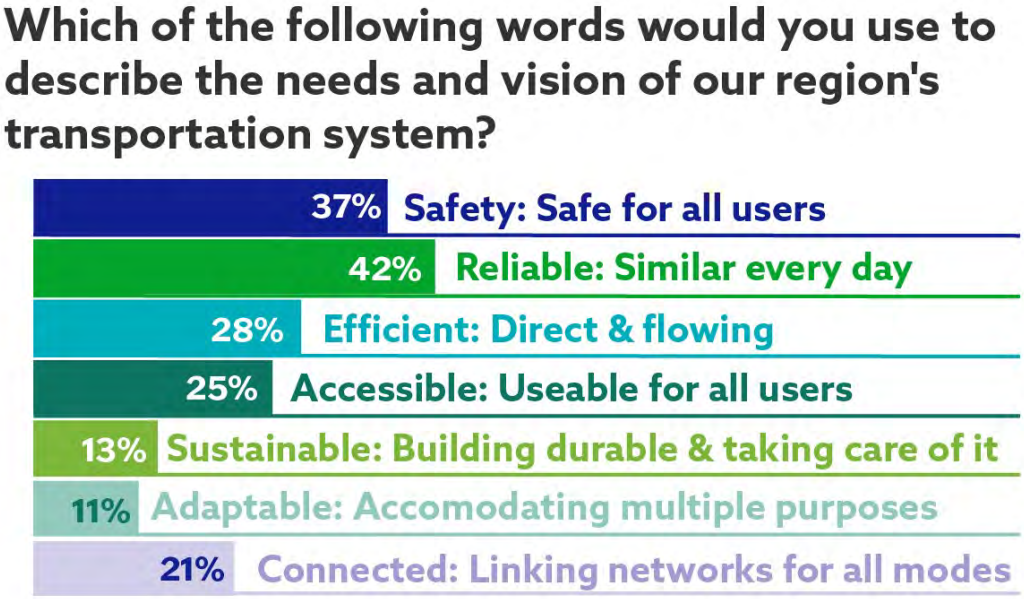
## Those that answered, "Other" cited:

- 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

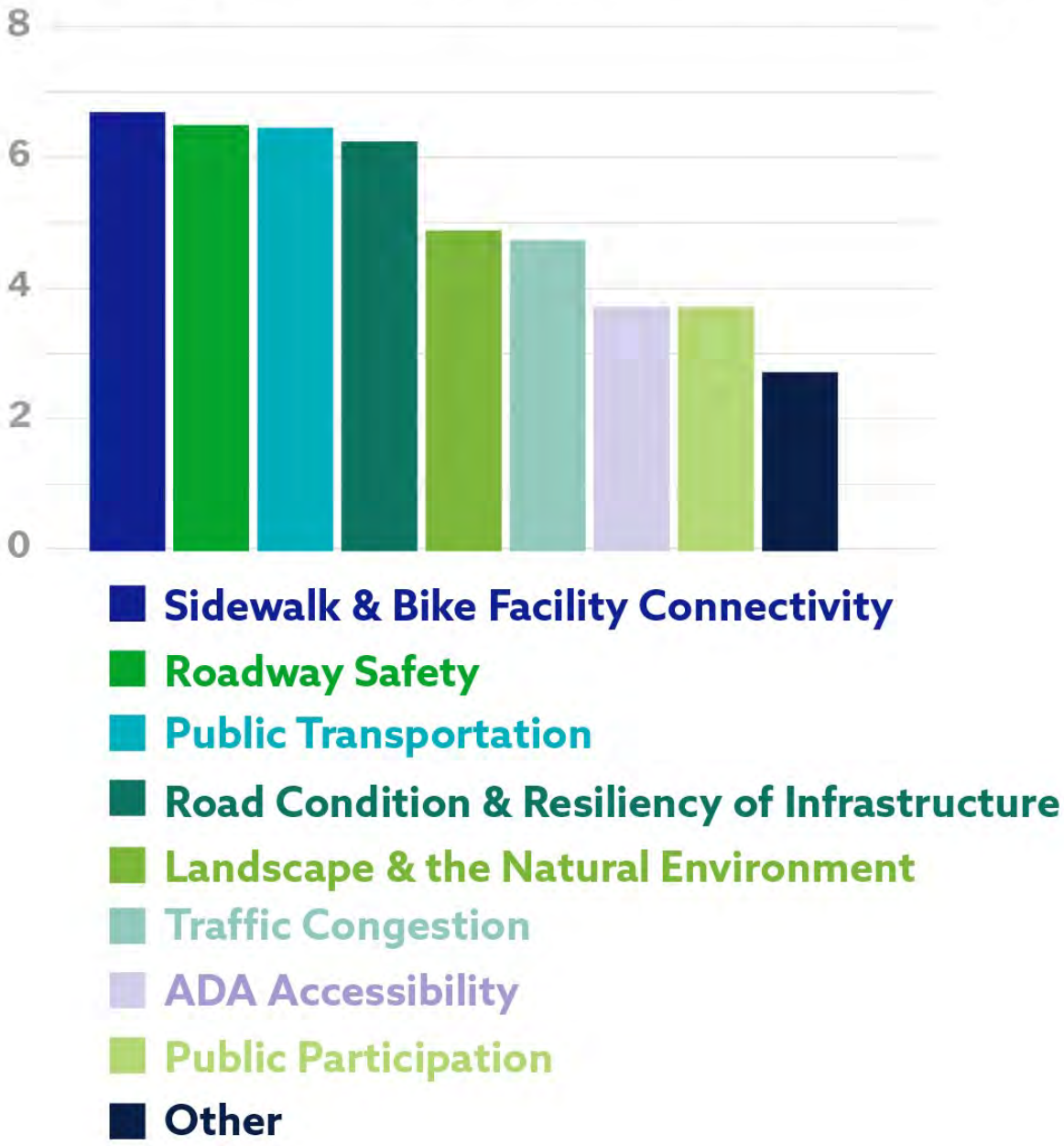



## Question 11



## Question 12

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



# 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:

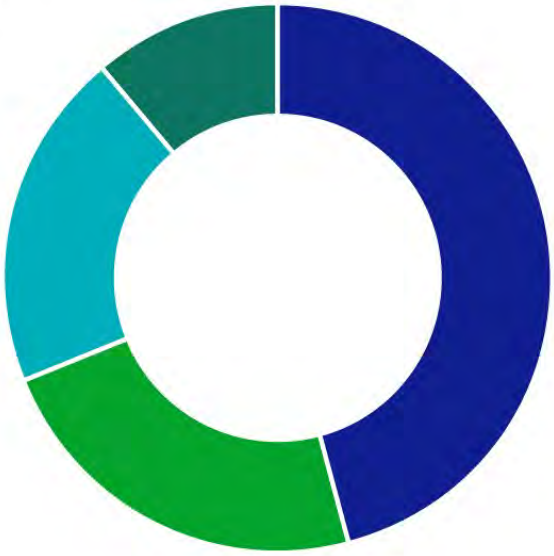
- I'm disabled and I was waiting for the bus, and they didn't have room for me, I'm not the only one that it happened to, I talked to other disabled and Seniors that had the same experience.
- Both work and medical transport are needed for those reliant on services for support - especially through the 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.**

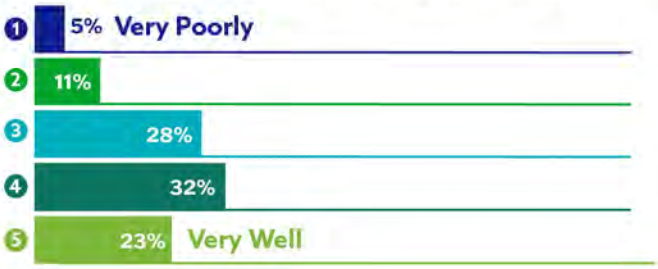
- **46% Agree**
- **23% Strongly Agree**
- **20% Disagree**
- **11% Strongly Disagree**



# Question 14

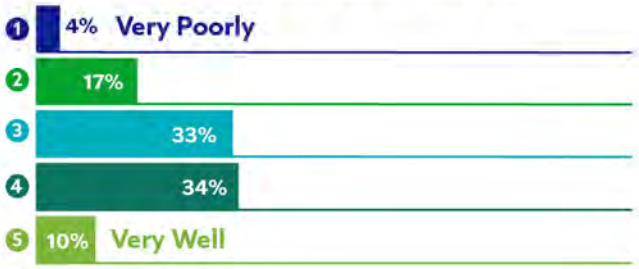
**Rate how well you think the following areas are performing in the CAMPO region (1-5).**

EASE OF VEHICLE TRAVEL ON HIGHWAYS/INTERSTATES



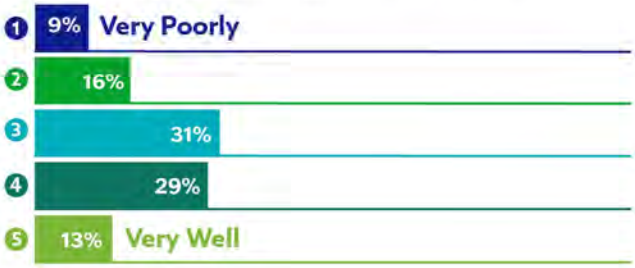

**Rate how well you think the following areas are performing in the CAMPO region (1-5).**

EASE OF VEHICLE TRAVEL ON ALL OTHER STREETS



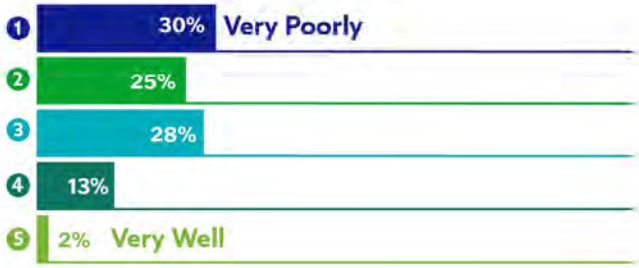

**Rate how well you think the following areas are performing in the CAMPO region (1-5).**

TRAFFIC SIGNAL OPERATIONS



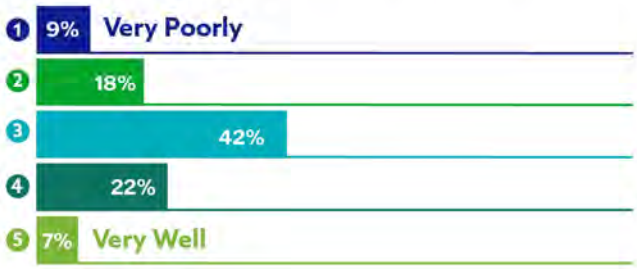

**Rate how well you think the following areas are performing in the CAMPO region (1-5).**

PAVEMENT CONDITION OF ROADWAYS




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

VEHICLE TRAFFIC SAFETY



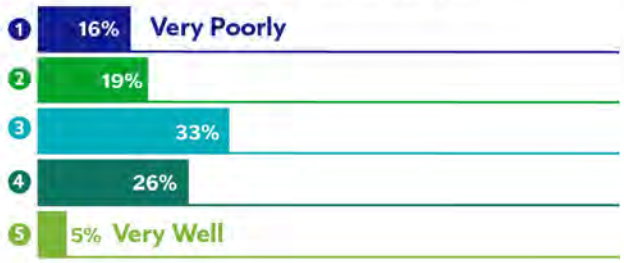

**Rate how well you think the following areas are performing in the CAMPO region (1-5).**

PEDESTRIAN (WALK/BIKE/ROLL) TRAFFIC SAFETY

# Question 14 (continued)

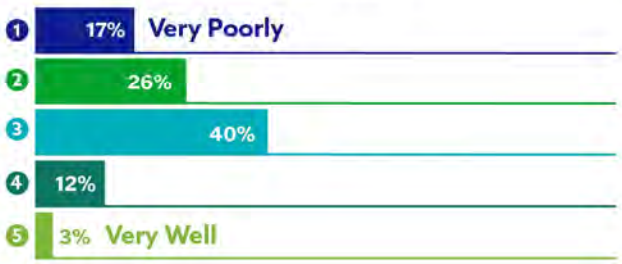
**Rate how well you think the following areas are performing in the CAMPO region (1-5).**

CONDITION OF SIDEWALKS & MULTI-USE PATHS



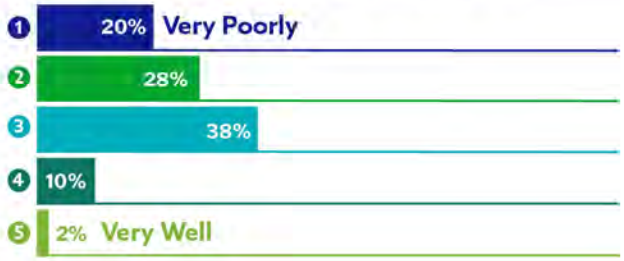

**Rate how well you think the following areas are performing in the CAMPO region (1-5).**

ACCESS TO PUBLIC TRANSPORTATION




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

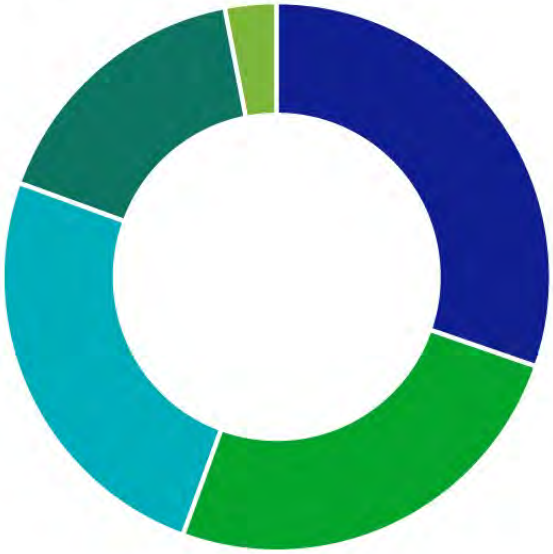
EASE & FREQUENCY OF PUBLIC TRANSPORTATION



## Question 15

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

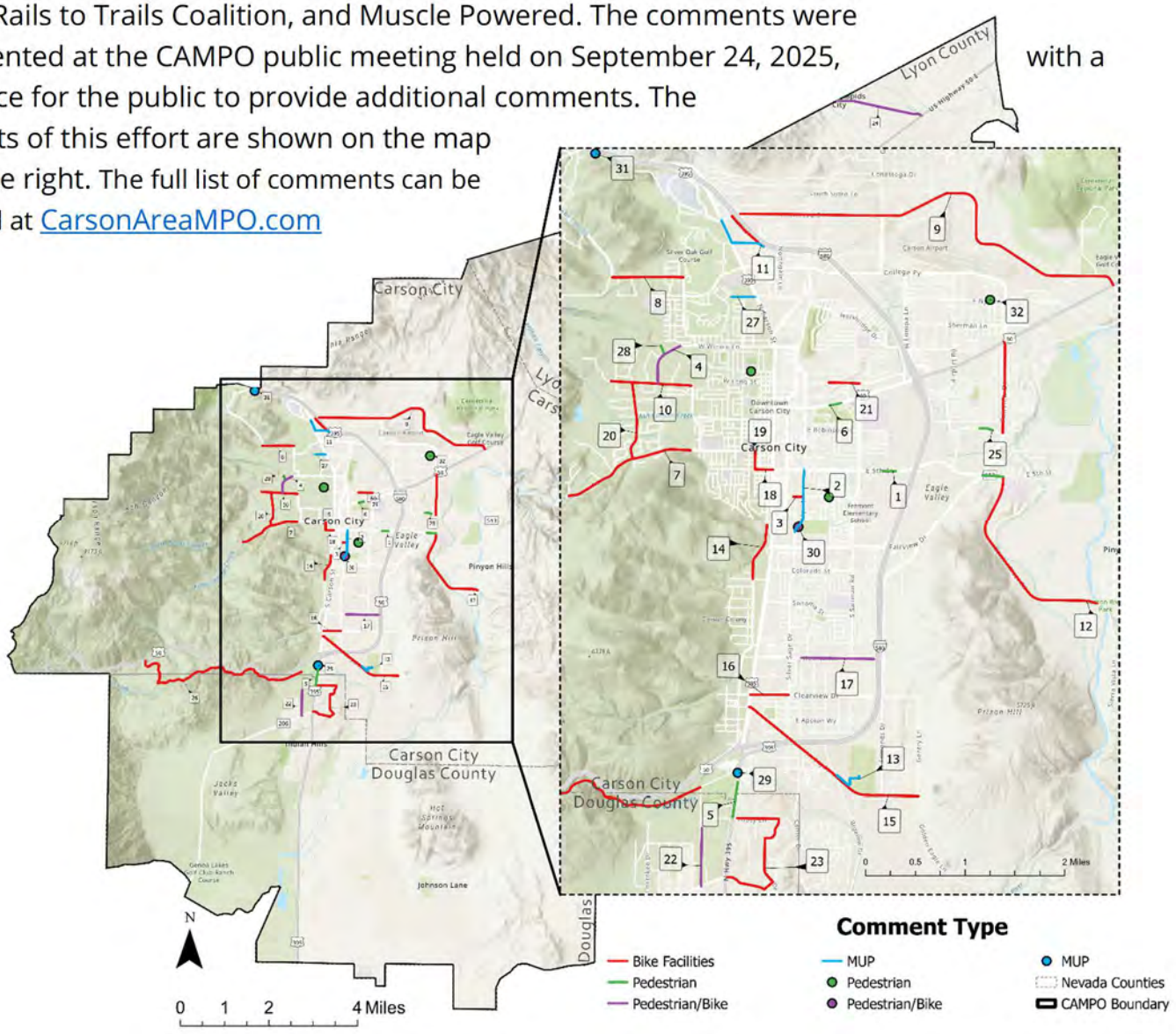
30% Use Transit
26% Walk
25% Bike
16% Drive
3% Other



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

## 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



## 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 44 comments. Comments and responses were presented to the CAMPO Board and are shown below.

| 2050 RTP Draft - Public Comments/Edits Received | | | | | |
|---|---|---|---|---|---|
| # | Comments/Edits | Source | Contact | Response | RTP Edits |
| 1 | My comment is that Carson City is doing a good job of building dedicated bike paths and multi purpose trails. My suggestion is to continue to push the biking infrastructure outwards. For example if you had a complete multi purpose trail loop around prison hills that bike riders could use you would find an increase in visits to Carson City to ride the awesome trail system. People who ride bikes have money to spend at local businesses. This would be another destination reason to visit Carson City. | Public | Franco DiCarlo | Thank you for the comment. The RTP includes a map of proposed multimodal connections that will be referenced for any new project or new funding opportunity that arises, including for areas outside of Carson City. We can share the comment with the Carson City Parks, Recreation & Open Space Department regarding Prison Hill, as they manage the recreational trail system. | None |
| 2 | May I suggest that the Nevada Offroad Association be included in the planning partners for this 2050 plan. I see increasing OHV use of our city streets. I believe it is time to consider the establishment of designated OHV routes within Carson City. Matthew Giltner, President of NVORA, has agreed to work with RTC to establish this concept in the draft 2050 plan. | Public | Maurice White | Staff met with NVORA and discussed concepts and needs for off-highway vehicle use in the CAMPO area. The primary focus was on preserving access to high-use HV areas and providing adequate parking for staging OHV equipment. Additional language has been added in Chapter 4.1.3 in the Land Use section discussing the importance of transportation access to public and federal lands. | Additional language added to Chapter 4. |
| 3 | Page 4. I do believe that the Historic Virginia & Truckee Trail should also be considered as a Partner | Public | Donna Inversin | CAMPO will add the logo to CAMPO partner agencies. | Logo added to page 4. |
| 4 | Page 32 There is a link to the 4.4.4 Bicycle Network Planning Maps the Douglas County Bicycle Plan that was linked to was the old outdated 2014 plan. Perhaps it would have been better to link to the Douglas County Comprehensive Trails Plan https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_12493019/File/2023%20Tails%20Plan/Douglas_County_Trails_Plan_Adopted_01182024.pdf This was approved January 18, 2024 and includes the bIke lanes. This is similar the Carson City's UPMP. | Public | Donna Inversin | CAMPO staff reviewed the pertinent bicycle plans in Douglas County. Staff will include the link with the list of Bicycle Plans within CAMPO. | Added link of trails plan to page 32. |
| 5 | Page 33 We would like to work with you on correcting some perceived errors on the route for the Historic Virginia & Truckee Trail. | Public | Donna Inversin | CAMPO staff followed up on specifics. | The map was updated and replaced on page 34. |
| 6 | Pag A8 DO.3. Heybourne Road Connector Construct new road to improve north/south travel between Stephanie Way and Johnson Lane. Suggestion: Include with this a Multi-use Path alongside the road. This path is a part of the Douglas County Comprehensive Trails Plan | Public | Donna Inversin | CAMPO staff reviewed the Douglas County Comprehensive Trails Plan and incorporated planned MUP, bike lanes, and sidewalks, as referenced. | The map was updated and replaced on page 34. |
| 7 | Page A11 CC.37 W. Washington Connector Construct a new local road connection to improve eastwest circulation and access between Longview Way and Ormsby Boulevard. Connect to existing W. Washington Street dead-end. Suggestion: Include a multi-use path (wide sidewalks) to connect the Historic Virginia & Truckee Trail (HVTT) to Longview and bypass Ormsby (unless there are better plans for making the connection between Washington and the multi-use path at the end of Longview on Ash Canyon. | Public | Donna Inversin | Multi-use pathways and bicycle lanes are shown in Figure 16 on page 34, connecting both Washington Street and the multi-use pathway along Anderson Ranch to Longview and the V&T Trail. These future connections would allow the V&T Trail to utilize a route closer to the original V&T Railroad alignment. | None |

| 2050 RTP Draft - Public Comments/Edits Received | | | | | |
|---|---|---|---|---|---|
| # | Comments/Edits | Source | Contact | Response | RTP Edits |
| 8 | Page A13 Multi.2 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. The Douglas County Comprehensive Trails Plan has the HVTT along the Heybourne Ditch Road, where the original Virginia and Truckee Railroad went. | Public | Donna Inversin | Noted. Thank you for the comment. | None |
| 9 | In none of the projects listed did I see, fiscally constrained or unfunded, is there a project to connect the section of the Carson City Freeway multi-use path from where it currently ends at the south end of N. Lompa Lane to Northridge Drive. Does this not fall under CAMPO? And is instead an issue for Carson City Public Works? | Public | Donna Inversin | Multi-use path connections are shown on page 33 which includes a multi-use path along N. Lompa Lane. Not all pathways and sidewalk projects are identified as stand-alone projects. Inclusion as a separate project or not does not lessen a project's chances of obtaining grant funding or the ability of staff to request development accommodation for the improvement. | None |
| 10 | Also, In none of the projects listed did I see, fiscally constrained or unfunded, is there a project to connect the Carson City Freeway multi-use path north from Silver Oak to Arrowhead. This is a connection that I have advocated for years as it would provide a safe route to the hospital and many medical offices in that area. | Public | Donna Inversin | Multi-use path connections are shown on page 33, including a connection between Silver Oak Drive and Arrowhead Drive. Not all pathways and sidewalk projects are identified as stand-alone projects. Inclusion as a separate project or not does not lessen a project's chances of obtaining grant funding or the ability of staff to request development accommodation for the improvement. | None |
| 11 | I wonder why the CAMPO boundary in Douglas County does not extend south to Genoa Lane? | Public | Stanley Lawhead | The CAMPO metropolitan planning area (MPA) is based on the U.S. Census defined Carson City Urbanized Area (UZA). The planning area considers an area beyond the UZA that is anticipated to urbanize within a 20-year horizon. The MPA boundaries will be re-evaluated following the next (2030) decennial census. | None |
| 12 | There really needs to be acceleration lanes both north and south bound on hwy 395 form east bound Genoa Lane. The speed limit is 65 on 395 and extremely difficult to merge safely onto hwy 395. The traffic congestion on 395 south of 580 is terrible and only going to get worse. | Public | Stanley Lawhead | Thank you for the comment. This intersection is outside of the CAMPO boundary, but CAMPO will share your comment with NDOT, as they own US 395. Please also refer to the US 395 Southern Sierra Corridor Study. | None |
| 13 | The development of parallel routs should be better developed. How about developing a freeway from 580 south on the east side of Carson Valley to 395 south of Gardnerville. The connection over the Carson River to Vicky lane is a start but not enough to accommodate todays traffic needs. | Public | Stanley Lawhead | Alternative routes were considered as part of NDOT's US 395 Southern Sierra Corridor Study. There are no connections proposed at this time. | None |
| 14 | The grandiose multiuse road (path) along south Carson St. should be eliminated and South Carson St. returned to 3 lanes both north and south. The new multi use road (path) is rarely used and a side walk is available. | Public | Stanley Lawhead | Thank you for the comment. Forecast traffic operations analysis justified the reduction in lanes and reduced future maintenance costs. CAMPO reports bicycle and pedestrian use as part of the annual Network Monitoring Report. | None |
| 15 | Why isn't there a crosswalk on South Carson St. at Sanoma Lane. Sanoma is a significant access to the neighborhood east of South Carson St. Jay walking is a common occurrence at this location because there is not an available crosswalk within a reasonable distance to Sanoma St. | Public | Stanley Lawhead | There are existing crosswalks with flashing beacons across Carson Street near Moses Street and Rhodes Street. Those locations were identified in 2017 as part of the S. Carson Street feasibility study. | None |

| 2050 RTP Draft - Public Comments/Edits Received | | | | | |
|---|---|---|---|---|---|
| # | Comments/Edits | Source | Contact | Response | RTP Edits |
| 16 | It is sad that funding is so short to accomplish the wonderful projects in the regional transportation plan. I am not sure what the answer is. People seem to only want a free ride and not pay for the services that are needed. My only suggestion is more outreach and education. | Public | Stanley Lawhead | Thank you for the comment. | None |
| 17 | 5.1 Section, page 48: A 25-year $1.5B shortfall is mentioned. The 25-year projected revenue is only $878M. In other words, we only have a little over one third of the revenue needed to service our transportation needs. While I will comment, on other RTP sections and programs, this problem is the over-riding concern and is a crisis for CAMPO. | Public | Mark Costa | Thank you for the comment. | None |
| 18 | What are the consequences of this $1.5B shortfall? There are charts showing deficits but the consequences of the $1.5B need to be clearly shown. A straight forward listing of important, uncompleted projects needs to be present. The Board of Supervisors and the RTC need to clearly see how CAMPO will be affected. Does this shortfall include staff expenses or are the staff expenses already included in the projected expenditures? | Public | Mark Costa | The consequences will likely result in more frequent occurrences of breakdowns, potholes, and equipment failures, resulting in higher maintenance costs. Additional language related to consquences has been added to Chapter 5.1. The cost of the projects includes design and administrative costs. | Additional language added to Chapter 5. |
| 19 | It is understood staff are limited in what solutions they can propose to correct the funding shortfall. I feel that re-allocation of some of the General Fund reserve should be allocated to road projects. Other capital purchases should be curtailed to make funds available for road preservation. New technology to make roads more durable and easier to repair is in use elsewhere and should be considered in CAMPO. Some of these new technologies have been described during public comment at the CAMPO/RTC meetings and should be explored. | Public | Mark Costa | Agreed. A new section has been added to Chapter 4.9 related to pavement technologies. | Additional language added to Chapter 4. |
| 20 | A-3, project CC-3 and A-7, project CC-15: Pavement preservation projects are listed on the Appendix A pages. According to the PCI projection chart, the condition of the roads is expected to deteriorate by about 65% over the next 25 years. What is included in these projects and what impact will they have on alleviating the continued decline of the roads? The one district out of five priority system per year is referenced. Can this once every five-year system for preserving the roads be revisited or at least a suggestion be made in the RTP? The prioritization should be based on PCI coupled with frequency of travel? | Public | Mark Costa | CAMPO prioritized projects in the RTP based on those submitted by local agencies, such as Carson City. CAMPO staff gave a detailed explanation of all factors used to prioritize projects in September of 2025. The Carson City Pavement Management Plan is the process that Carson City uses to select annual pavement projects. Input of the Pavement Management Plan should be referred to the Carson City RTC. | None |
| 21 | 6.3.1 Section, pages 59-61: The LOS (Level of Service) is discussed and illustrated. I understand the TDM determines the LOS. But there needs to be a discussion of what LOS A through F means. What features or characteristics are present in each of levels? This discussion would help the reader to understand what is exactly at stake. | Public | Mark Costa | Agreed. A new graphic that describes LOS has been added to Chapter 4.2. | Addition graphic added to Chapter 4. |

| 2050 RTP Draft - Public Comments/Edits Received | | | | | |
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| # | Comments/Edits | Source | Contact | Response | RTP Edits |
| 22 | 7.1 section, Page 63: Future Programming.<br>The Legislature needs to be lobbied for improved transportation funding methods. It has been both known and shown for years the gasoline tax cannot keep pace with maintenance costs due to improved vehicle mileage efficiency and electric vehicles reducing its revenue. The gasoline tax needs to be gradually replaced with a mileage payment method. The DMV has been collecting mileage information on individual vehicle registrations for several years. A new mileage-based revenue program should be approved by the Legislature. The information provided in this RFP should be a good incentive to do so. | Public | Mark Costa | Thank you for the comment. Table 11 includes a mileage-based option. | None |
| 23 | Specific technologies to aid in transportation repairs and maintenance should be listed in this section. Drone repair of potholes and road cracks is one available example. Membrane pavements, often made of fabric laminated with rubberized asphalt, serve as a waterproof and stress-relieving barrier to slow down cracks from developing. These examples and other technologies need to be explored now as a way to alleviate payment deterioration. | Public | Mark Costa | Please see comment 19. | Additional language added to Chapter 4. |
| 24 | 4.4.4. Section, Page 32: Bicycle New Work Planning Maps.<br>There is a great deal of discussion about active transportation and Bike/Ped both is this plan and at RTC/CAMPO meetings. Related projects are listed. Personally, I don't see many bicyclists. I have been told by staff that bicycle headcounts exist. It would be beneficial to show these headcount numbers and where the bicyclists are going to objectively assess the need for new projects and how well the completed projects are being utilized. I am referring to actual counts of riders here and not modeled numbers. | Public | Mark Costa | Bicycles and pedestrians are counted by Carson City on all four major Complete Street Corridors; S. Carson, N. Carson, Downtown Carson, and East William, every season. CAMPO only reports the counts each local agency completes. Counts are compiled and reported annually in the Network Monitoring Report. | None |
| 25 | 4.4.2 Section, Page 31: Safe Routes to School<br>Headcounts of children in this program and their means of transportation should also be included in the RFP. How many children ride bicycles to school? Linking the children, who ride bicycles to school, should be linked to proposed and existing bicycle routes. If many children ride bicycles to school, the vehicle traffic should be reduced and the exercise would be of benefit to them. | Public | Mark Costa | Thank you for the comment. CAMPO will share your comment with the SRTS Coordinator. The SRTS Coordinator reviews student counts annually in the spring in accordance with grant requirements. Staff will consider adding this infromation to future Network Monitoring Reports | None |

| 2050 RTP Draft - Public Comments/Edits Received | | | | | |
|---|---|---|---|---|---|
| # | Comments/Edits | Source | Contact | Response | RTP Edits |
| 26 | 4.5 Section, Page 34: Transit and Service Transportation<br>A short narrative on the highlights of the actual Transit headcount should be shown. Who is riding transit and where are they going? The fees from the riders are a source of match for the federal grants and should also be highlighted in this RTP. This information would also demonstrate what investment the public is making in Transit. There are anecdotes of Transit buses being largely empty and having only several passengers in them. The headcount information would help to answer this concern. Last month over $1.2M was approved to expend on purchasing two buses. Different types of Transit vehicles exist and are smaller than the buses currently in use. A reduced ridership on a particular route may warrant a smaller and maybe less expensive vehicle. New transit strategies should be explored to reduce costs and provide the better service to important destinations as requested on the public surveys. Perhaps, some Transit could be used to transport children, who do not have access to a school bus, to school. | Public | Mark Costa | Transit data is included annually in both the Network Monitoring Report and the JAC Monitoring Report. General JAC ridership data was added to Chapter 4.5. Fares are not a source of matching funds, but they do reduce both local match and federal costs. JAC operates smaller vehicles as well as larger vehicles, and does not anticipate needing only large vehicles for service. Transit strategies are described in Chapter 4 of the RTP. | Ridership data added to Chapter 4. |
| 27 | 4.7 Section, Page 40: Roadway Network<br>The Johnson Lane area in Douglas County needs a special note. The Painted Rock Mine recently began trucking operations to transport gravel and rocks using Johnson Lane. I don't have the latest vehicle or trailer count but dozens of trucks per day are expected. Some trucks are hauling multiple trailers, adding to the load. Johnson Lane is not built for this heavy traffic and road repairs will have to be accelerated due to this usage. Johnson Lane is an important road for residences and schools which generate their own traffic. Road safety will also be a concern. This situation and possible mitigations should be addressed in the RTP. | Public | Mark Costa | Please refer to Project DO.4 on page A5 of Appendix A for the Johnson Lane Pavement & Drainage Repair from Heybourne Road to Vicky Lane. This project was provided by Douglas County. These concerns about Johnson Lane will be provided to Douglas County. | None |
| 28 | Page 4 Please add the Historic Virginia & Truckee Trail as a partner. Our trail project was previously adopted by Campo | Public | Juan Guzman | CAMPO addressed this concern in Comment 3. The V&T will be listed as CAMPO partners on page 4. | Please see comment 3. |
| 29 | Page 5 the Douglas County Comprehensive Trails Plan was adopted in 2023 please add to Key Milestones. | Public | Juan Guzman | CAMPO will add this plan to the Bicycle Plans within the RTP. | Staff to add link of trails plan to page 32 |
| 30 | Add the above Douglas County Comprehensive Trails Plan to page 32 Section 4.4.4 Bicycle Network Planning Maps. | Public | Juan Guzman | CAMPO will add this plan to the Bicycle Plans within the RTP. | Staff to add link of trails plan to page 32 |
| 31 | Was there any data exploration on regional travel patterns, either remaining as they are today or with future growth elsewhere, how these will change beyond the Lyon County area? TRPA, through its affordable housing work, is collecting data on where people live and work and how affordable housing has affected these choices. While we begin gathering this data, we have heard anecdotally that residents of Tahoe have moved to Carson for affordable housing while they continue to work here. I found only one public comment in your outreach that mentions this, so maybe it is not as strong a move as we think. I have also heard this about Carson residents commuting to Reno. | TRPA | Michelle Glickert | With the updated of the TDM, a thorough examination of travel patterns from many different gateways. In addition, CAMPO looks at commute patterns within the Census On the Map tool and reports annual updates within the annual Network Monitoring Report. CAMPO staff will look at ways to explore how to include the influence of affordable housing on commute patterns in the future, perhaps through an examination of a jobs-housing balance for LC, DC, CC, and CAMPO to compare. | None. CAMPO to continue to explore within the Network Monitoring Report |

| 2050 RTP Draft - Public Comments/Edits Received | | | | | |
|---|---|---|---|---|---|
| # | Comments/Edits | Source | Contact | Response | RTP Edits |
| 32 | Along those regional lines, it would be beneficial to see more narrative around the value of park and ride. Park and ride projects are represented in the unconstrained project list; however, these could be justified more within the transit narrative, other than on page 40, where it is mentioned in the environmental considerations. | TRPA | Michelle Glickert | Agreed. Additional detail has been added to Chapter 4.6 and Chapter 7.1. | Additional language added to Chapter 4 and Chpater 7. |
| 33 | General comment on pg. 56. There is a summary of the county and city projects; however, there is no mention of active transportation projects. This may be accurate, where they are focused on roadway maintenance, LOS, etc. This caught my attention because there are non-roadway plans such as SRTS, ADA Transition, etc. on pg. 57. | TRPA | Michelle Glickert | Agreed. Additional detail was added to Chapter 6.1 for Carson City to clarify the use of other modal plans like SRTS and the ADA Transition Plan. | Additional language added to Chapter 6. |
| 34 | Please add the extension of the multi-use path that currently ends at Edmonds Field (Pete L. complex) along the S. side of the freeway to the frontage road that ties into the signal at Old Clear Creek Rd. to the Fiscally constrained Projects – or at least to the unfunded project list. | Public | Chas Macquarie | Please refer to Project CC.21 on page A8 in Appendix A. This project, the South Carson Mulit-Use Path Connector, is in the Fiscally Constrained Project List. | None |
| 35 | There needs to be more benches and shelters at Jac bus stops. At the very least, they should be connected to a sidewalk. The stop on Ormsby Blvd, just south of College Pkwy is in the middle of the landscape rocks. There is no flat place to stand. The one across the street (N. bound Ormsby) is separated from the sidewalk by the landscape strip. I'm sure there are other examples. This project should be added to the Fiscally Constrained Projects list in Appendix A. | Public | Chas Macquarie | CAMPO will share your comments with the Transit Coordinator who also has a desire to improve the comfort of all transit riders, and can prioritize these improvements, as funding allows. | None |
| 36 | I applaud you for creating and funding JAC. It's an important need for people with fewer resources. Please continue to meet their needs. | Public | Midge Breeden | Thank you for the comment. | None |
| 37 | Focus on the design speeds on Hwy 50 E. (slow down) Address pedestrian and bike safety through access standards. | Public | anonymous | Thank you for the comment. Staff will continue to refer to the Carson City Master Plan, and work with Carson City on an update to Carson City Access Management Standards. | None |
| 38 | Modify buses to allow for groceries (shelve in front w/ bins?) | Public | anonymous | Thank you for the comment. The idea will be shared with the Transit Coordinator. | None |
| 39 | Add evacuation routes – Additional money source? | Public | anonymous | The Federal PROTECT program (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation) is a federal formula funding program available to NDOT for activities such as evacuation planning and the construction of resilient infrastructure. There is also a competitive grant program. NDOT receives the formula funding, and it has been added to the available funding for the CAMPO region. CAMPO may seek PROTECT grant funds for specific projects. Additional language was added to Chapter 4.7 related to evauations routes and network resilientcy. | Additional language added to Chapter 4. |
| 40 | Confirm propose state buildings are on employment slide | Public | anonymous | Confirmed. The current Travel Demand Model (TDM) does include increased State office presence in downtown Carson City. As State office development plans come into focus, additional revisions will be included in any future TDM updates. | None |
| 41 | Are traffic improvement being designed for the peak or for the 80%? Should it be the 80%? | Public | anonymous | No. Traffic is not designed for the highest 80%. Traffic Operations follow guidance issued in the Highway Capacity Manual which in general means that design is conducted for the highest 15 minutes of the 30th highest hour of the year, generally closer to 90% of the peak. This is a less conservative design as compared to highest 80% indicated by the comment. | None |

| 2050 RTP Draft - Public Comments/Edits Received | | | | | |
|---|---|---|---|---|---|
| # | Comments/Edits | Source | Contact | Response | RTP Edits |
| 42 | Is the street pavement standard adequate? | Public | anonymous | Pavement standards are determined by local agencies and NDOT. Additional information related to pavement technologies has been added to Chapter 4.9. | Additional language added to Chapter 4. |
| 43 | Hwy 50 need to be integrated into CC (Carson City) and not an appendage. This means a design that recognizes residential uses in this area and accommodates safe pedestrian movement. | Public | anonymous | Thank you for comment. This was the goal of the US 50 East Carson Complete Streets Study. CAMPO will continue to incorporate recommendations from the US 50 East Carson Complete Streets Study as part of future project requirements. This commitment is outlined in Chapter 7. | None |
| 44 | Is there an opportunity for HS (High School) students to receive JAC bus passes and use public transit instead of school buses? | Public | anonymous | Thank you for your comment. CAMPO will refer this comment to the SRTS Cooridnator, who may have more knowledge of how to coordinate transit ridership and school-aged children. | None |

## 3 CAMPO 2050 RTP Learning Sessions

Three CAMPO 2050 RTP Learning Sessions were offered during the open public comment period. The events were advertised on social media (Facebook and Instagram) the Weekend Edition of the Nevada Appeal November 15-17, 2025, and through a Press Release, which opened on November 3, 2025.

# 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**

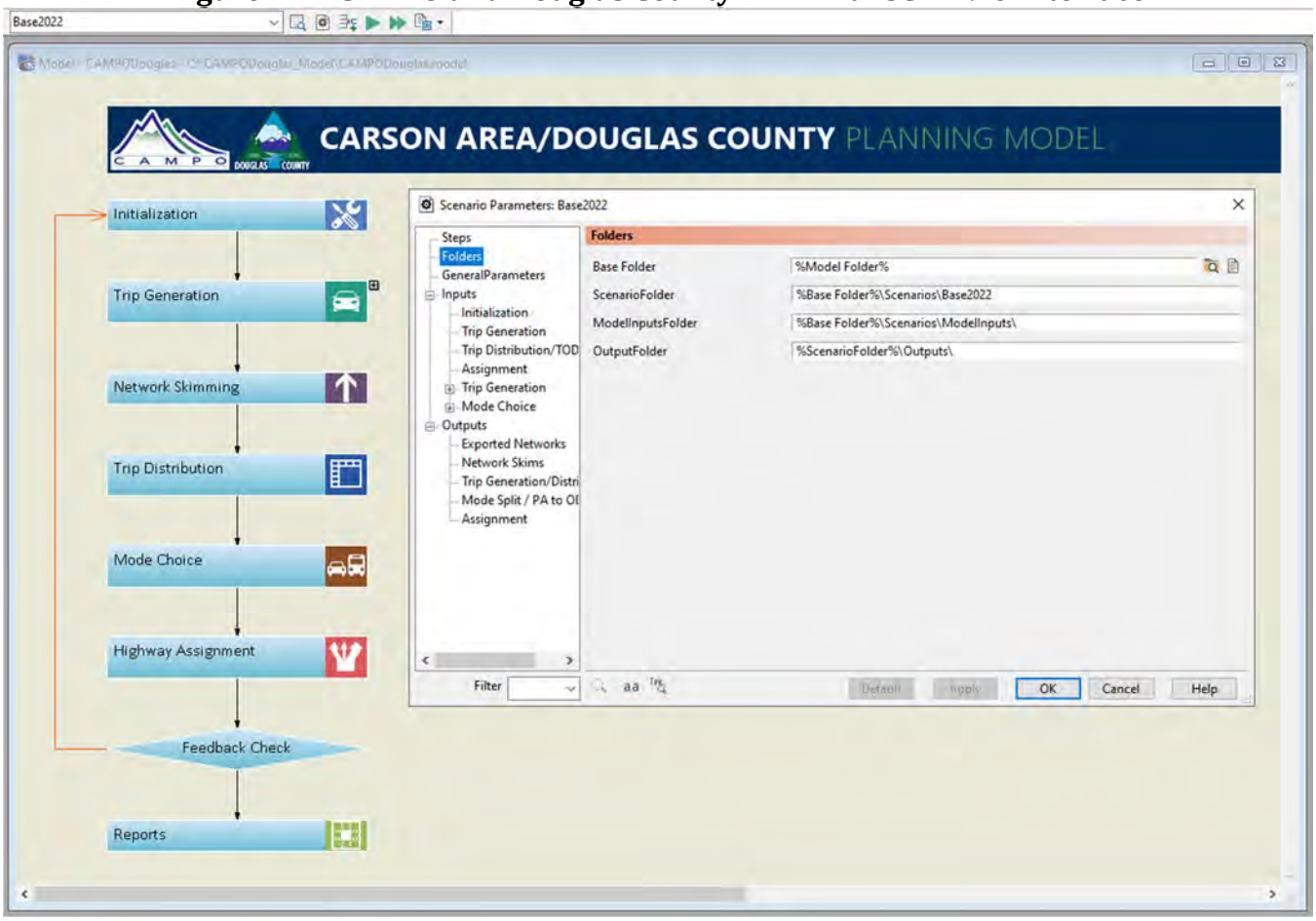



**Figure 1.2 - Model Folder Structure**

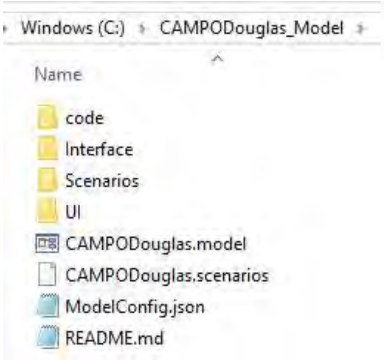



**Figure 1.3 - Model Folder Structure: Scenarios**

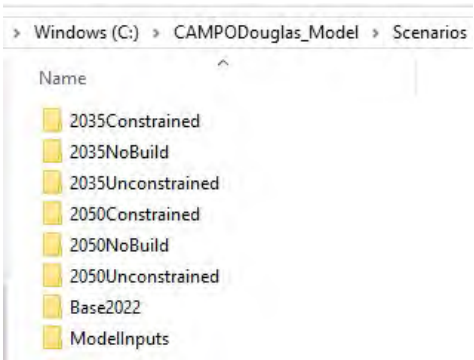
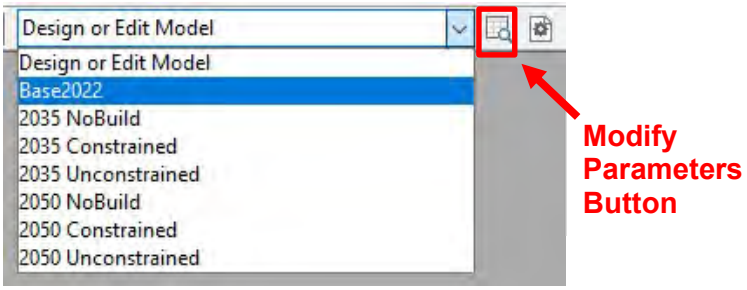


**Figure 1.4 - Model Scenario Dropdown**

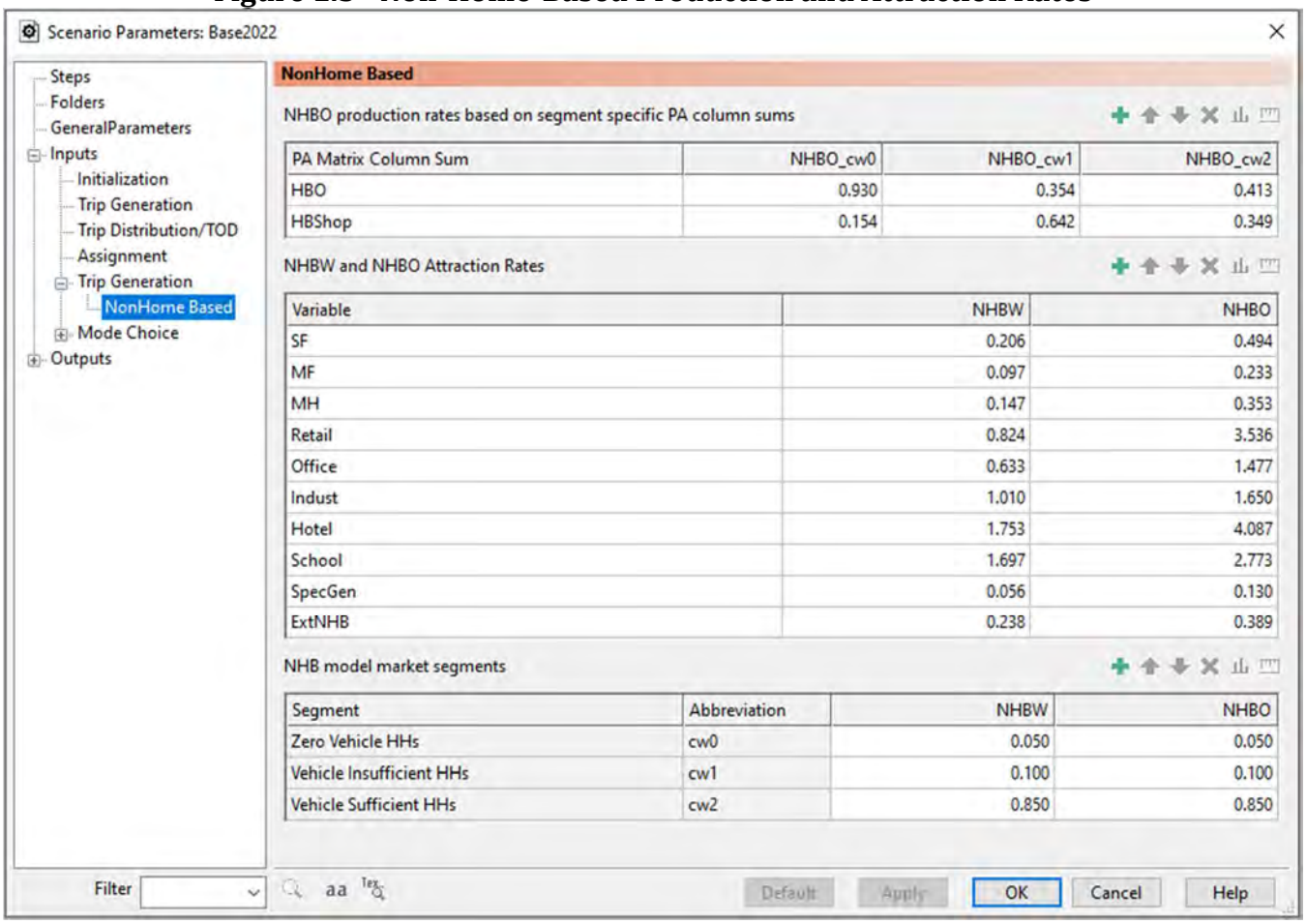



### 1.2.2 Trip Generation and Trip Distribution Sub-Models

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**

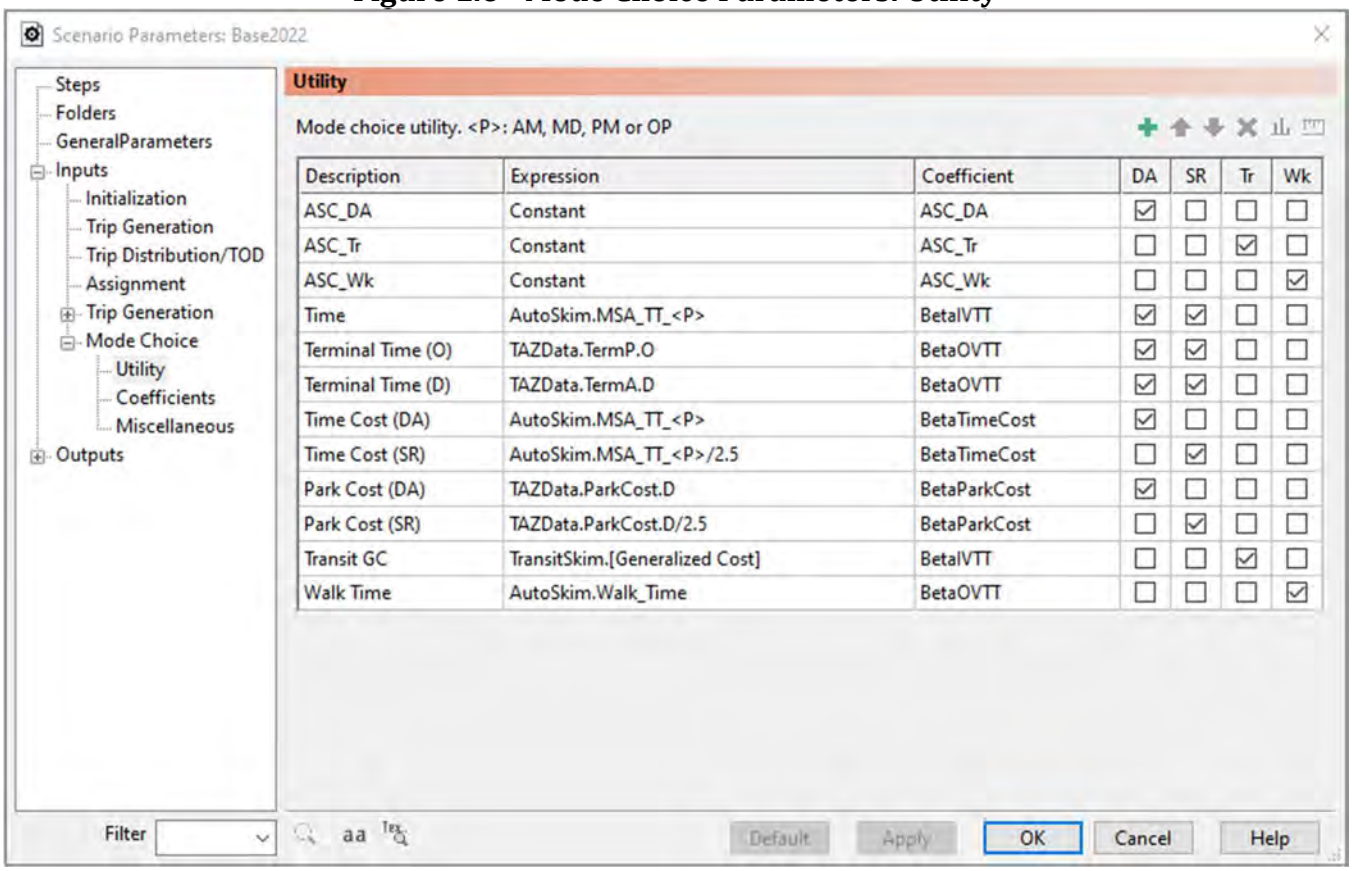



**Figure 1.7 - Mode Choice Parameters: Coefficients**

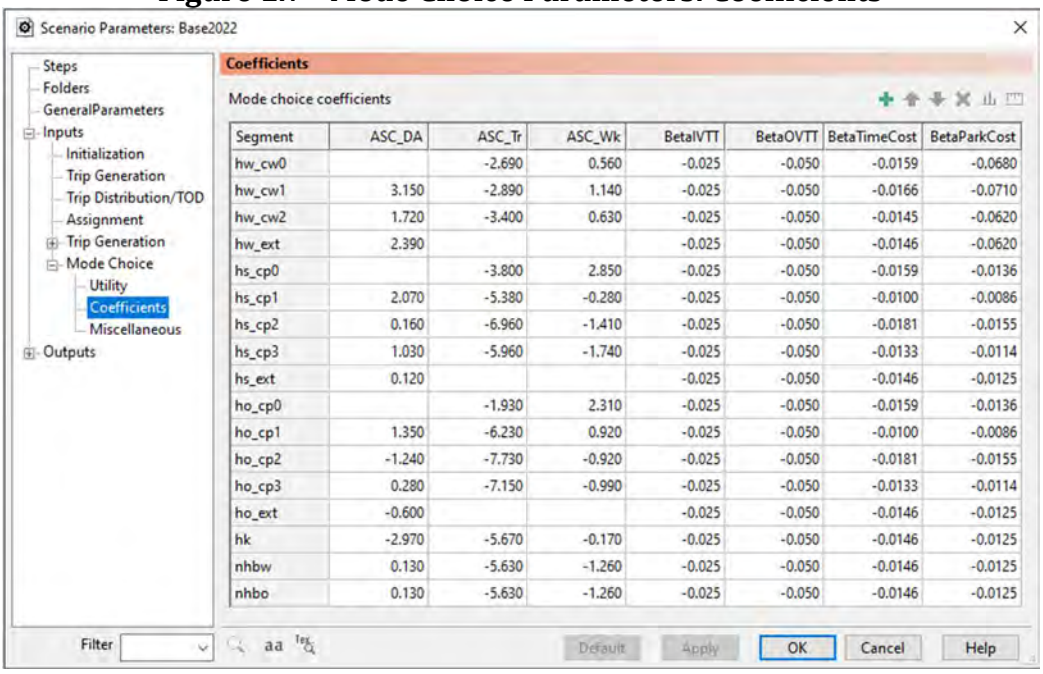
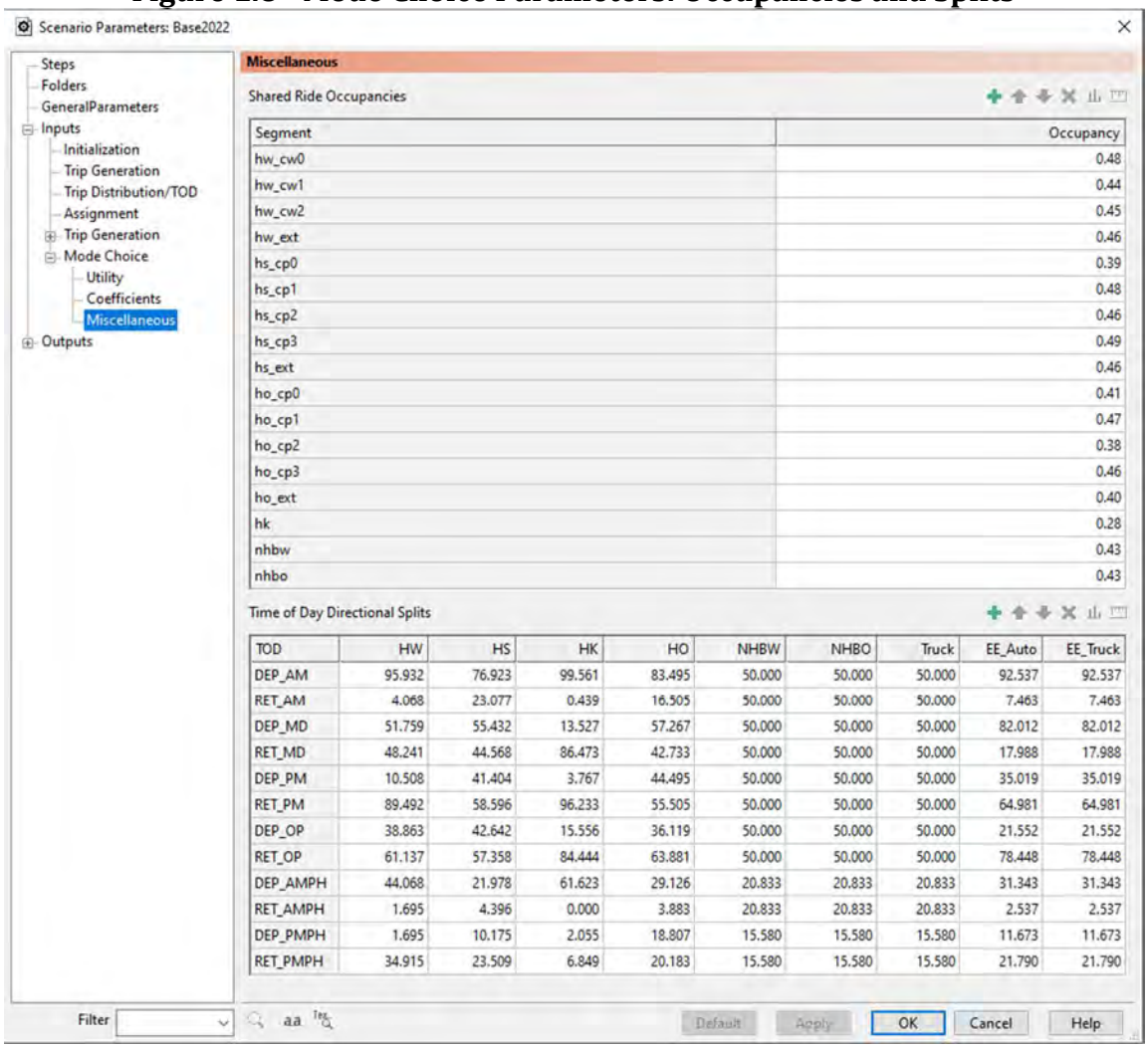


**Figure 1.8 - Mode Choice Parameters: Occupancies and Splits**




### 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:

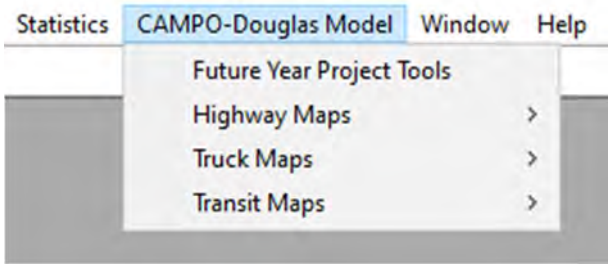
- Truck volumes were isolated from the other trip types throughout all modeling steps, including trip distribution, time of day, mode choice, and assignment.
- The truck trip generation rates and volumes were calibrated against truck rates and assumptions contained in the latest available version of 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**

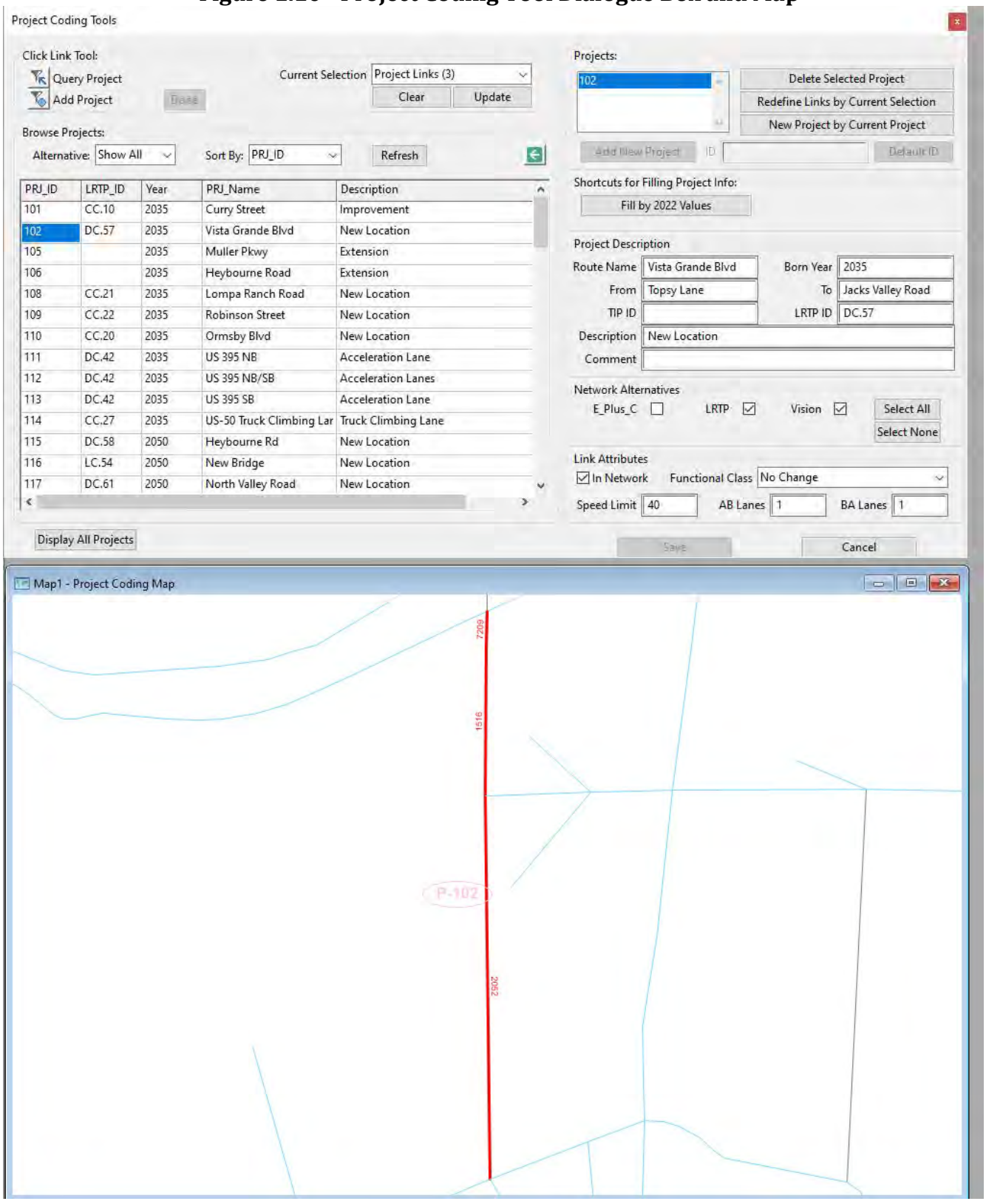



The CAMPO and Douglas County TDM includes the following enhanced or new tools:

- **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**.

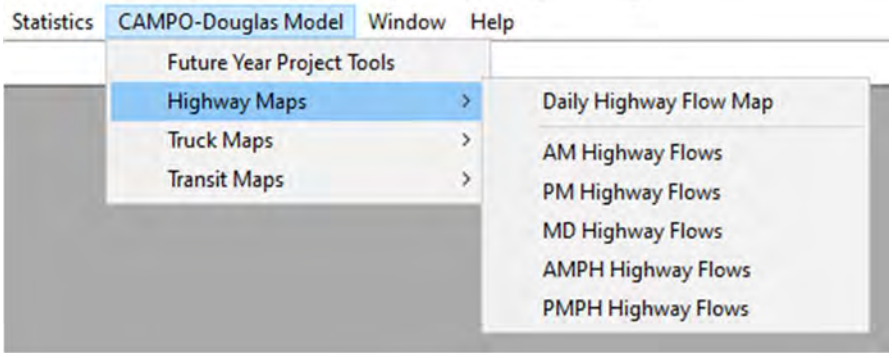
  The project editing tools were enhanced, including various bug fixes, stability fixes, and dialogue box improvements while viewing and editing projects. Clicking any project in the dialogue box will zoom to, label, and highlight the corresponding project links in the map, as well as show all the project 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**



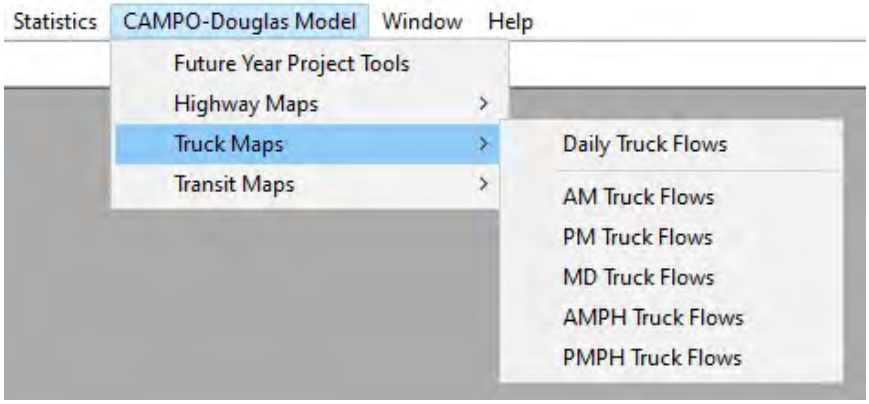
- **Highway Maps:** This tool is used to automatically generate maps that show the model roadway network labeled with model forecasted volumes. The tool was updated to generate maps for Daily, AM Peak 3-Hour Period, PM Peak 3-Hour Period, Midday 6-Hour Period, AM Peak Hour, and PM Peak Hour flows. The 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**



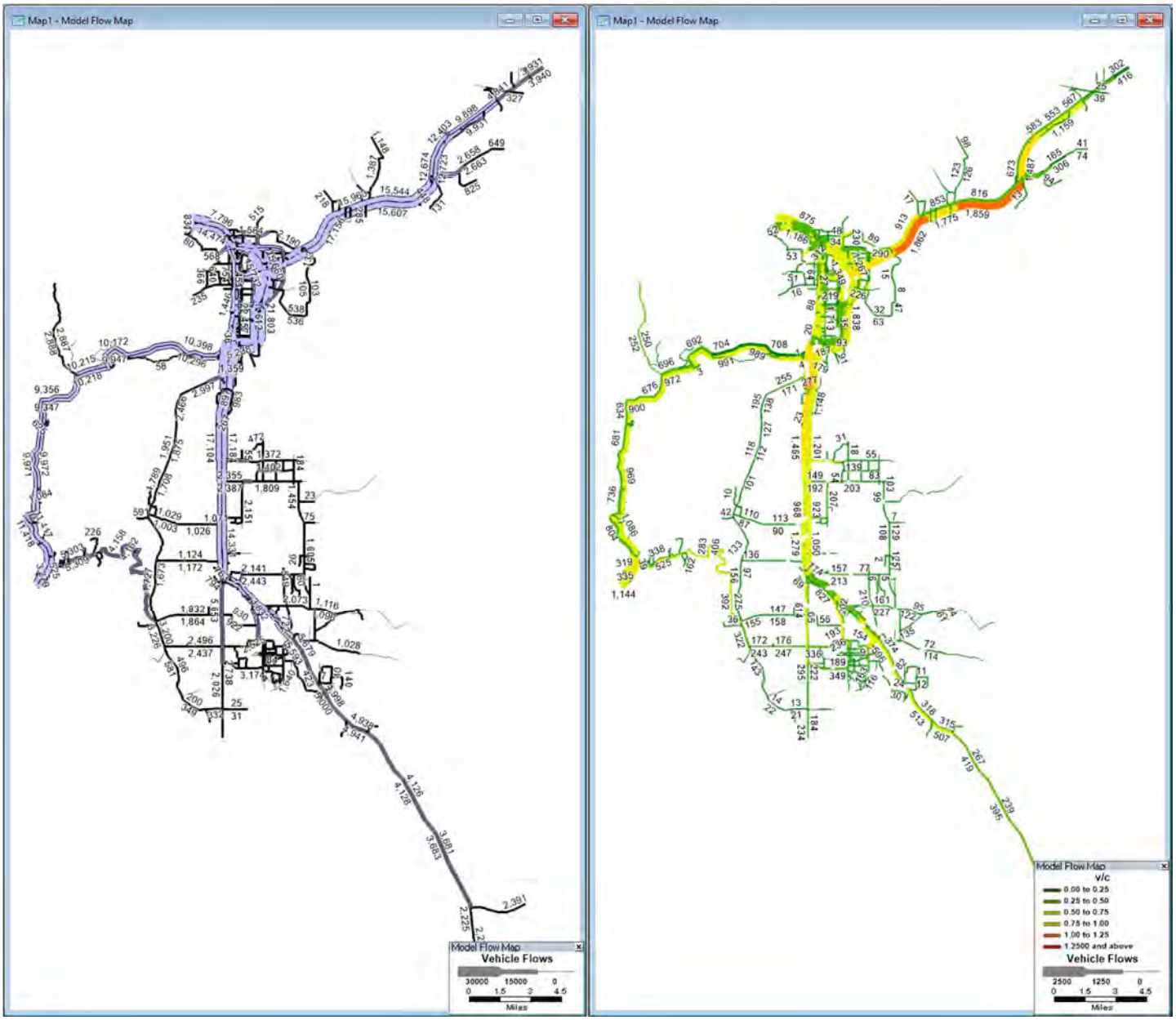

- **Truck Maps:** This new tool is similar to the Highway Maps tool but generates maps that show the model roadway network labeled with model forecasted truck volumes. The tool generates maps for the same time periods as the Highway Maps tool. The V/C ratios shown in the non-daily maps represent the 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**



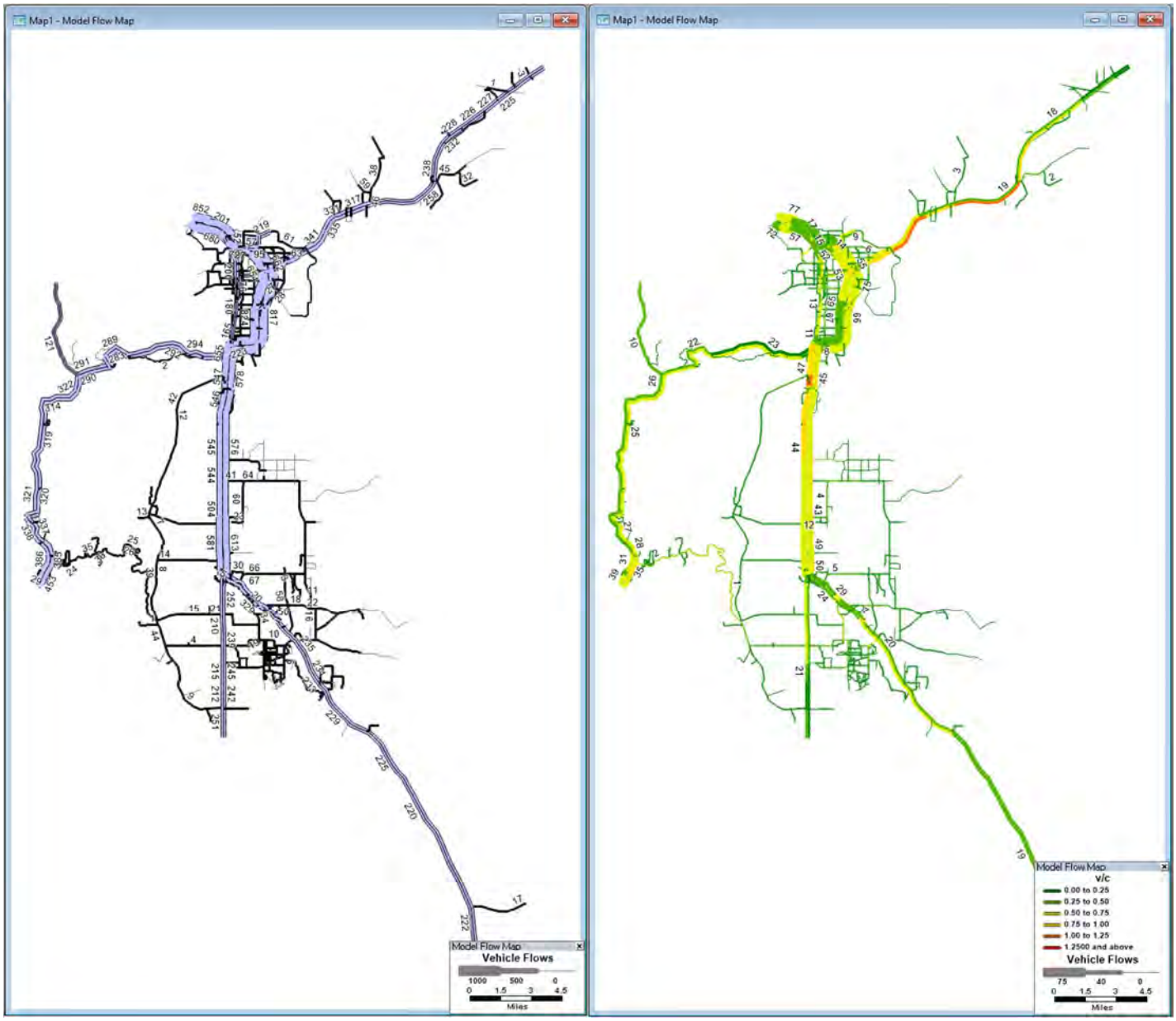

- **Transit Maps:** This new tool generates a map that shows total passengers riding on each segment of each transit route in the model. The prior CAMPO TDM included transit flows as tabular outputs, but the model did not previously display those flows graphically. The tool generates maps for daily transit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



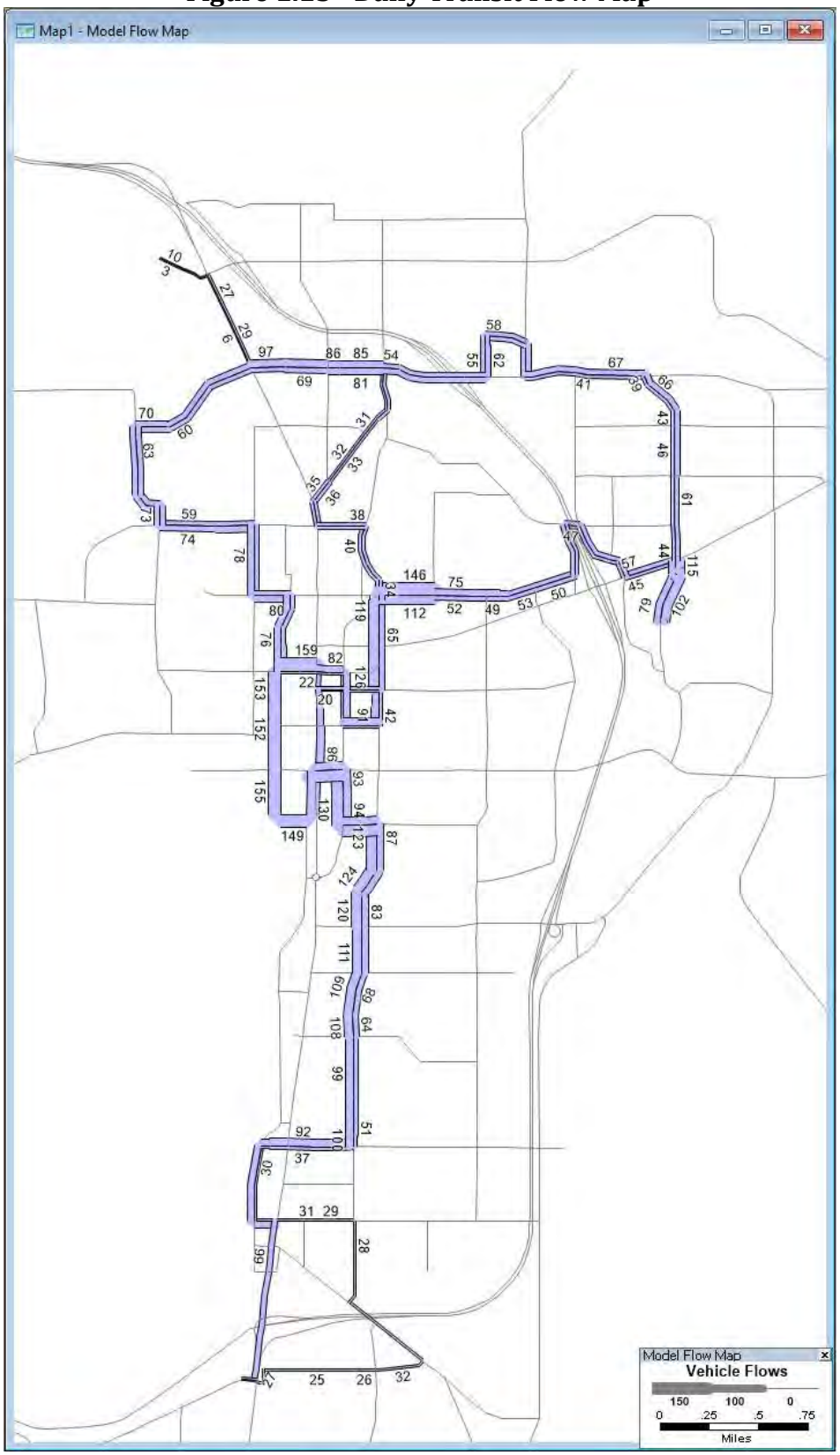

The model Daily Flow Map is shown on the left, and the model PM Peak Flow Map is shown on the right. In the maps, roadway segments are represented by lines called "links". The labels on the links represent the directional traffic volumes for the period shown (daily volumes and PM peak hour volumes). 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.

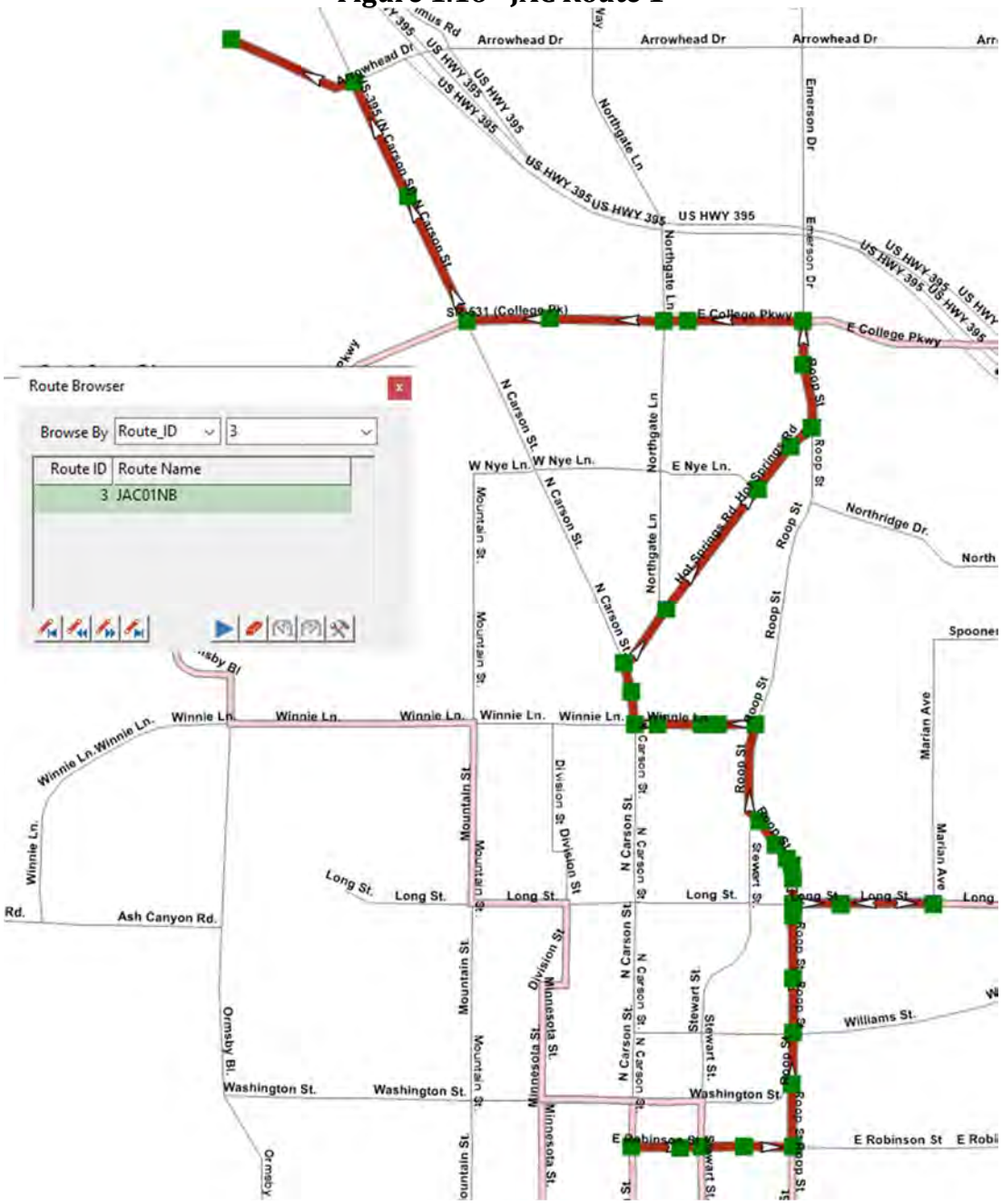
## 1.3 Additional Minor Updates

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.

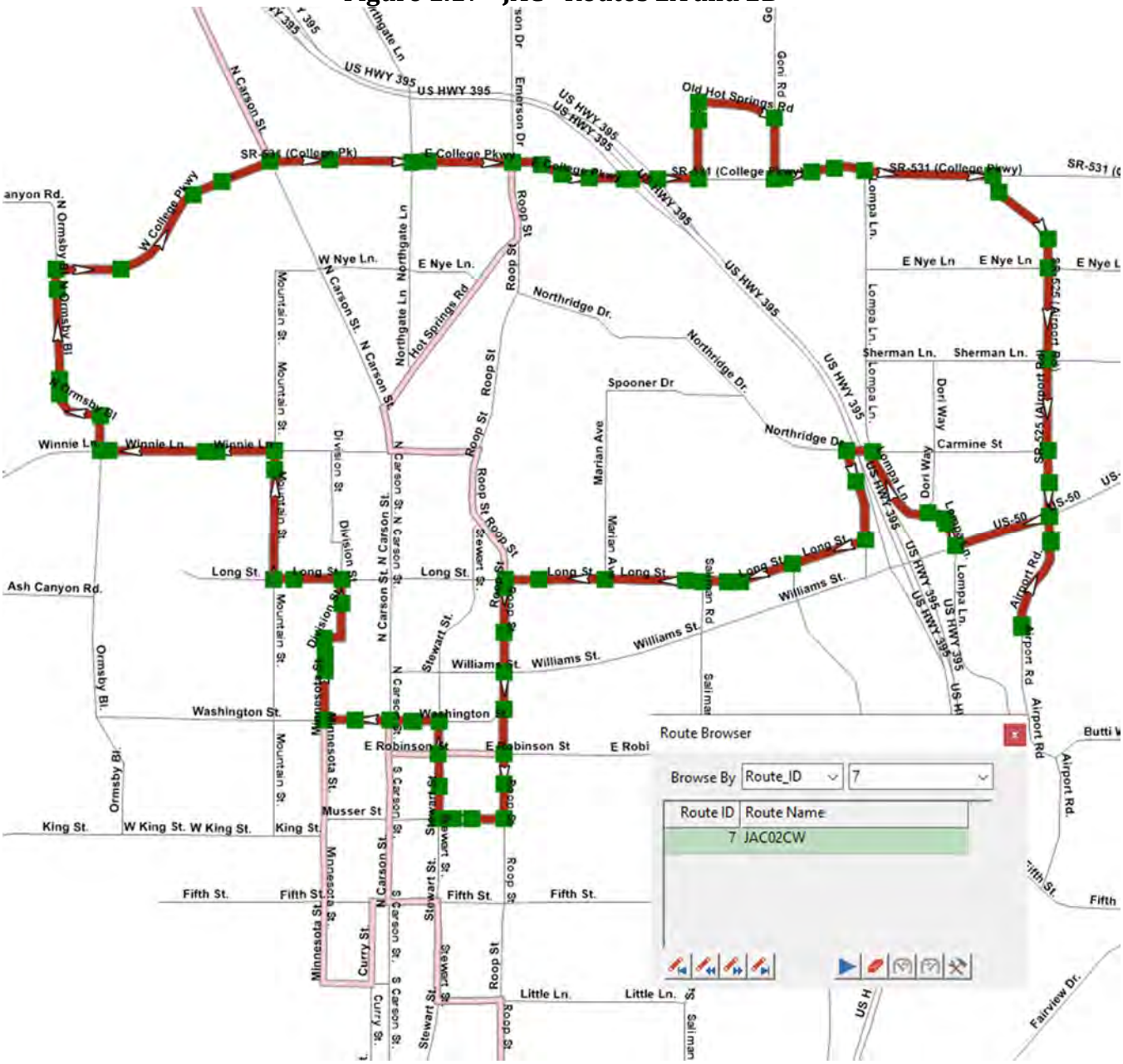
- Existing roadway posted speeds and land use quantities obtained from the prior CAMPO TDM and Douglas County/Carson City TDM were reviewed for accuracy and inconsistencies and errors were fixed. Additional information on the updates to the model inputs is included in Chapter 2 of this report.
- The 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**



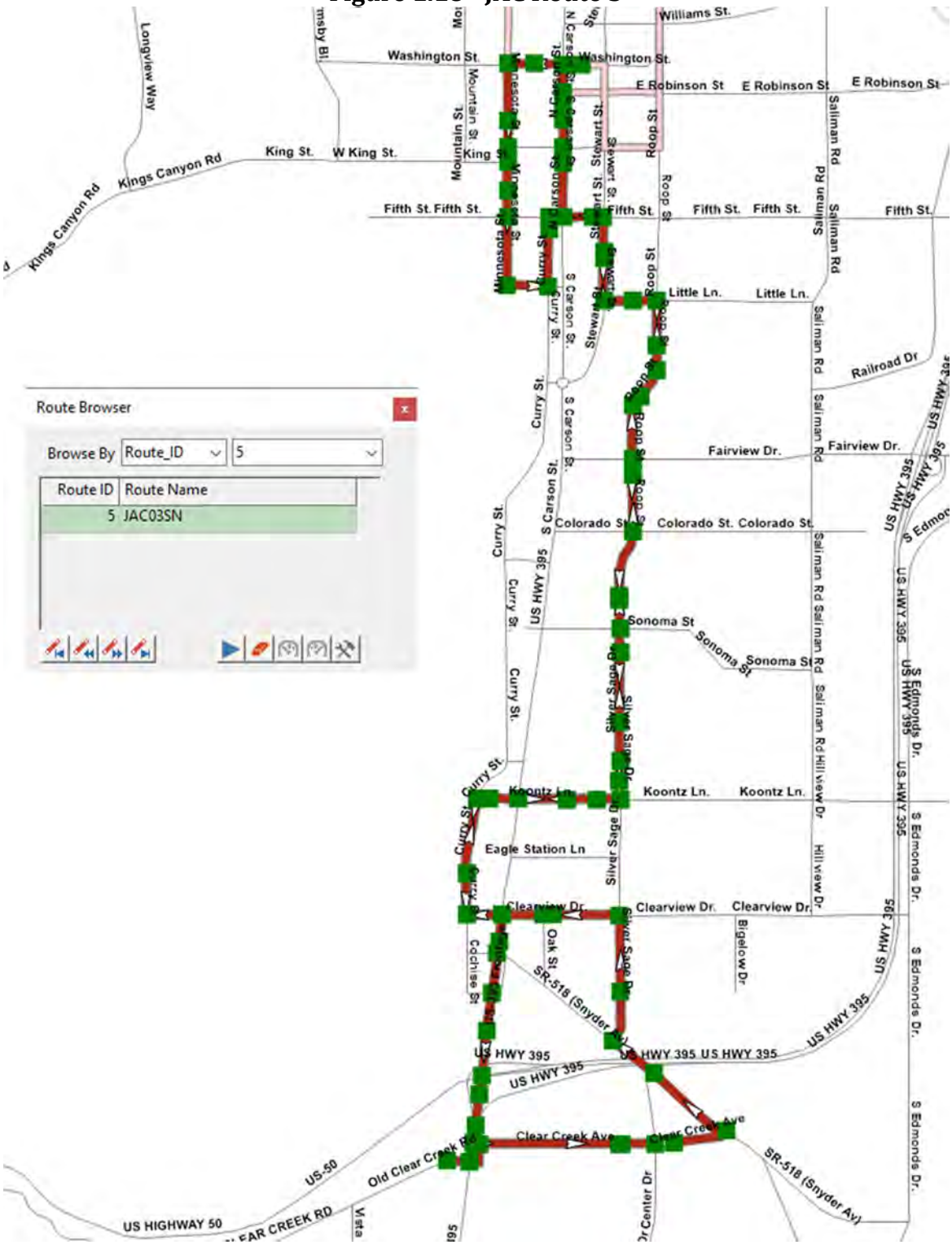

*JAC Route 1 runs northbound and southbound. The northbound route is shown.*

**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**.

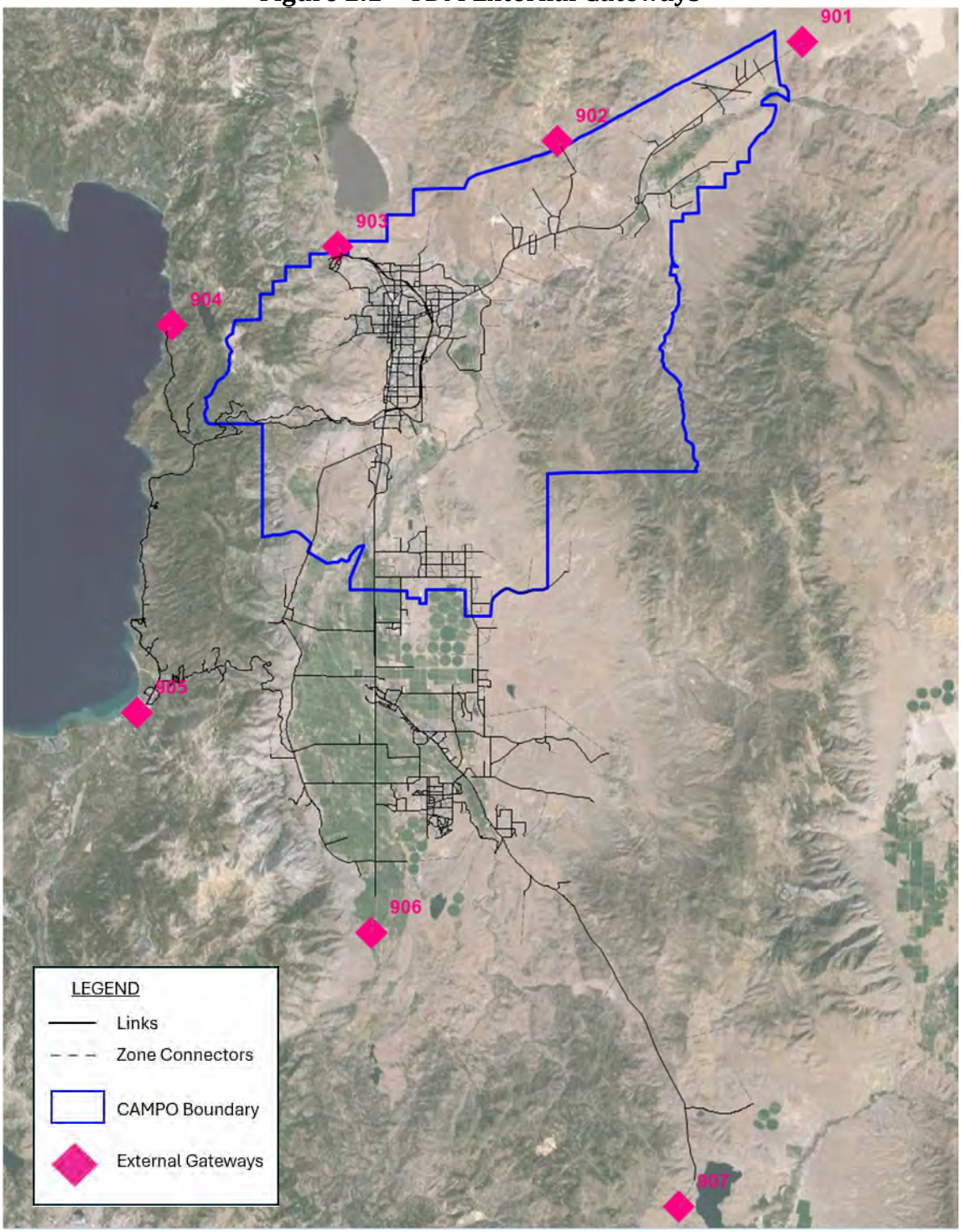
### 2.1.4 External Trips

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**

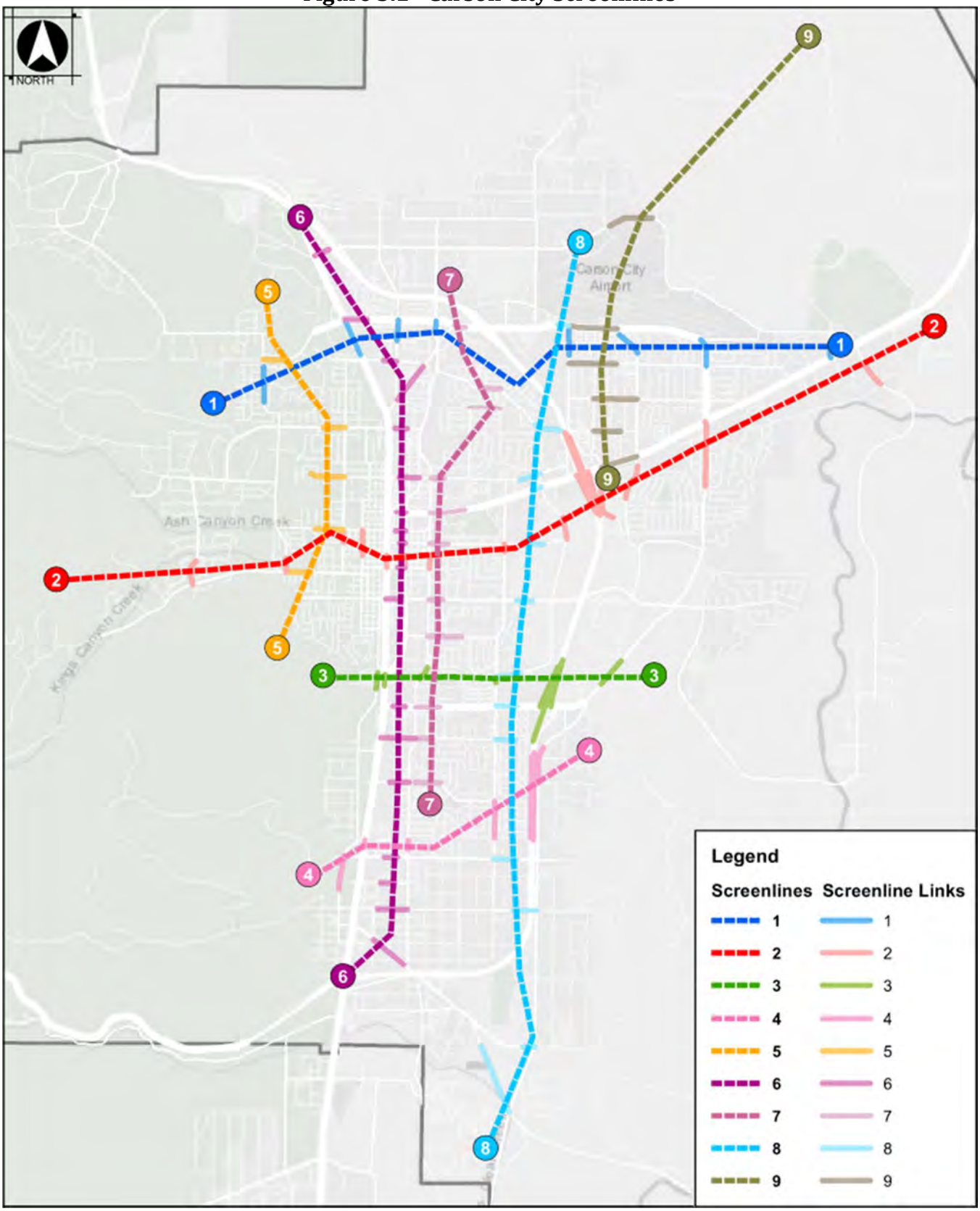


**Figure 3.2 - Douglas County Screenlines**

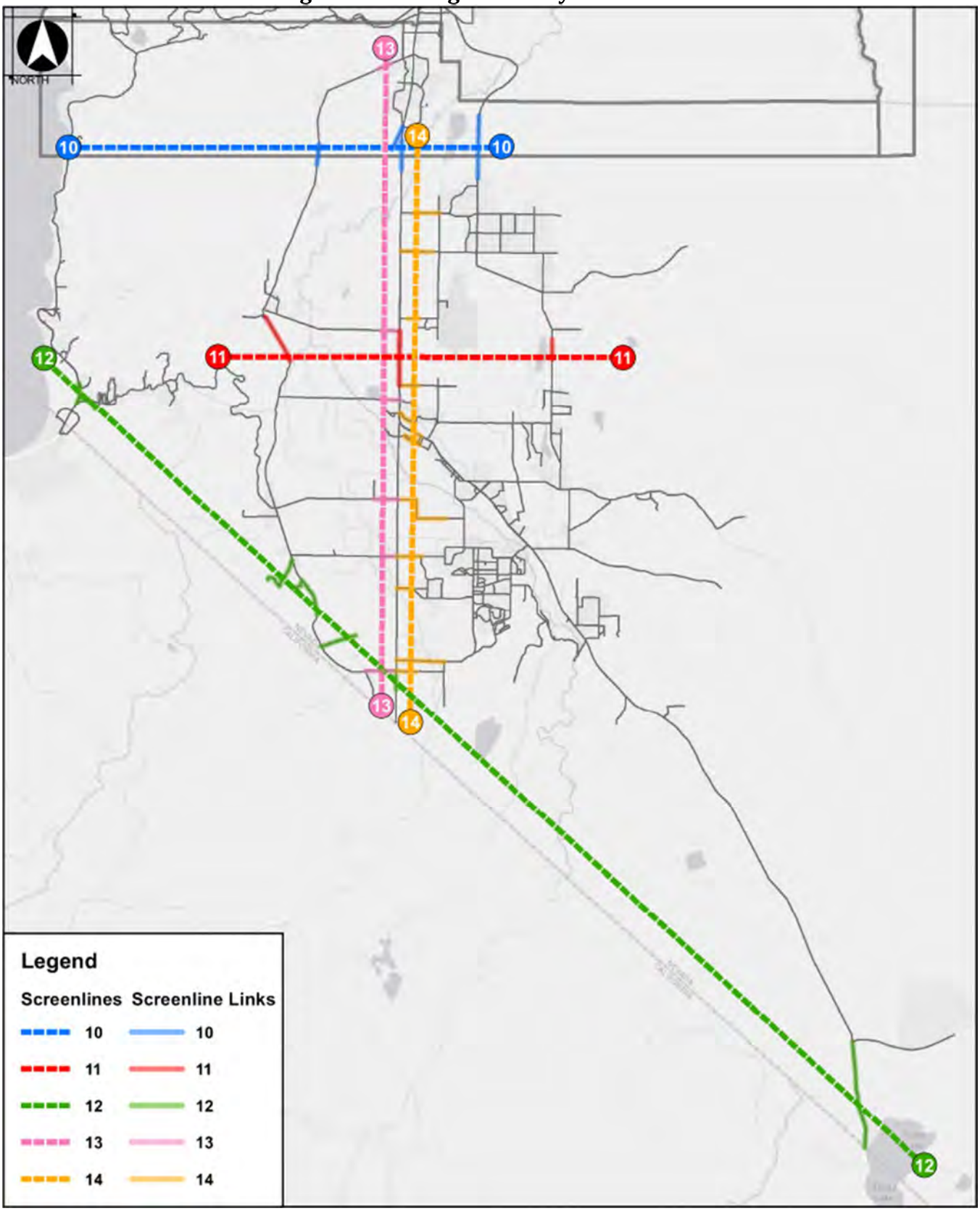


**Table 3.6 - Screenline Model to Count Comparison**

| 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:

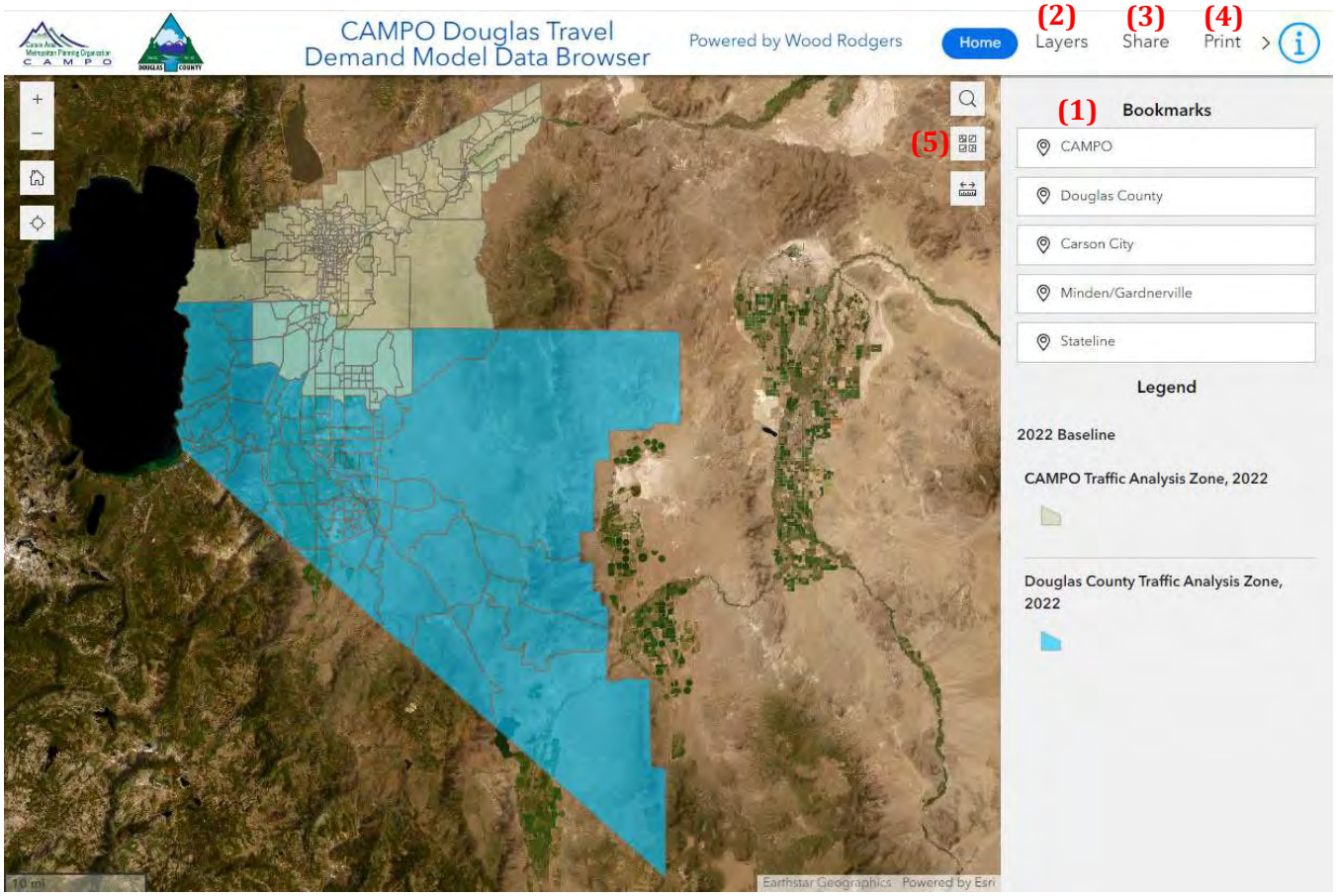
- Daily Volumes
- Daily Trucks
- AM Peak Hour Volumes
- PM Peak Hour Volumes

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**

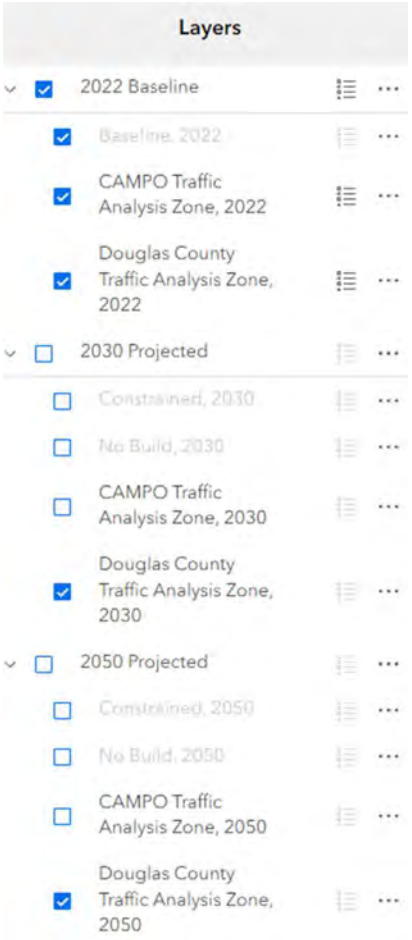
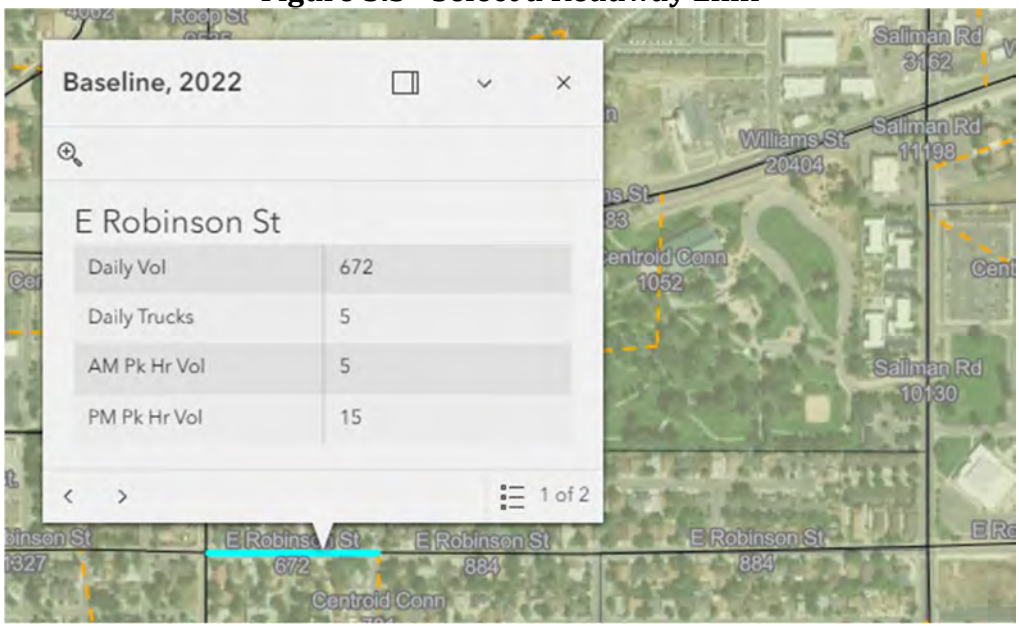
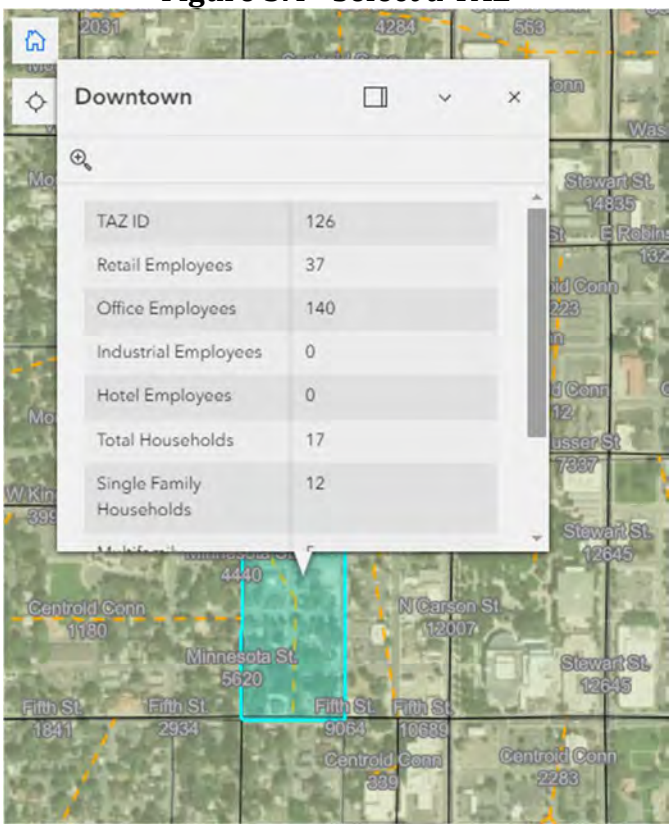



**Figure 5.3 - Select a Roadway Link**




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**

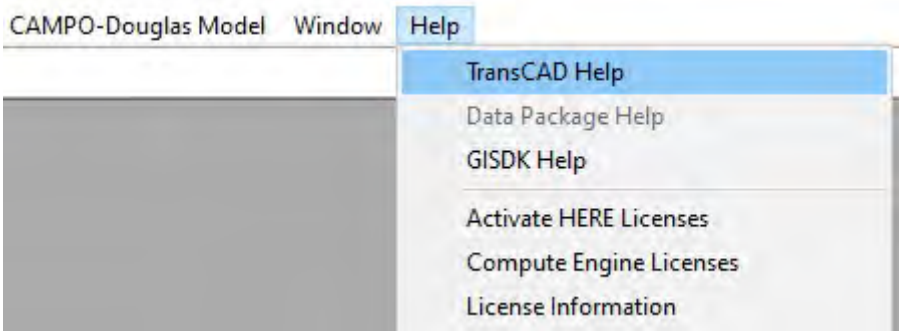
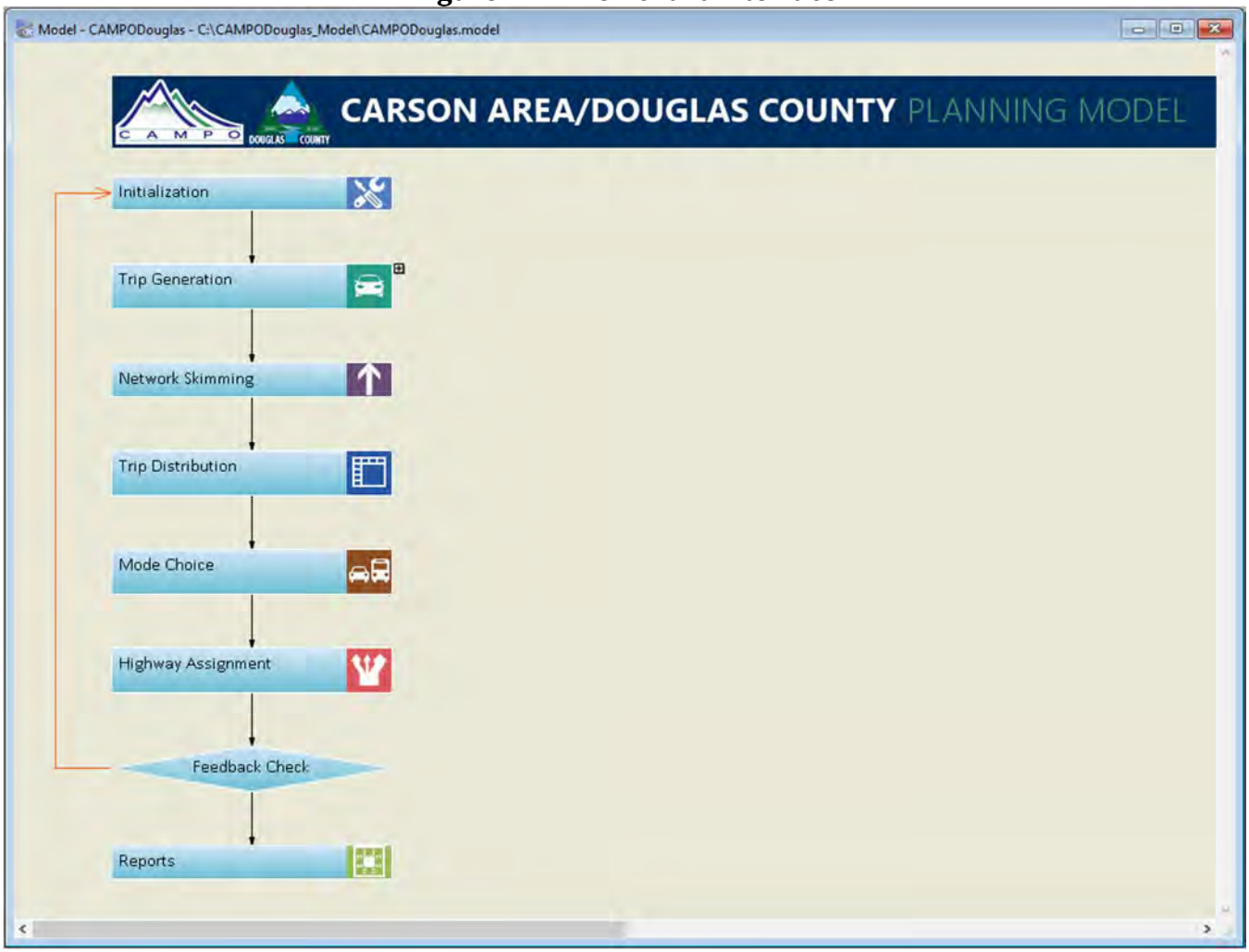


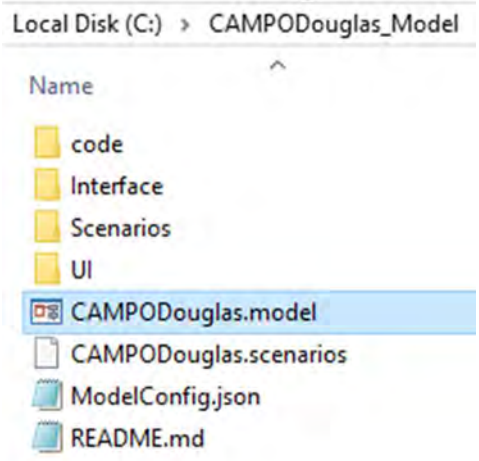

**Figure 7.2 - Flowchart Interface**



## 7.1 TDM Quick Start Guide

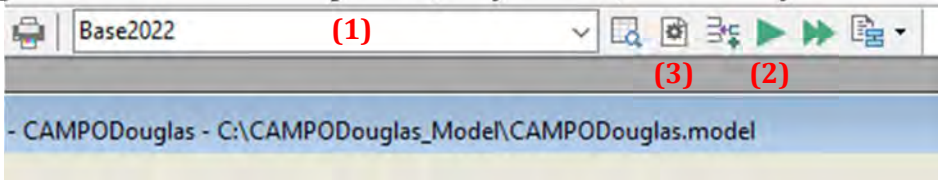
1. Unzip the model into a working folder. Name and location of working folder do not matter, but ideally would be on a local drive.
2. Open TransCAD 9.0 and drag the "CAMPODouglas.model" file into TransCAD.

**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 |

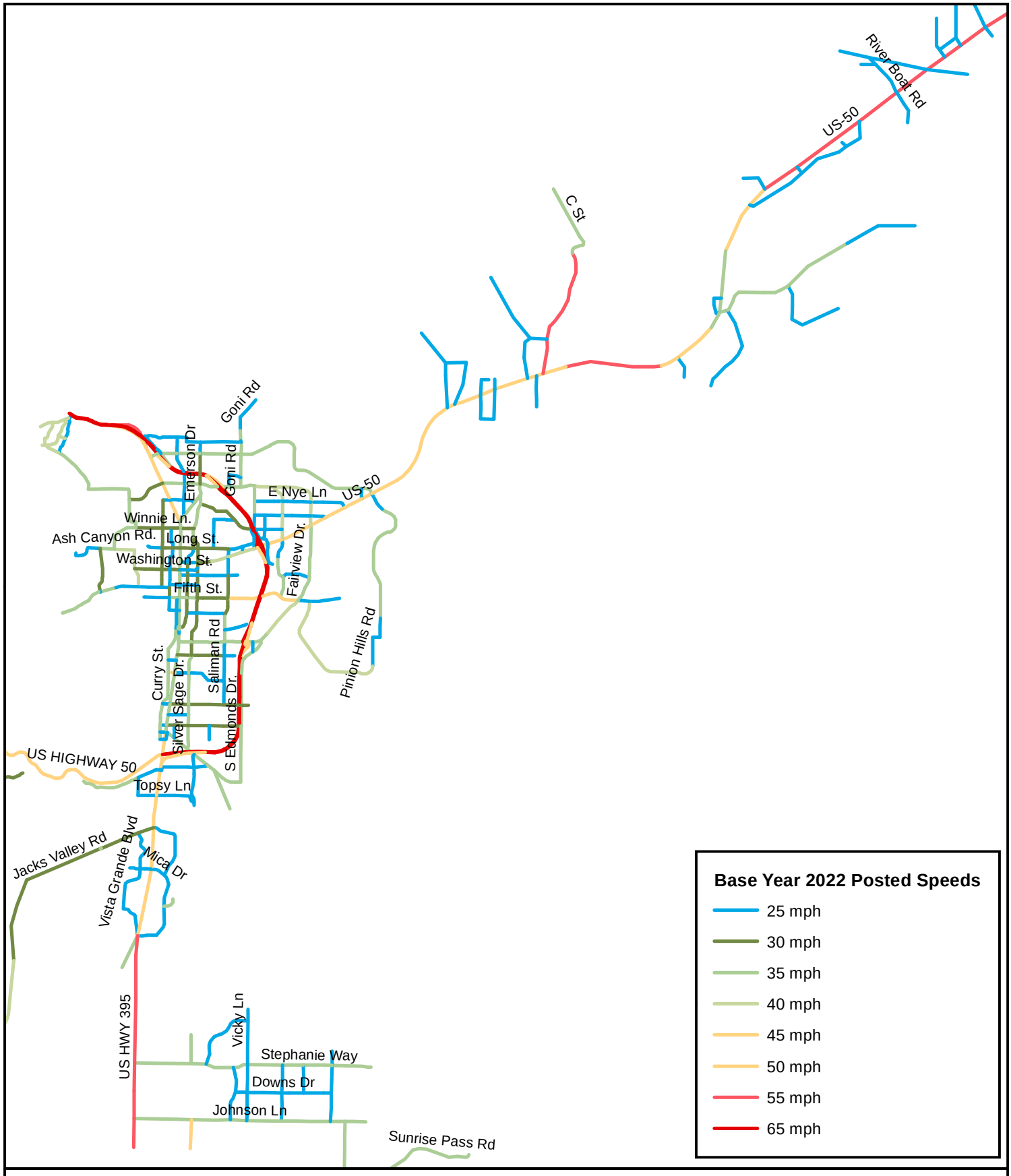
| Field | Model | Description |
|---|---|---|
| BA_LOS_AMPH | Output | LOS - Level of Service calculated by model |
| AB_LOS_PMPH | Output | LOS - Level of Service calculated by model |
| BA_LOS_PMPH | Output | LOS - Level of Service calculated by model |
| VMT_AM | Output | Vehicle miles traveled |
| 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

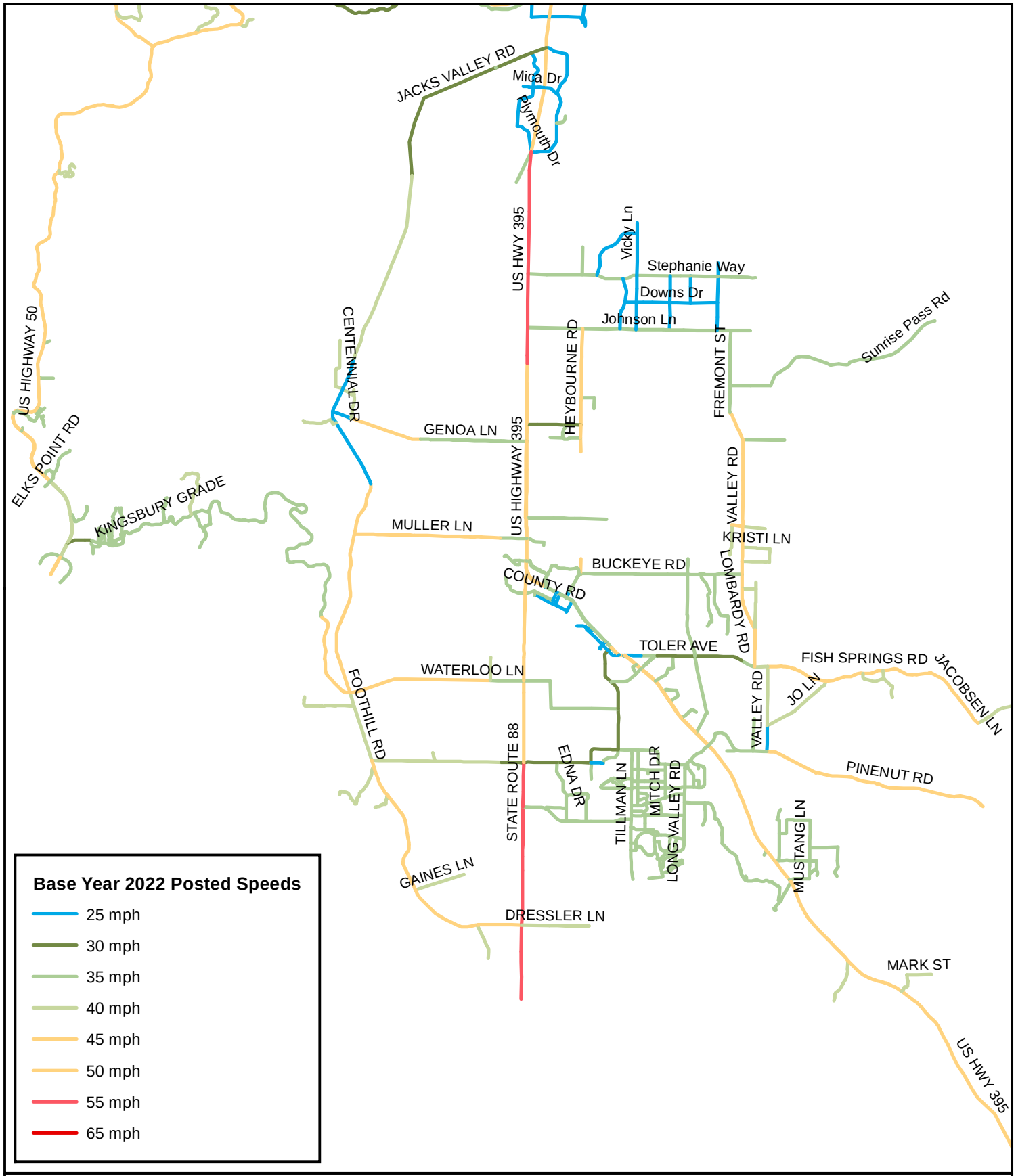
Miles

NORTH

WOOD RODGERS

\\woodrodgers.loc\ProductionData\Jobs-Reno\Jobs\8837_Carson_City_Modeling\004_TDM_Enhancement_and_Validation_OA\GIS\Tasks\CAMPO_Douglas_TDM_Network_Speeds\Calibrated_CAMPO_TDM_Speeds

# 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

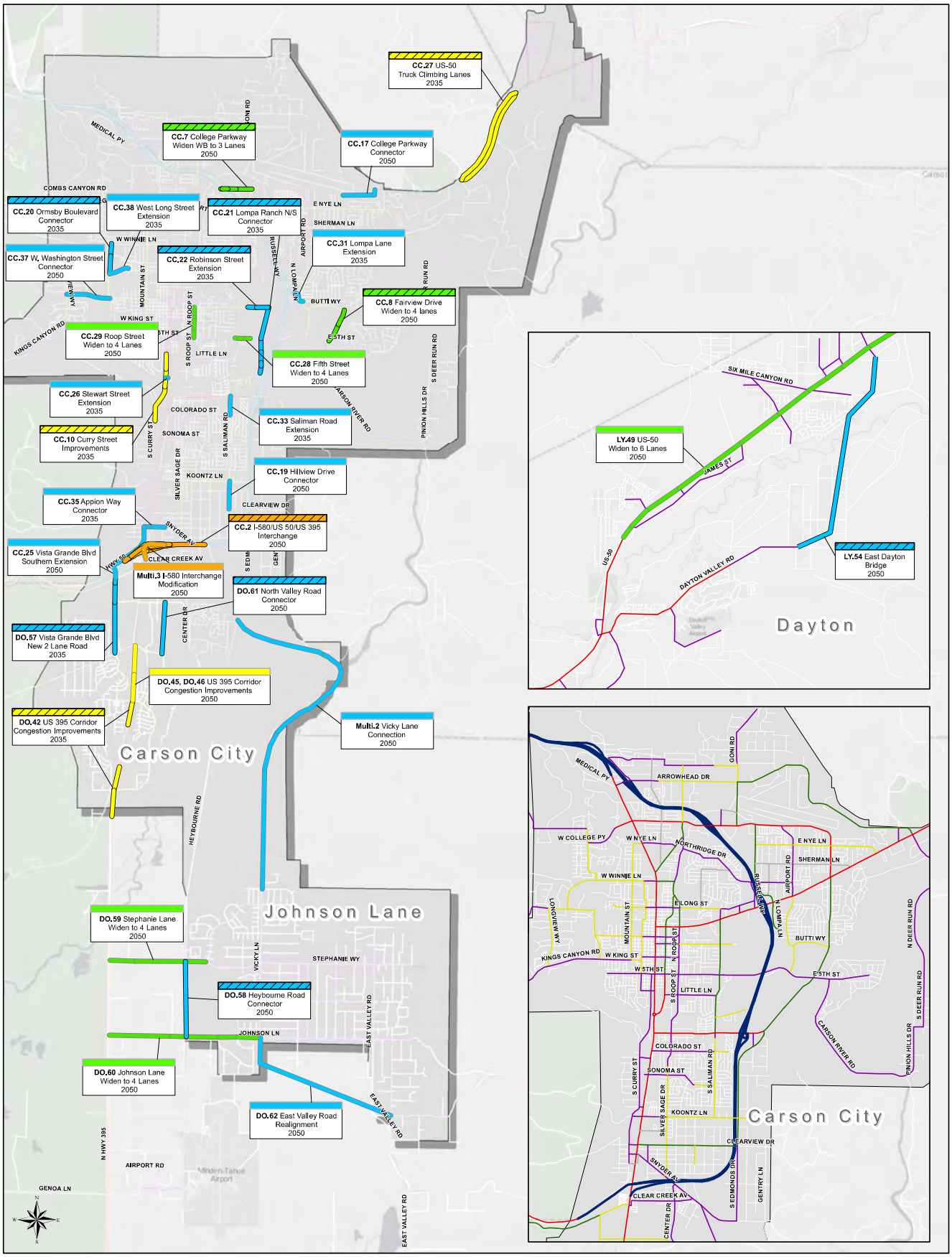
WOOD RODGERS

\\woodrodgers.loc\ProductionData\Jobs-Reno\Jobs\8837_Carson_City_Modeling\004_TDM_Enhancement_and_Validation_OA\GIS\Tasks\CAMPO_Douglas_TDM_Network_Speeds\Calibrated_Douglas_County_TDM_

# 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

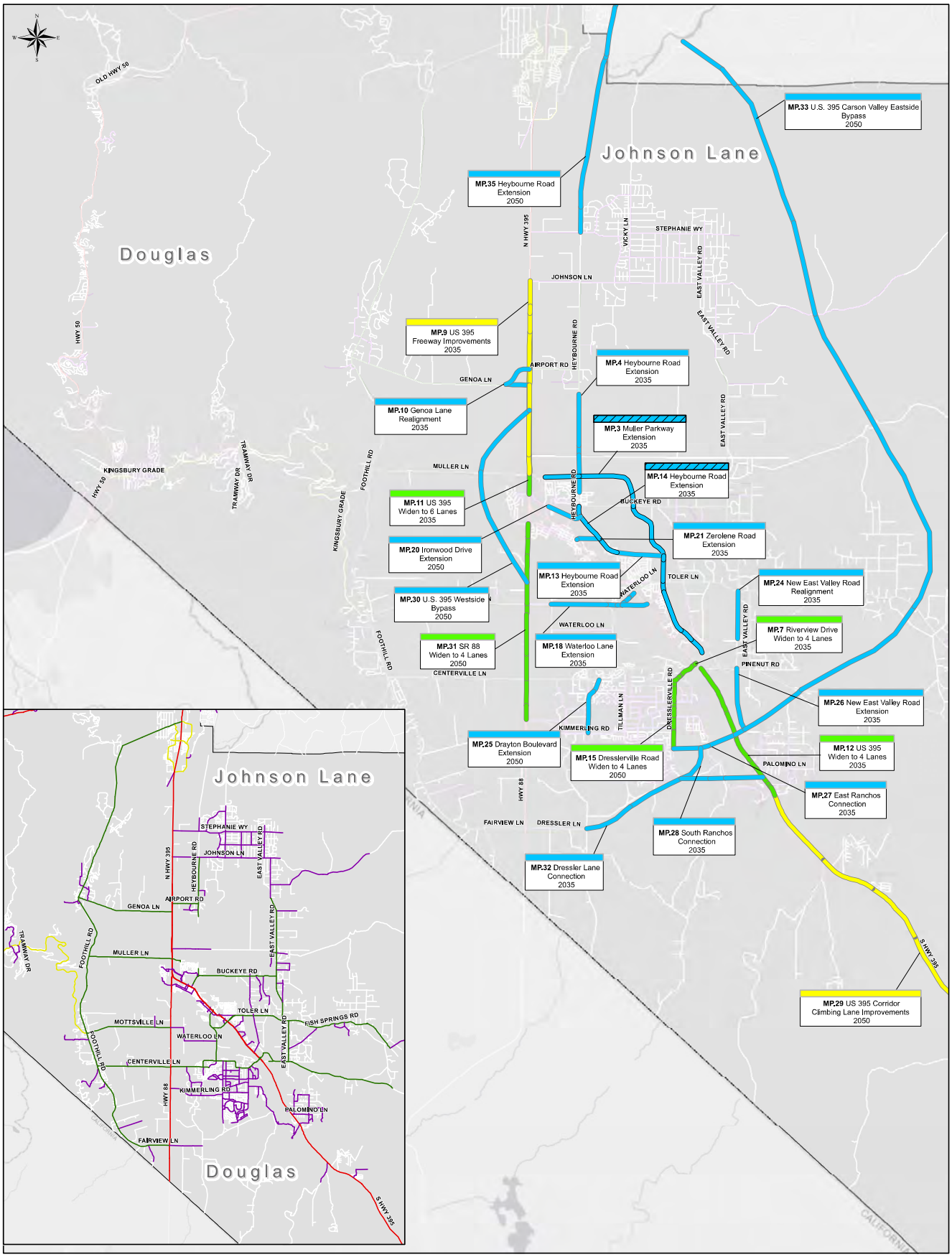
- Interstate
- Principal Arterial
- Minor Arterial
- Minor Collector
- Major Collector
- Local

### 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



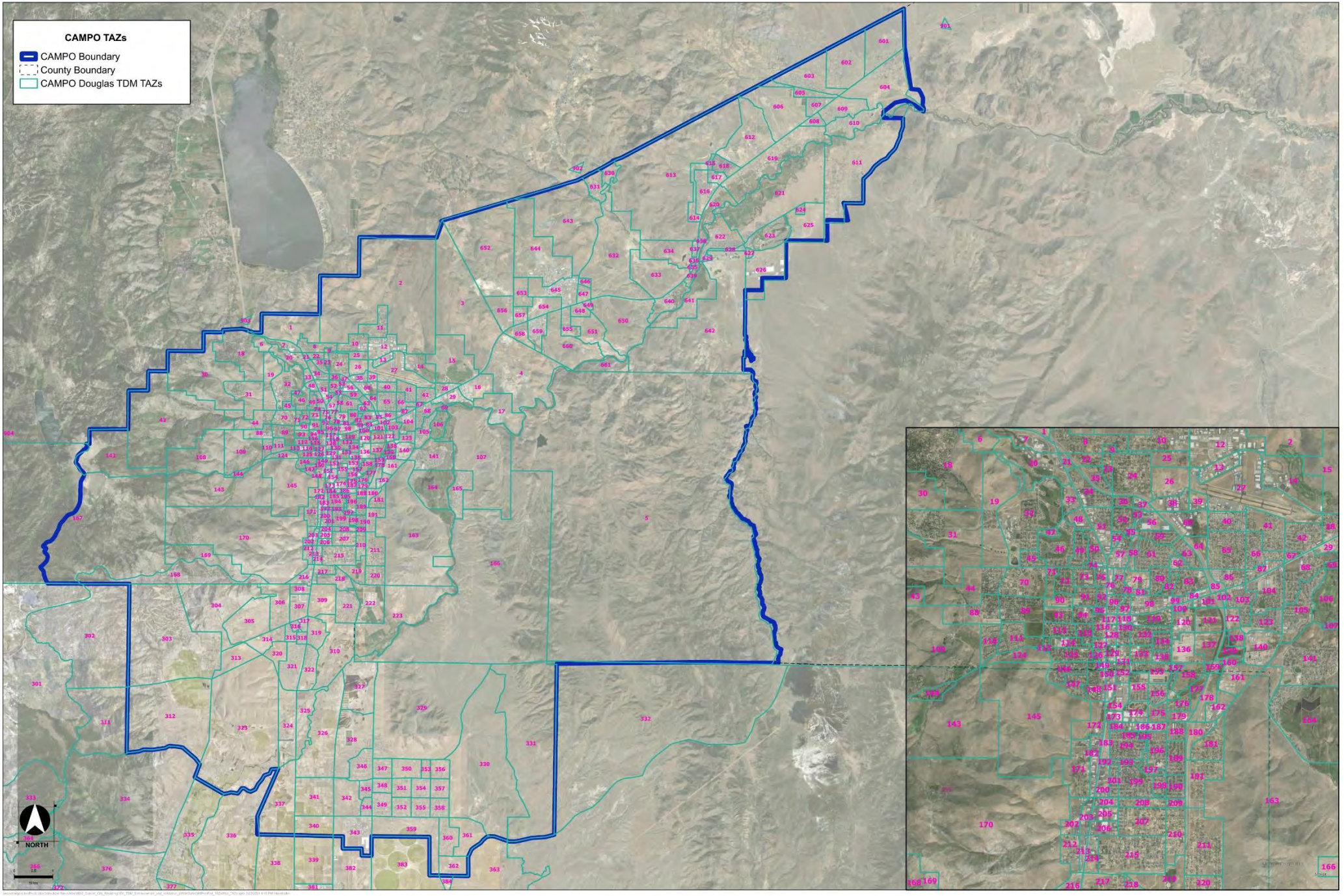

**Constrained**
- New Roadway / Alignment
- Road Widening
- Improvements

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

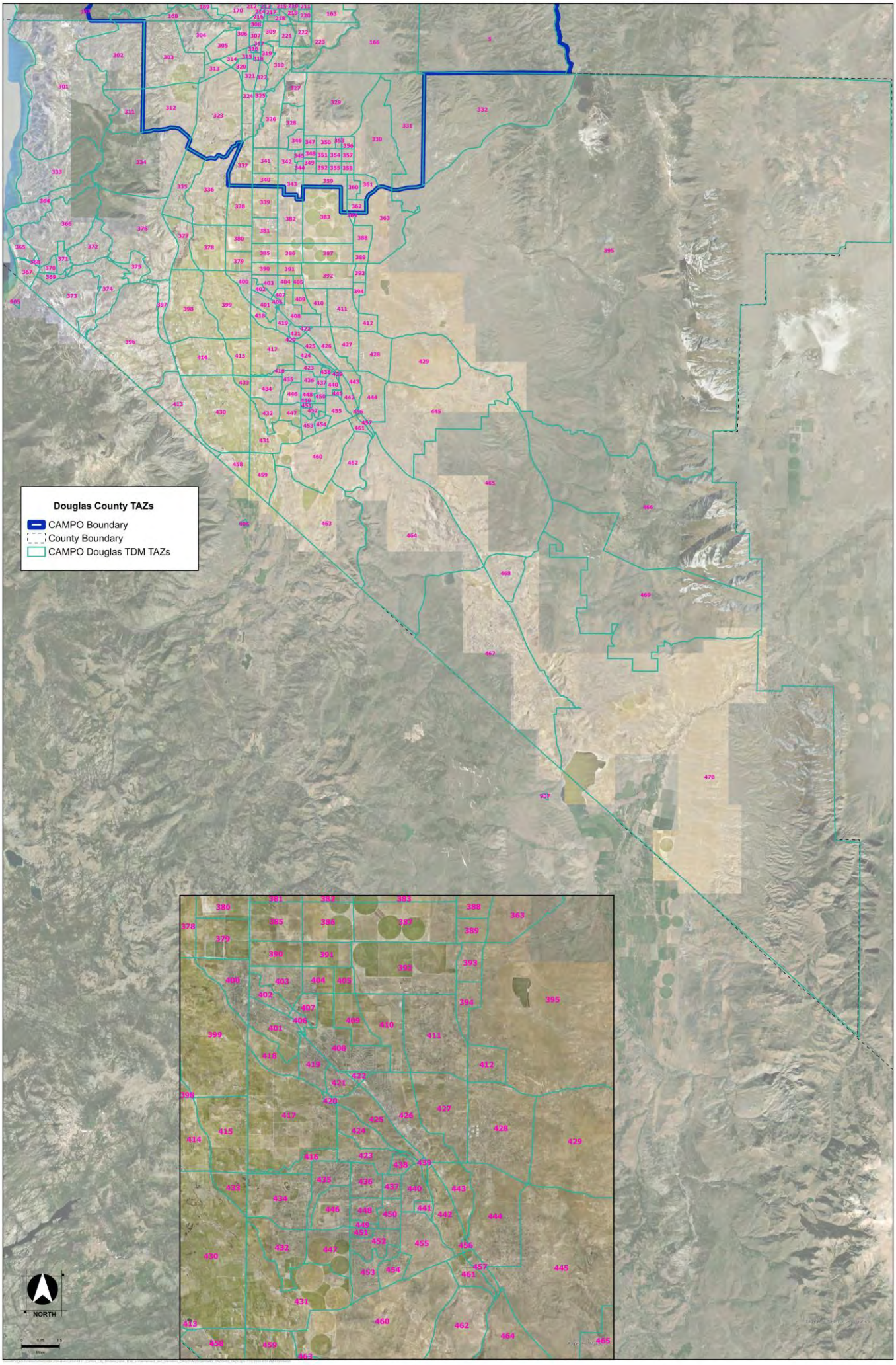
**TDM Functional Class**
- Interstate
- Principal Arterial
- Minor Arterial
- Minor Collector
- Major Collector
- Local

- 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/ |

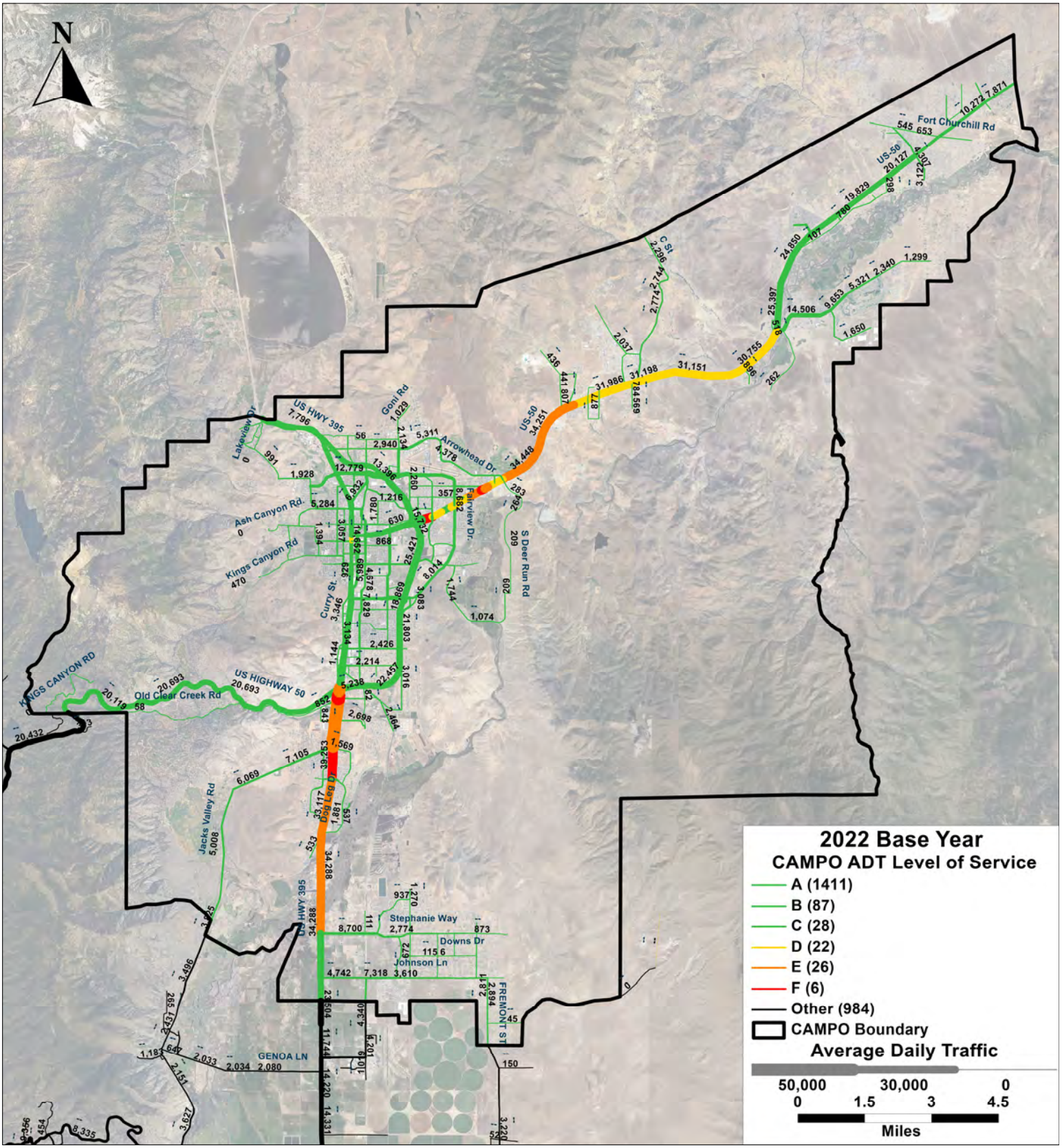
# CAMPO and Douglas County Pending and Approved Future Developments

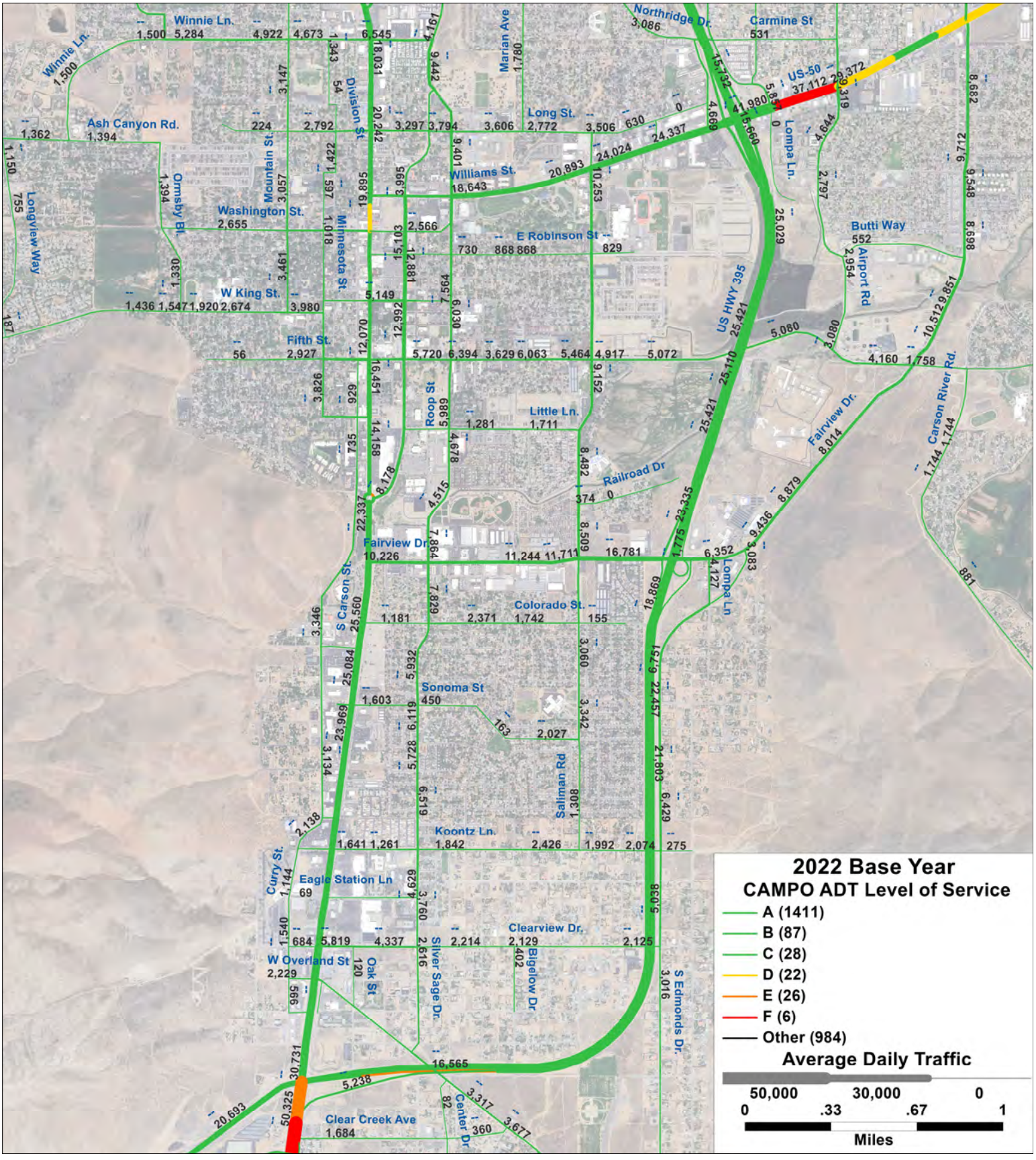
| Project | Project Description (from Source) | Quantity To Be Constructed | Status | Assumed % Complete by 2030 | Address | County | TAZ | Source |
|---|---|---|---|---|---|---|---|---|
| Buckeye Farms Phase 1 | 324 single family residential units located north of Buckeye Road immediately east of Minden 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 |

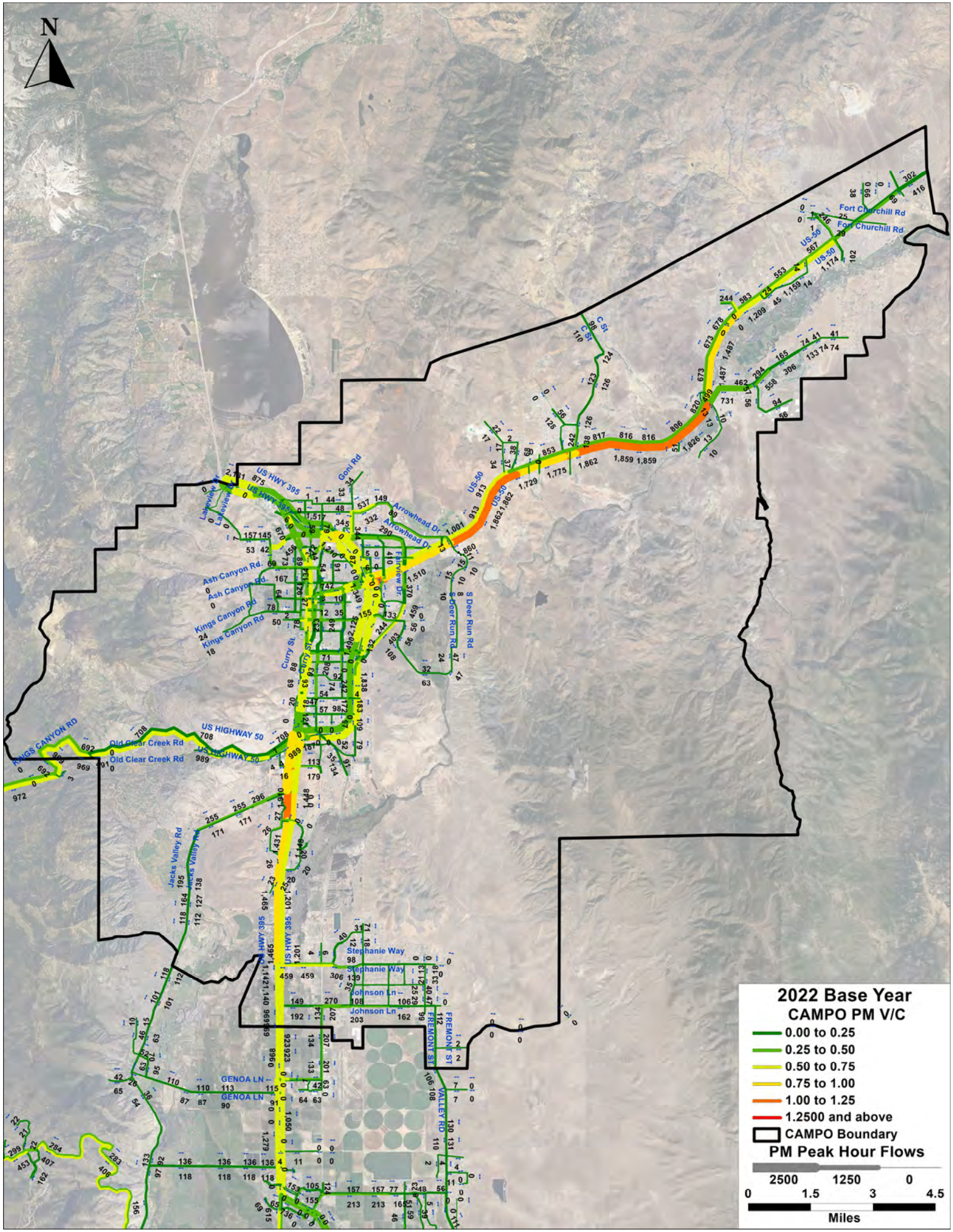
## CAMPO and Douglas County Pending and Approved Future Developments

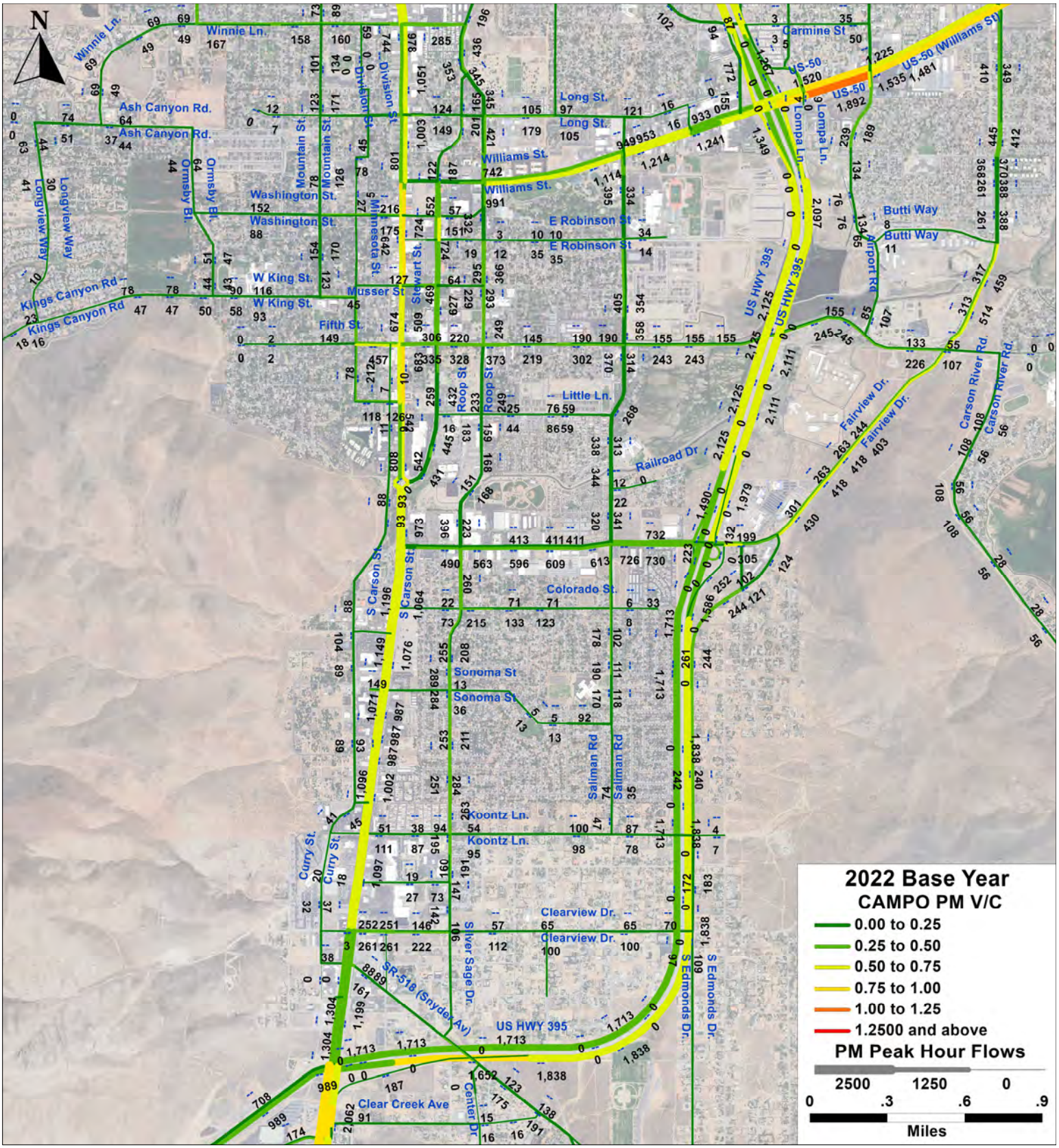
| Project | Project Description (from Source) | Quantity To Be Constructed | Status | Assumed % Complete by 2030 | Address | County | TAZ | Source |
|---|---|---|---|---|---|---|---|---|
| Webstaurant | Construction of a new 619,450 square foot commercial warehouse on an approximate 42.46 acre parcel. 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 |

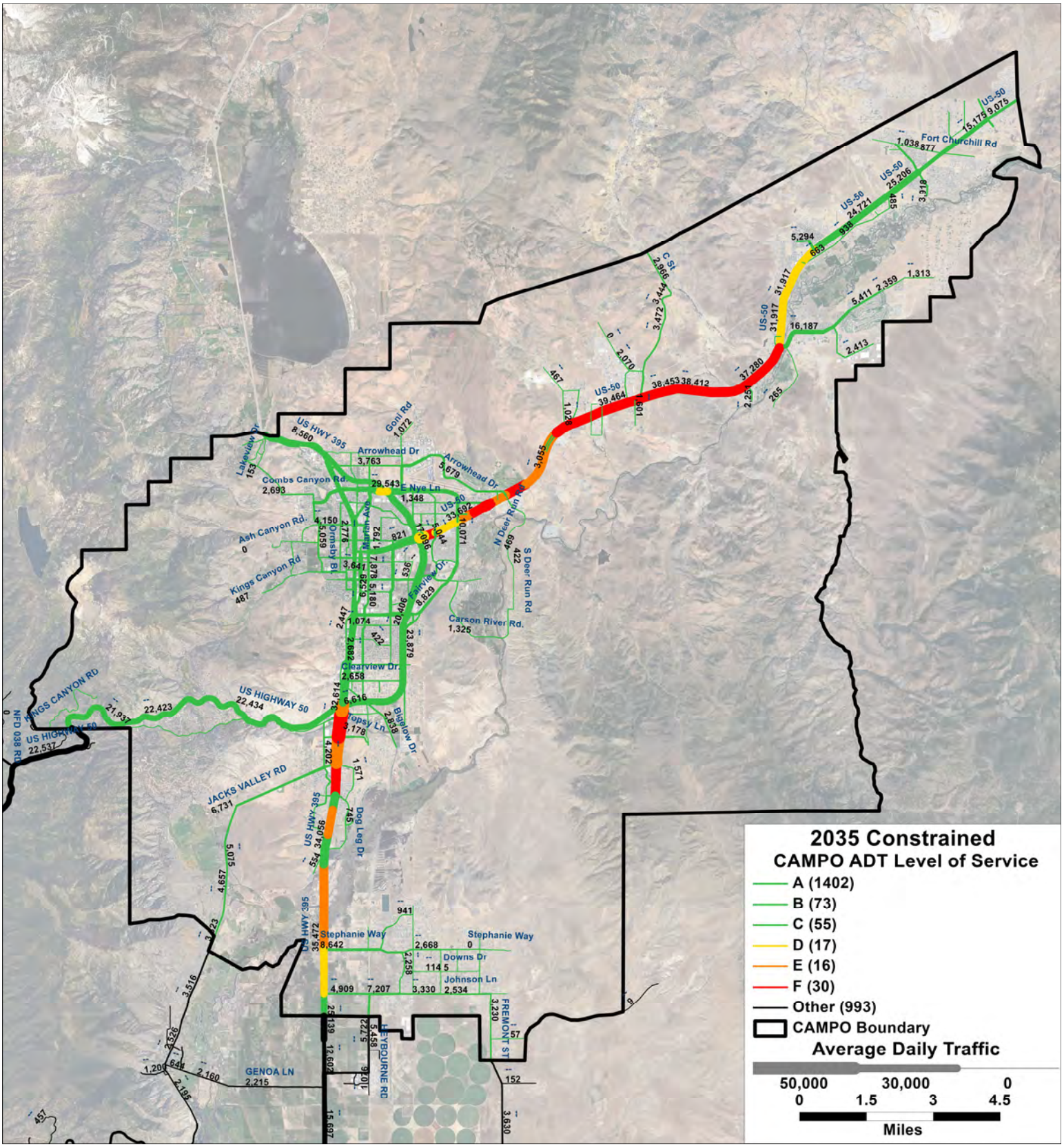
# Appendix I-1
# CAMPO Daily LOS and PM Peak Hour V/C Maps

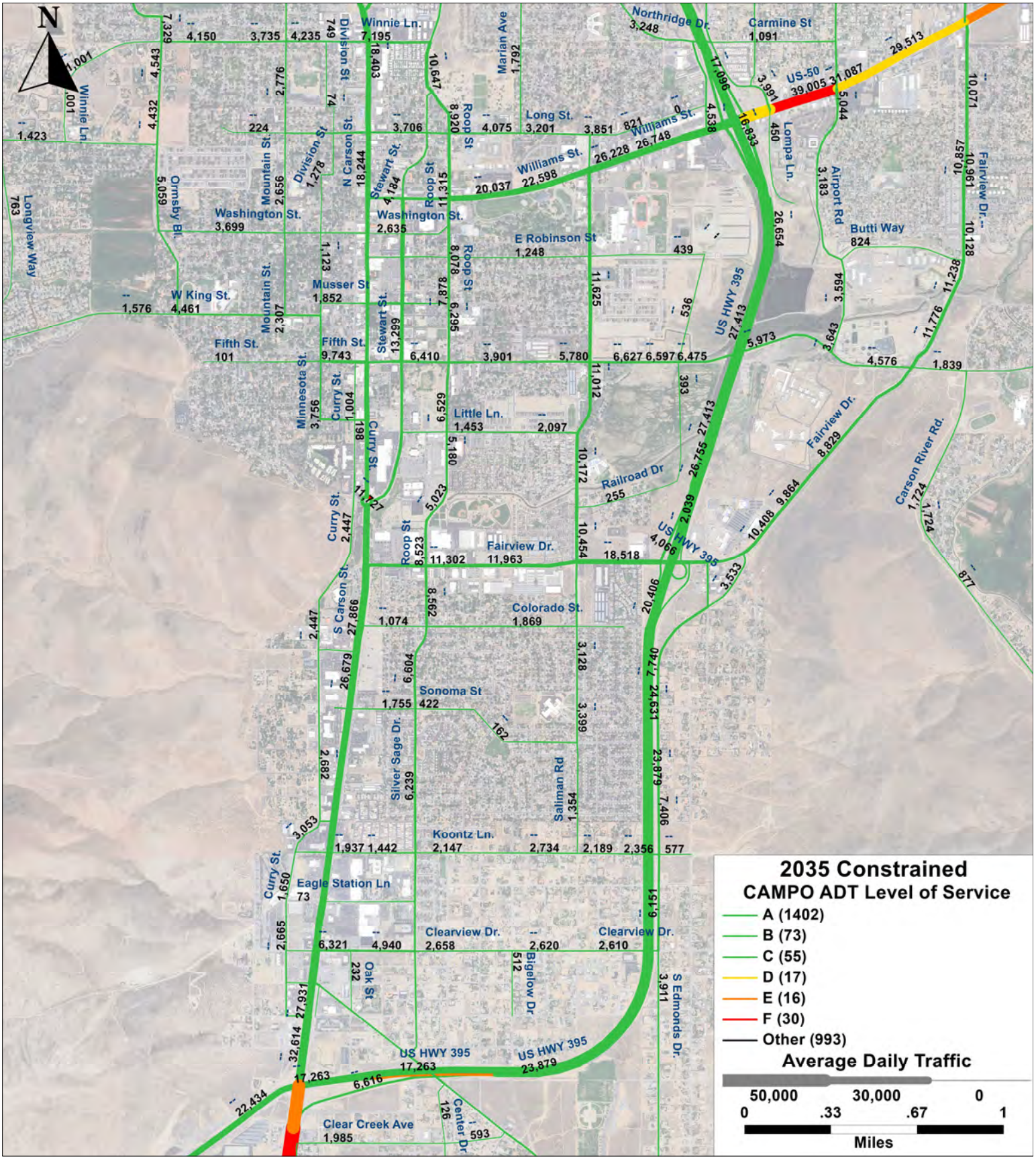

N
US HWY 395
Goni Rd
Lakeview Dr
Arrowhead Dr
US-50
Fairview Dr
Ash Canyon Rd
Kings Canyon Rd
Curry St
S Deer Run Rd
C St
Fort Churchill Rd
KINGS CANYON RD
Old Clear Creek Rd
US HIGHWAY 50
Jacks Valley Rd
Old Hwy 395
Stephanie Way
Downs Dr
Johnson Ln
FREMONT ST
GENOA LN
2022 Base Year
CAMPO ADT Level 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

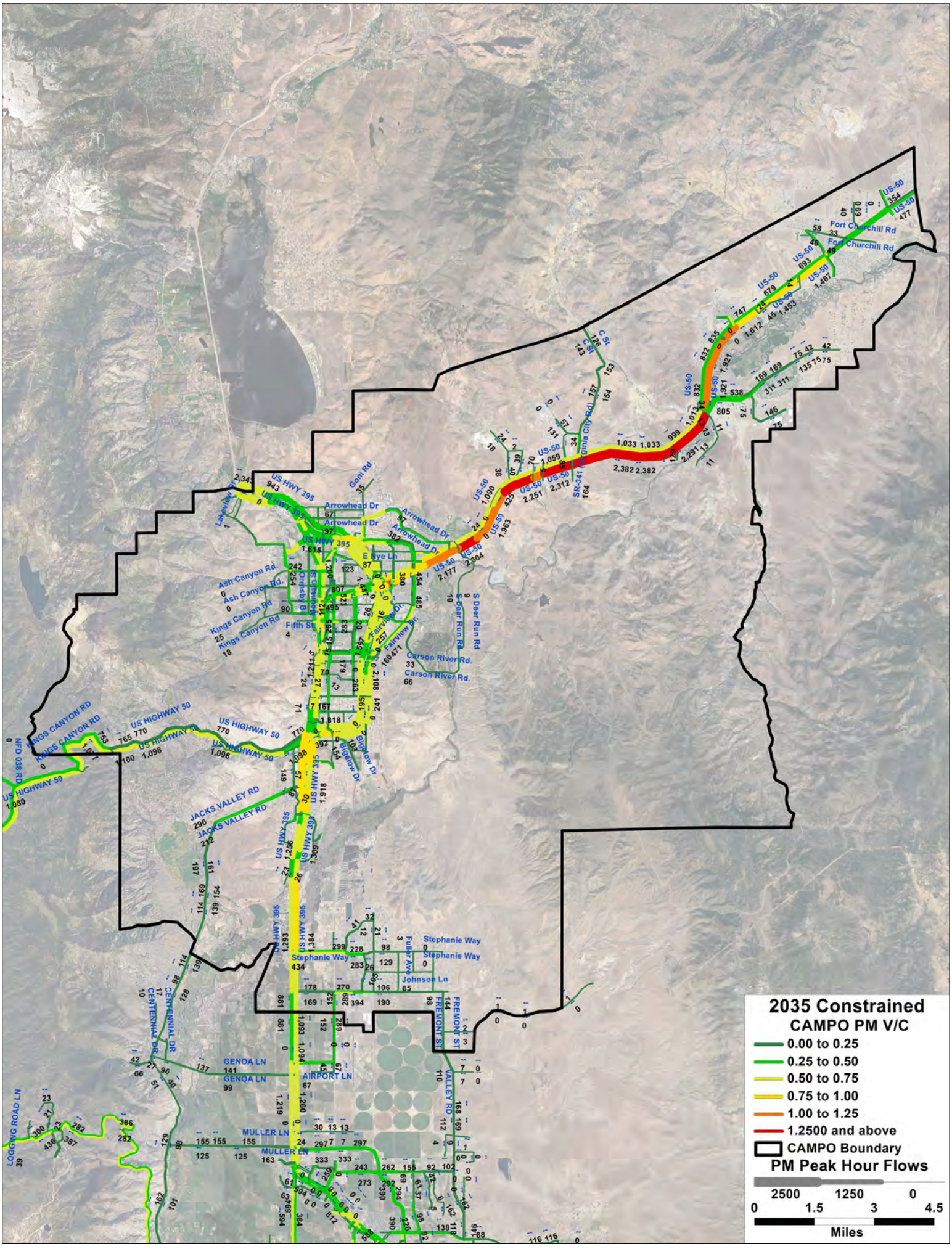

Winnie Ln.
Ash Canyon Rd.
Ormsby Blvd.
Longview Way
Mountain St.
Division St.
Washington St.
Minnesota St.
W King St.
Fifth St.
Roop St
Marian Ave
Northridge Dr.
Carmine St
US-50
Long St.
Williams St.
Lompa Ln.
E Robinson St
Butti Way
Airport Rd
US HWY 395
Little Ln.
Railroad Dr
Fairview Dr.
Carson River 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

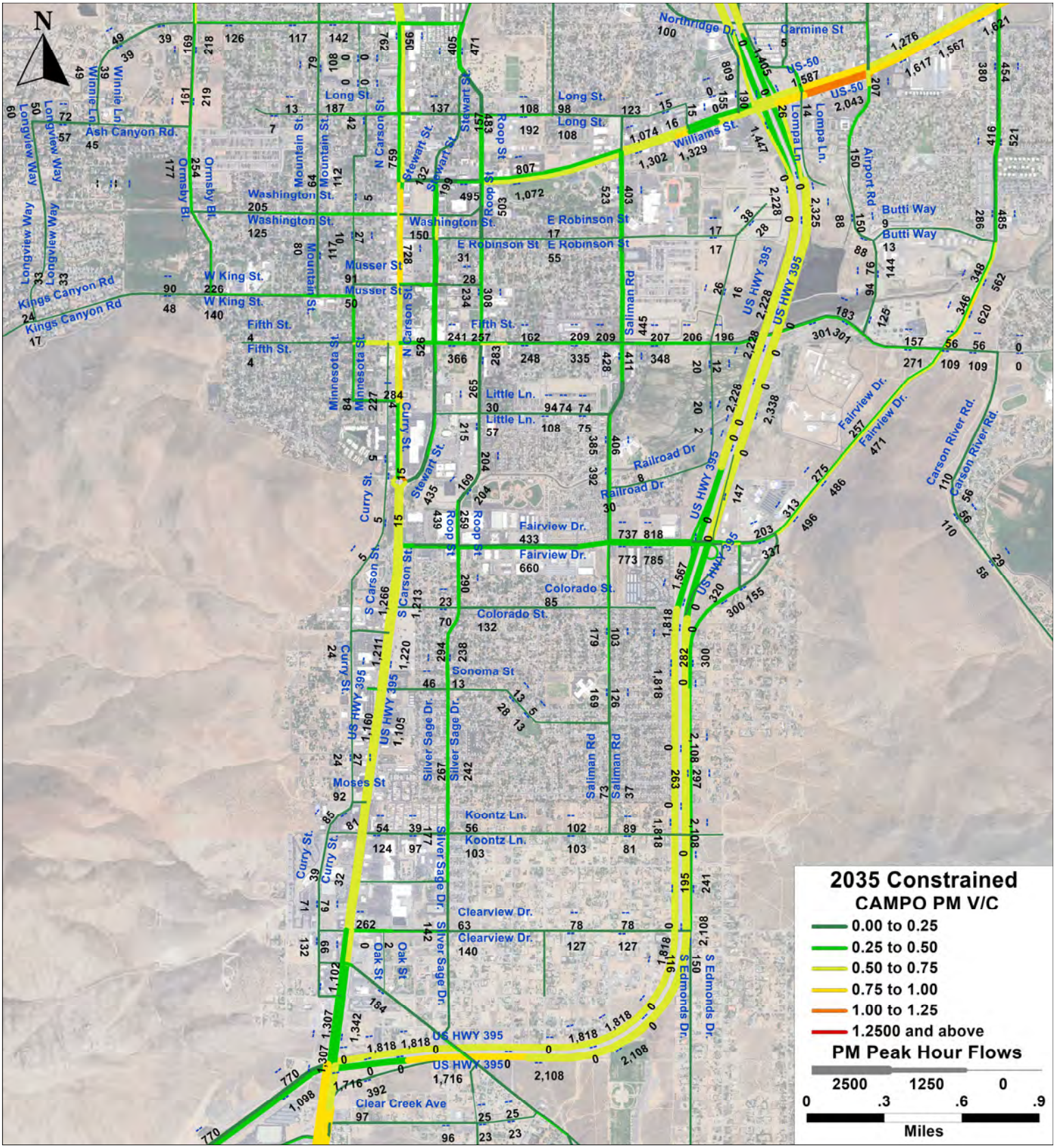

N
US HWY 395
Goni Rd
Lakeview Dr
Arrowhead Dr
US-50
Fairview Dr
S Deer Run Rd
Ash Canyon Rd.
Kings Canyon Rd
Curry St
US HIGHWAY 50
Old Clear Creek Rd
KINGS CANYON RD
Jacks Valley Rd
Stephanie Way
Johnson Ln
FREMONT ST
VALLEY RD
GENOA LN
C St
Fort Churchill Rd
2022 Base Year
CAMPO PM V/C
0.00 to 0.25
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

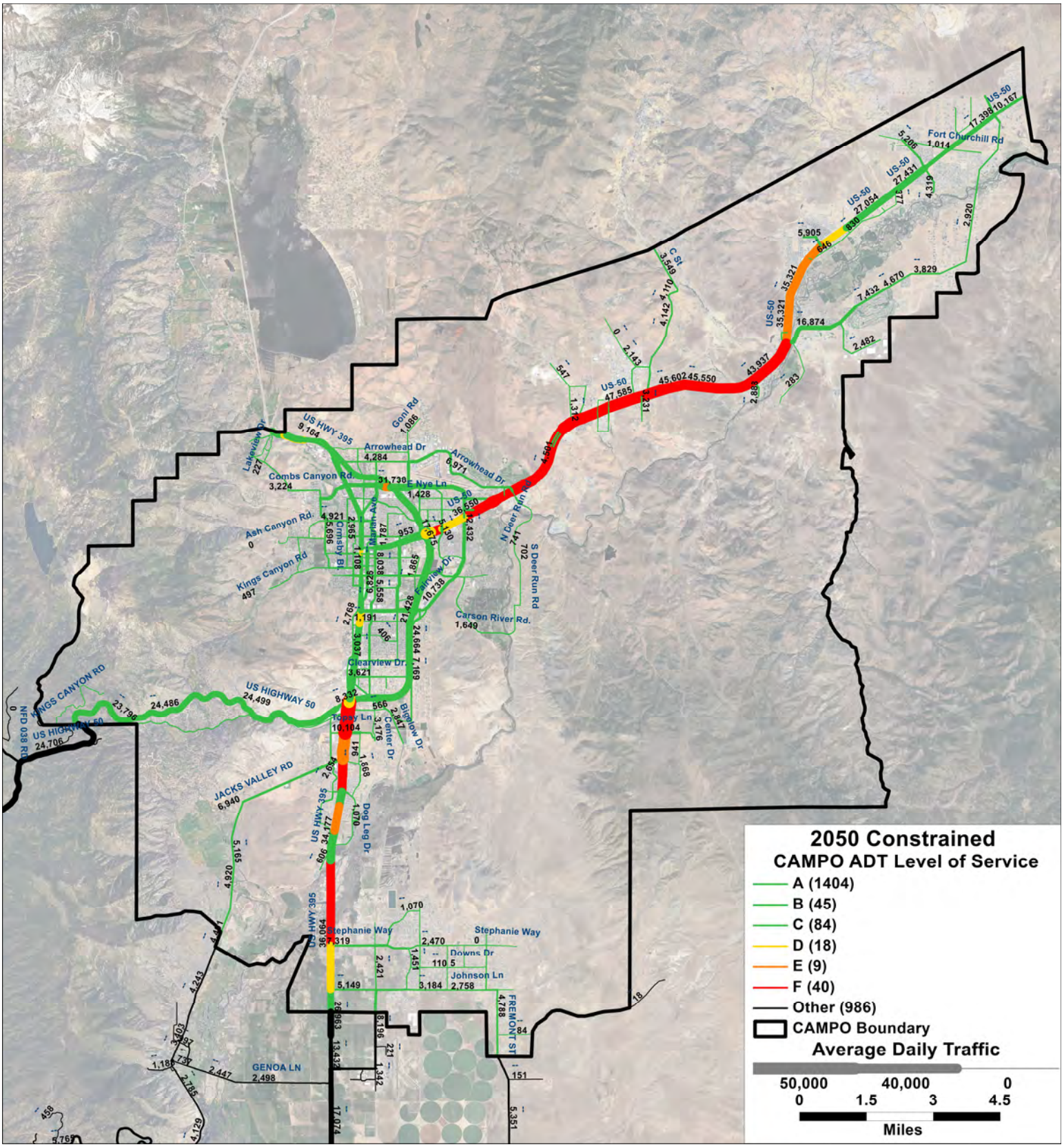

N
Winnie Ln.
Ash Canyon Rd.
Longview Way
Ormsby Bl.
Mountain St.
Division St.
Washington St.
Kings Canyon Rd
W King St.
Musser St
Fifth St.
Stewart St.
Minnesota St.
Roop St.
Long St.
Williams St.
E Robinson St
Little Ln.
Railroad Dr
Colorado St.
S Carson St.
Sonoma St
Saliman Rd
Koontz Ln.
Curry St.
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

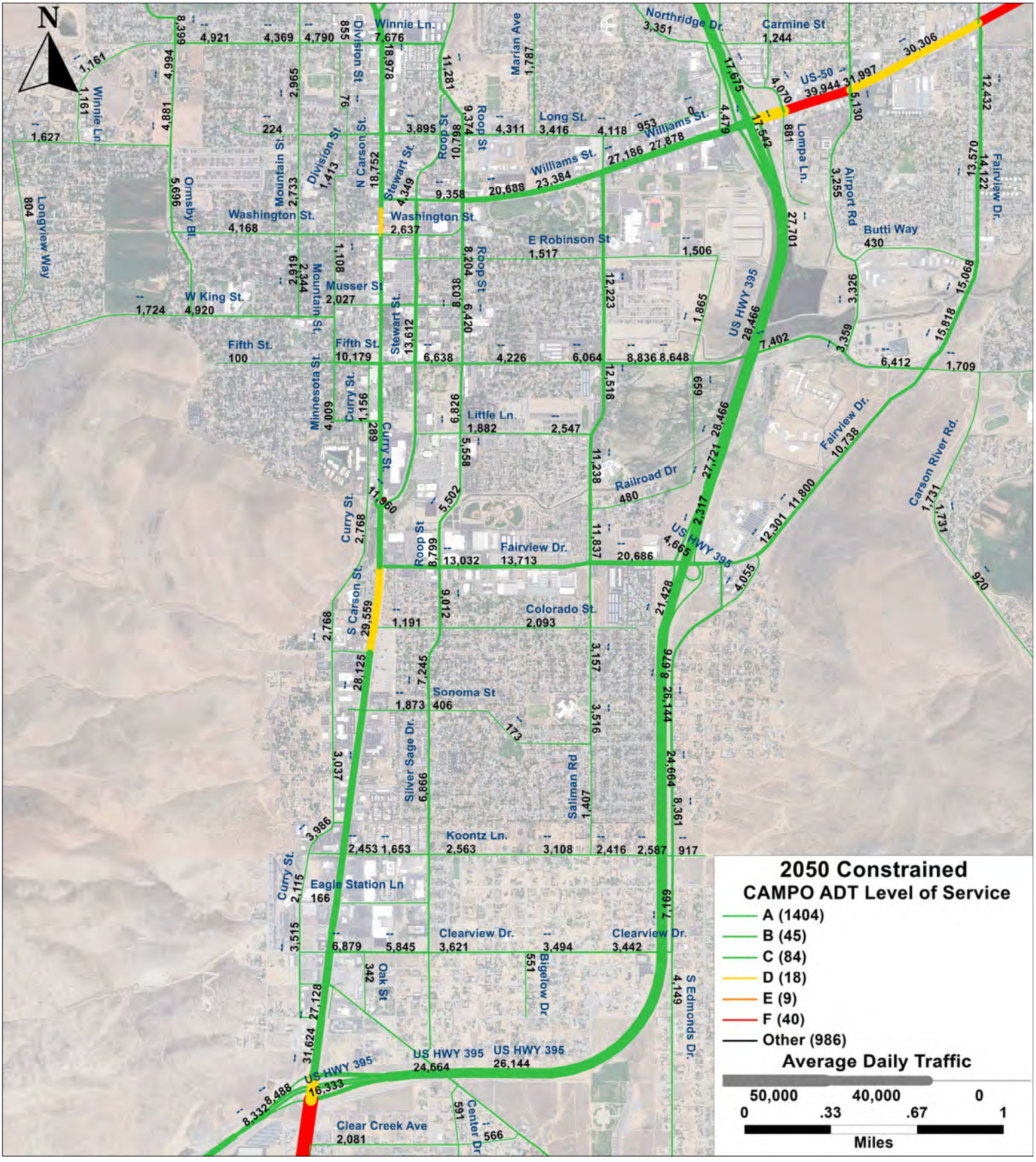

2035 Constrained
CAMPO ADT Level of Service
A (1402)
B (73)
C (55)
D (17)
E (16)
F (30)
Other (993)
CAMPO Boundary
Average Daily Traffic
50,000
30,000
0
0
1.5
3
4.5
Miles
US-50
Fort Churchill Rd
C St
US HWY 395
Goni Rd
Arrowhead Dr
Lakeview Dr
Combs Canyon Rd.
E Nye Ln
Ash Canyon Rd.
Kings Canyon Rd
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

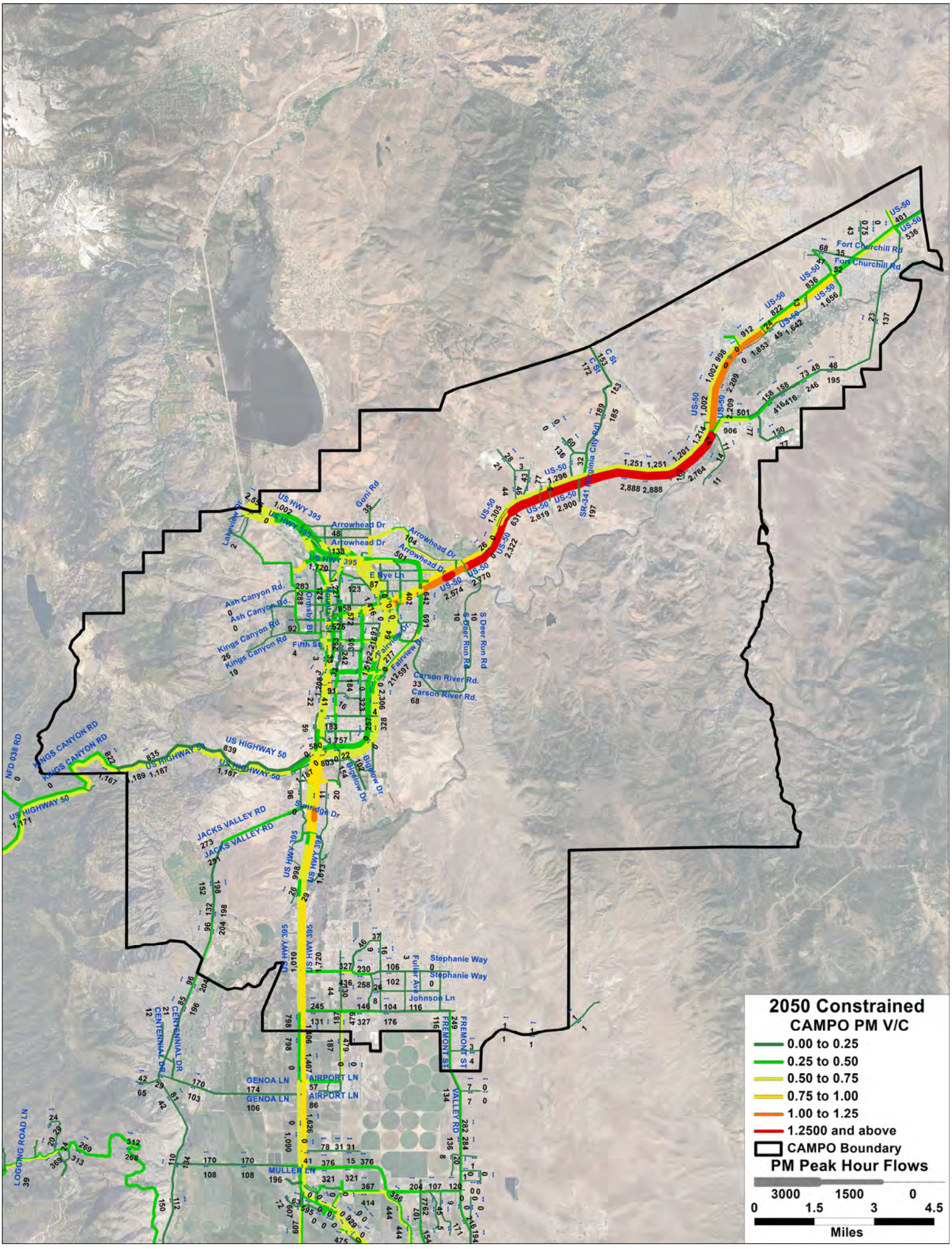

N
Winnie Ln.
Division St.
Marian Ave
Northridge Dr.
Carmine St
US-50
Long St.
Williams St.
Roop St
Lompa Ln.
Airport Rd
Fairview Dr.
Butti Way
Ormsby Bl.
Longview Way
Mountain St.
Washington St.
N Carson St.
Stewart St.
E Robinson St
Musser St
W King St.
Fifth St.
Minnesota St.
Curry St.
Little Ln.
Railroad 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

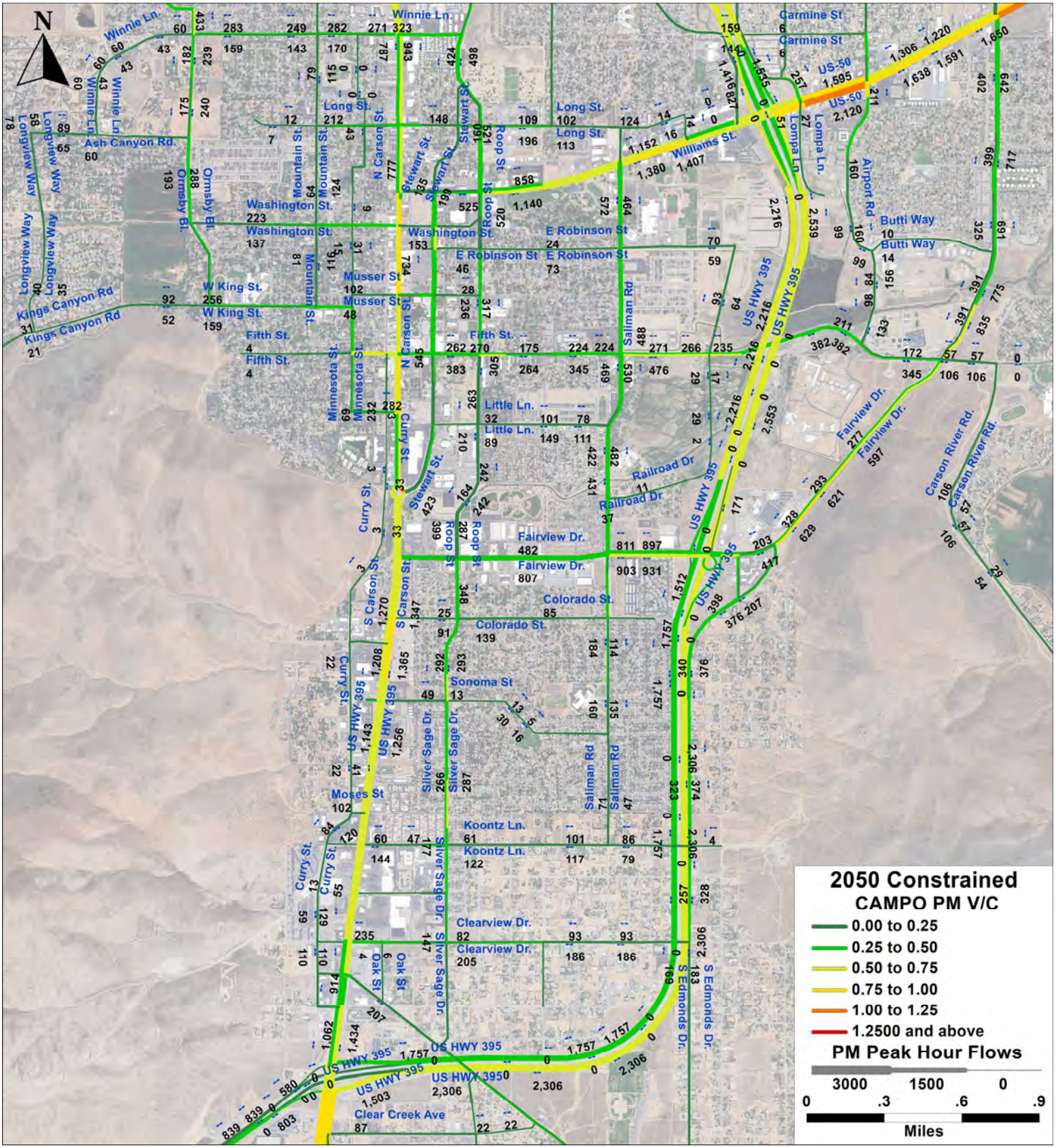

2035 Constrained
CAMPO PM V/C
0.00 to 0.25
0.25 to 0.50
0.50 to 0.75
0.75 to 1.00
1.00 to 1.25
1.2500 and above
CAMPO Boundary
PM Peak Hour Flows
2500
1250
0
0
1.5
3
4.5
Miles
US-50
US HWY 395
US HIGHWAY 50
KINGS CANYON RD
Kings Canyon Rd
Ash Canyon Rd.
Fifth St
Arrowhead Dr
E Nye Ln
Fairview Dr.
Carson 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

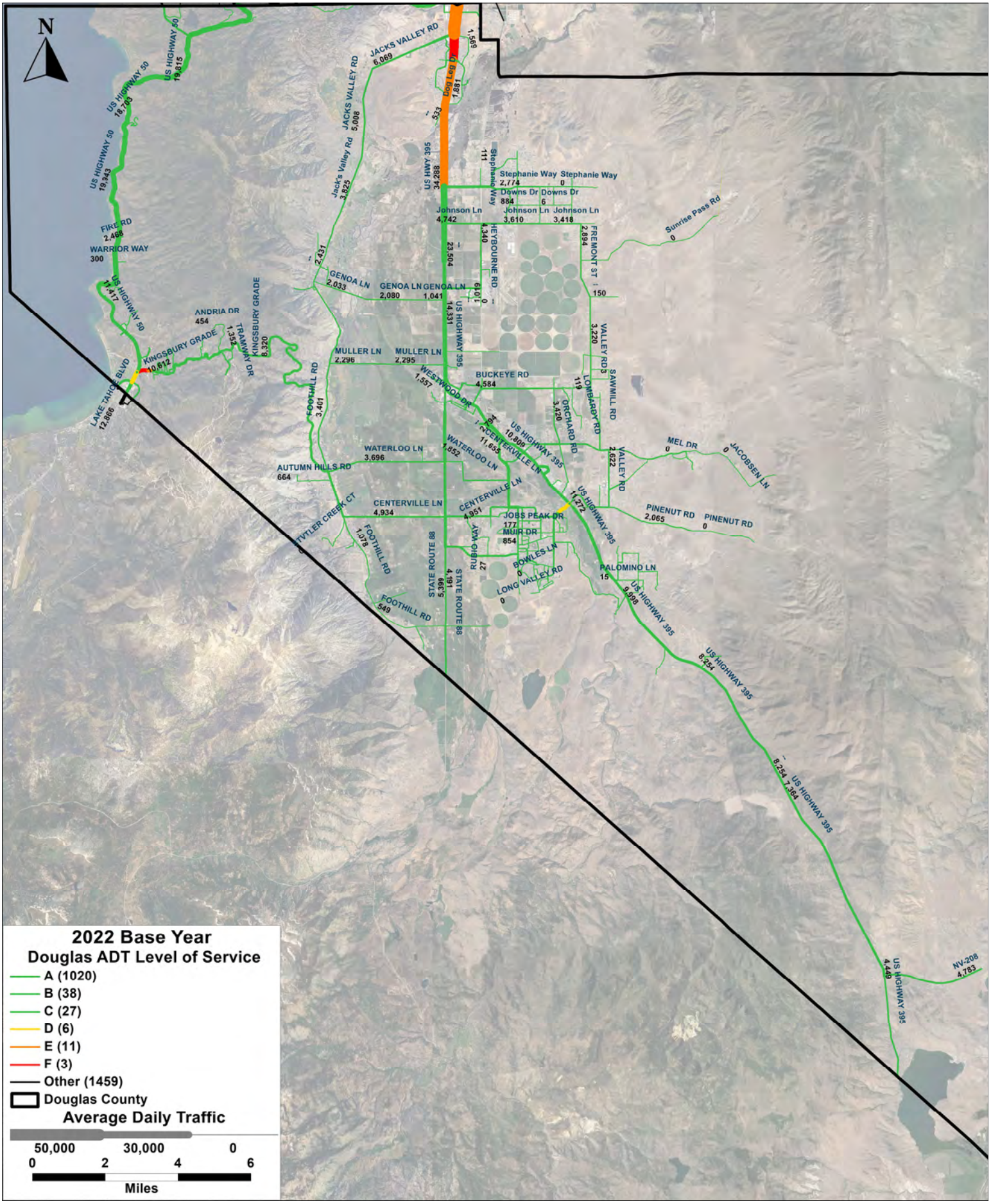

2050 Constrained
CAMPO ADT Level of Service
A (1404)
B (45)
C (84)
D (18)
E (9)
F (40)
Other (986)
CAMPO Boundary
Average Daily Traffic
50,000 40,000 0
0 1.5 3 4.5
Miles
US HWY 395
US HIGHWAY 50
US-50
JACKS VALLEY RD
KINGS CANYON RD
Arrowhead Dr
Combs Canyon Rd.
Ash Canyon Rd.
Kings Canyon Rd
Clearview 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

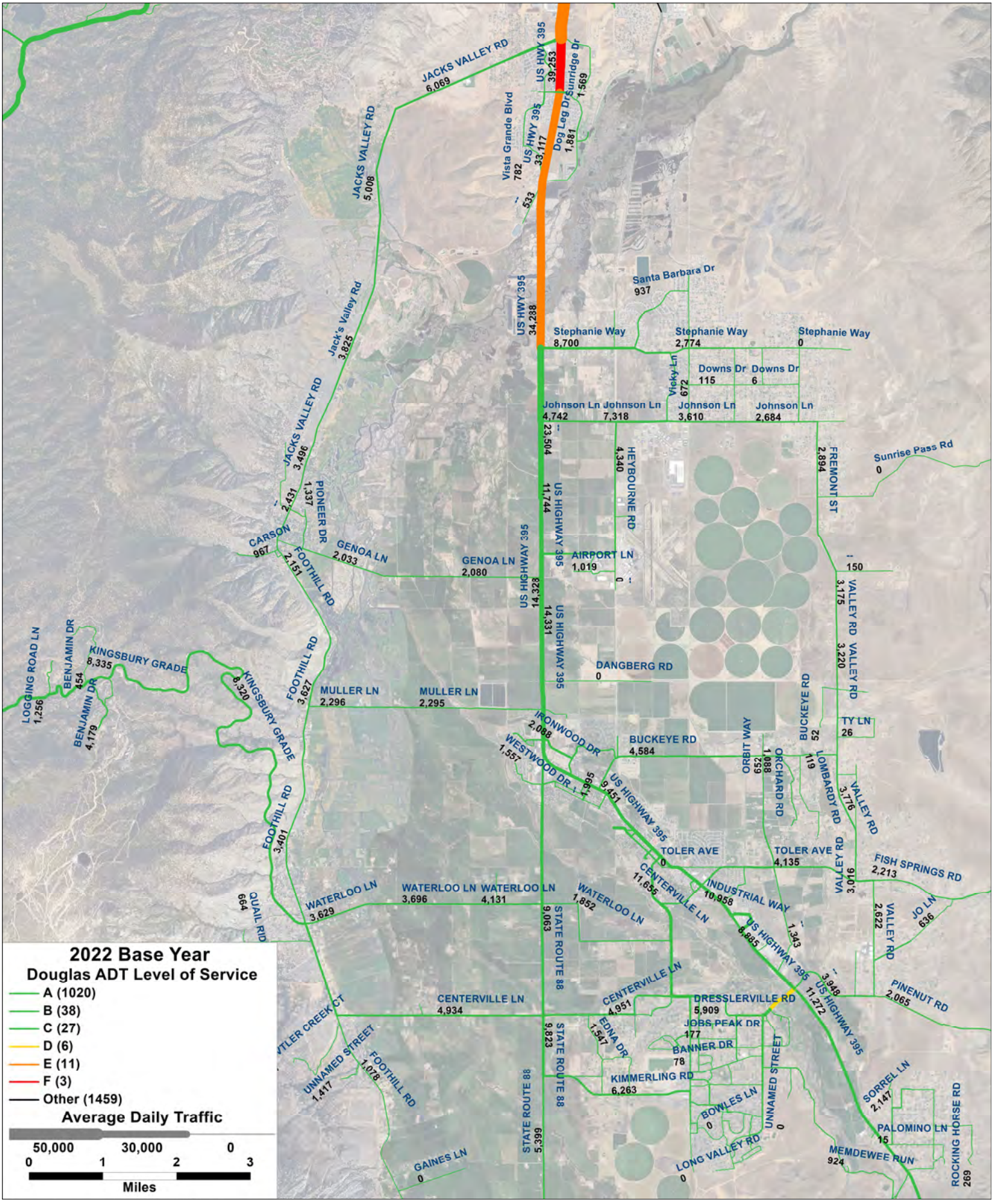

N
Winnie Ln.
Division St.
Marian Ave
Northridge Dr.
Carmine St
US-50
Long St.
Williams St.
Roop St
N Carson St.
Stewart St.
Mountain St.
Ormsby Blvd
Longview Way
Washington St.
E Robinson St
Musser St
W King St.
Fifth St.
Minnesota St.
Curry St.
Little Ln.
Railroad Dr
Fairview Dr.
Carson River Rd.
US 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

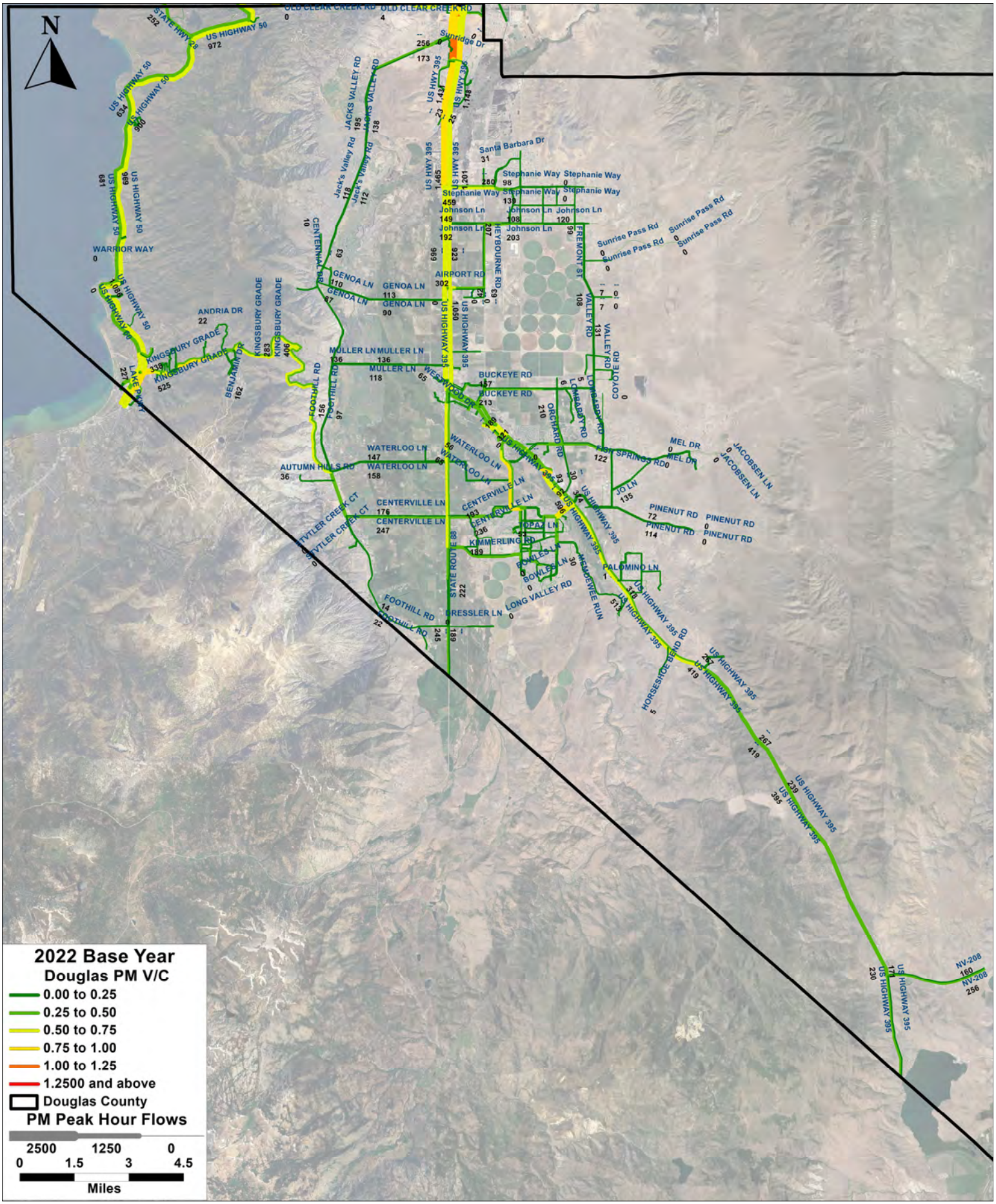

2050 Constrained
CAMPO PM V/C
0.00 to 0.25
0.25 to 0.50
0.50 to 0.75
0.75 to 1.00
1.00 to 1.25
1.2500 and above
CAMPO Boundary
PM Peak Hour Flows
3000 1500 0
0 1.5 3 4.5
Miles
US-50
US HWY 395
US HIGHWAY 50
KINGS CANYON RD
JACKS VALLEY RD
Fort Churchill Rd
Arrowhead Dr
E Nye Ln
Ash Canyon Rd
Kings Canyon 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

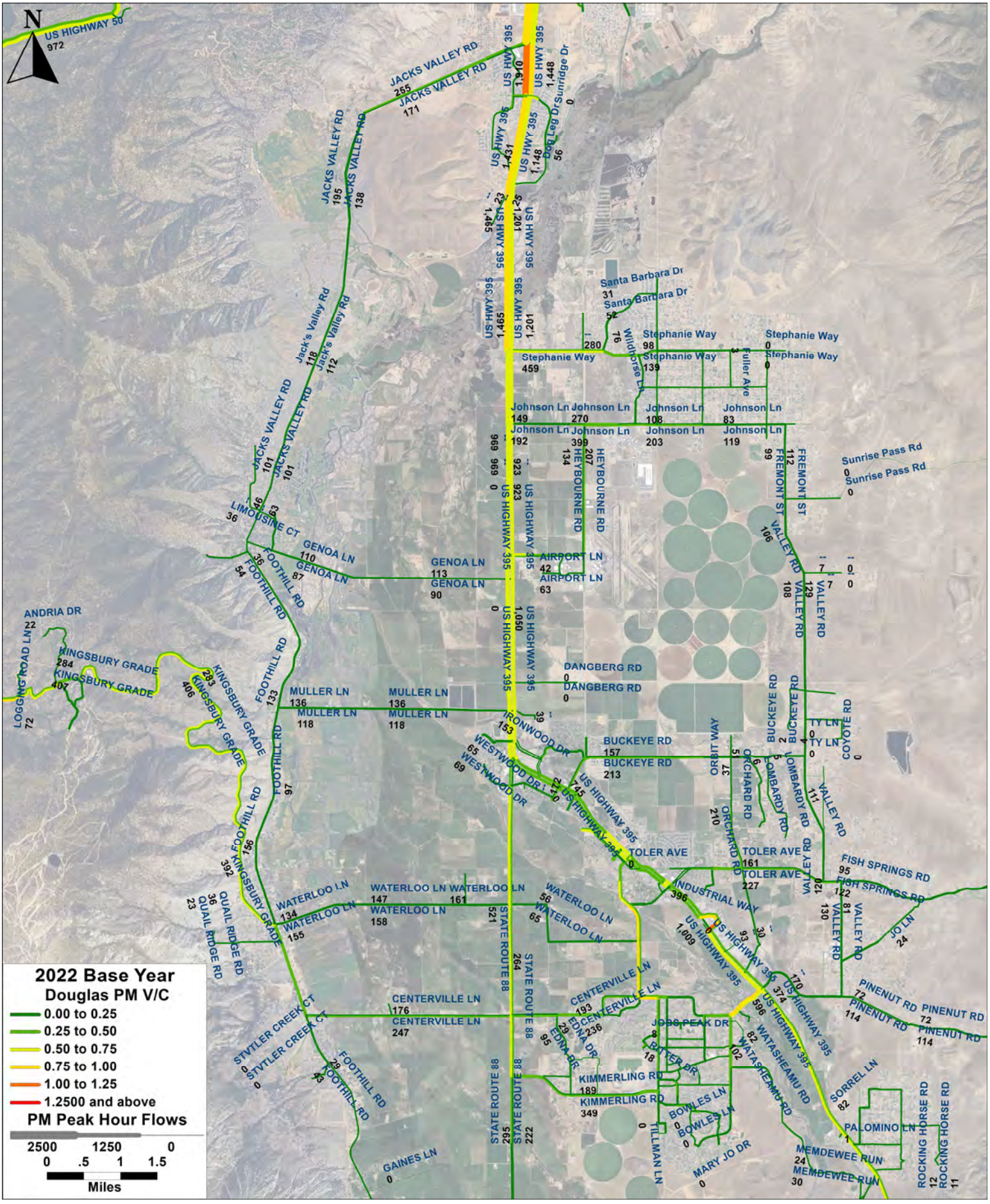

N
Winnie Ln.
Longview Way
Ash Canyon Rd.
Ormsby Bl.
Mountain St.
N Carson St.
Stewart St.
Roop St.
Washington St.
Musser St.
W King St.
Kings Canyon Rd
Fifth St.
Minnesota St.
Curry St.
Little Ln.
Long St.
Williams St.
Railroad Dr
Fairview Dr.
Colorado St.
Sonoma St
Silver Sage Dr.
Saliman Rd
Moses St
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

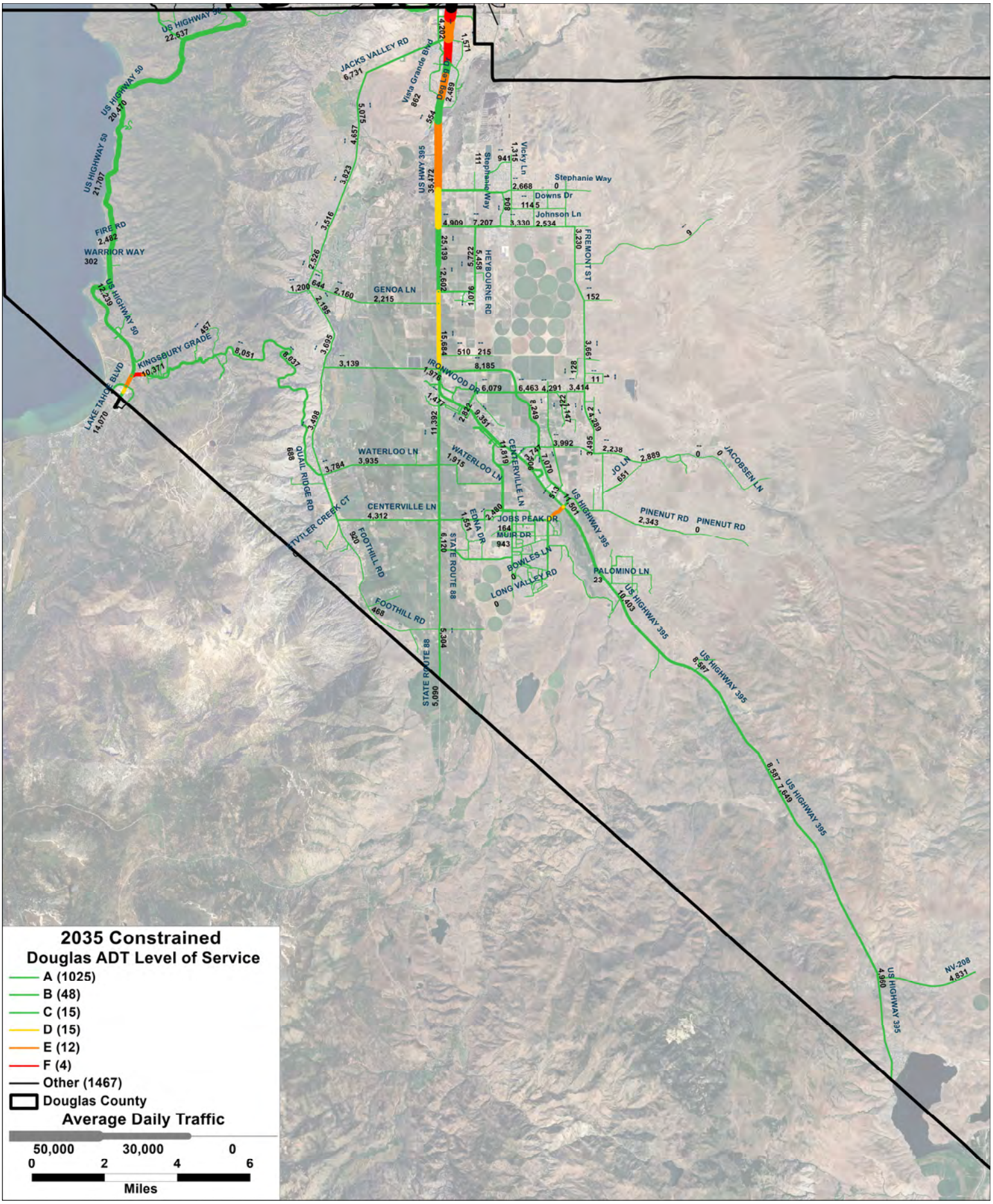
# Appendix I-2
# Douglas County Daily LOS and PM Peak Hour V/C Maps

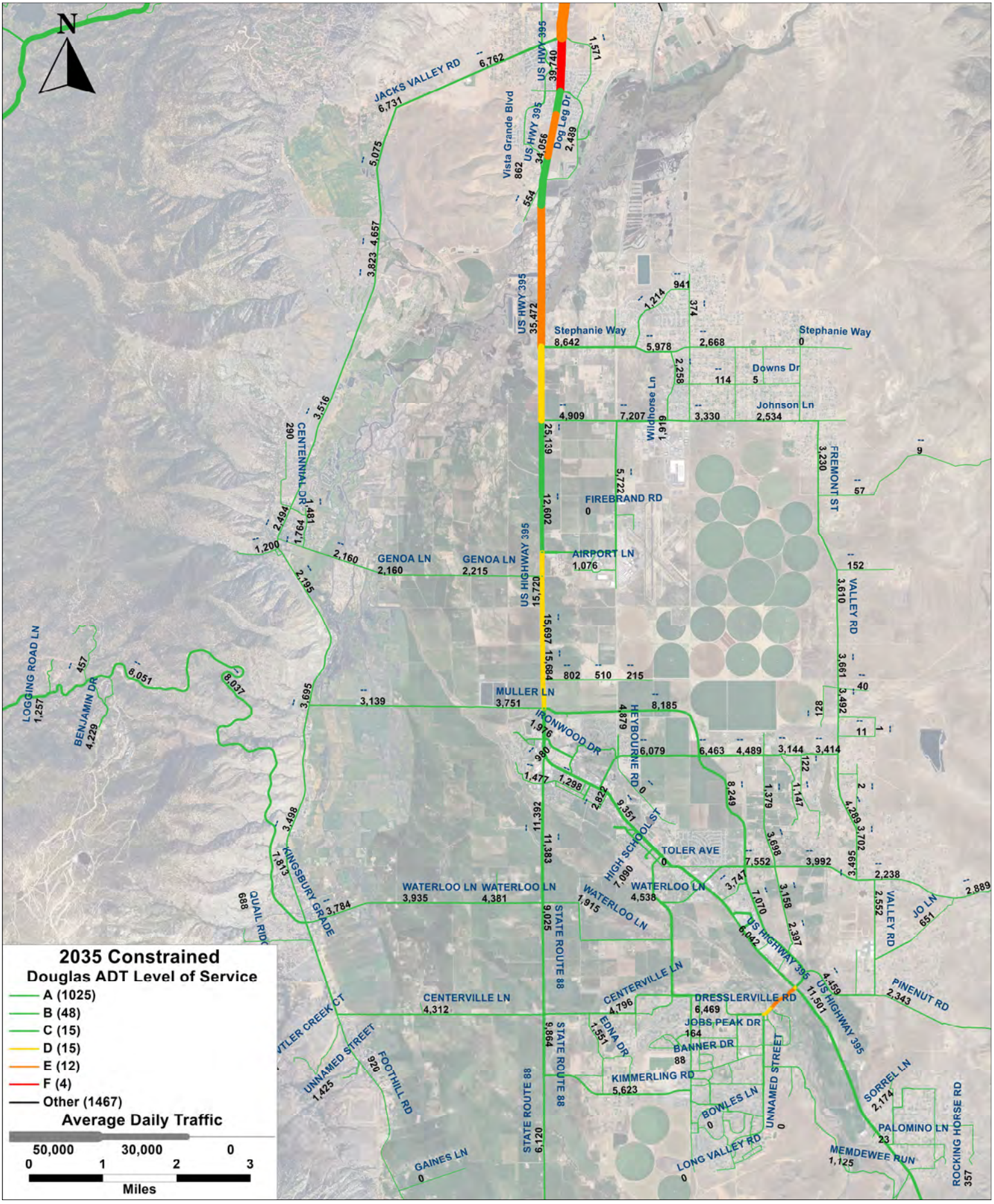

N
2022 Base Year
Douglas ADT Level of Service
A (1020)
B (38)
C (27)
D (6)
E (11)
F (3)
Other (1459)
Douglas County
Average Daily Traffic
50,000
30,000
0
0
2
4
6
Miles
US HIGHWAY 50
19,815
18,703
19,943
FIRE RD
2,468
WARRIOR WAY
300
1,417
ANDRIA DR
454
KINGSBURY GRADE
1,352
8,320
10,612
TRAMWAY DR
LAKE 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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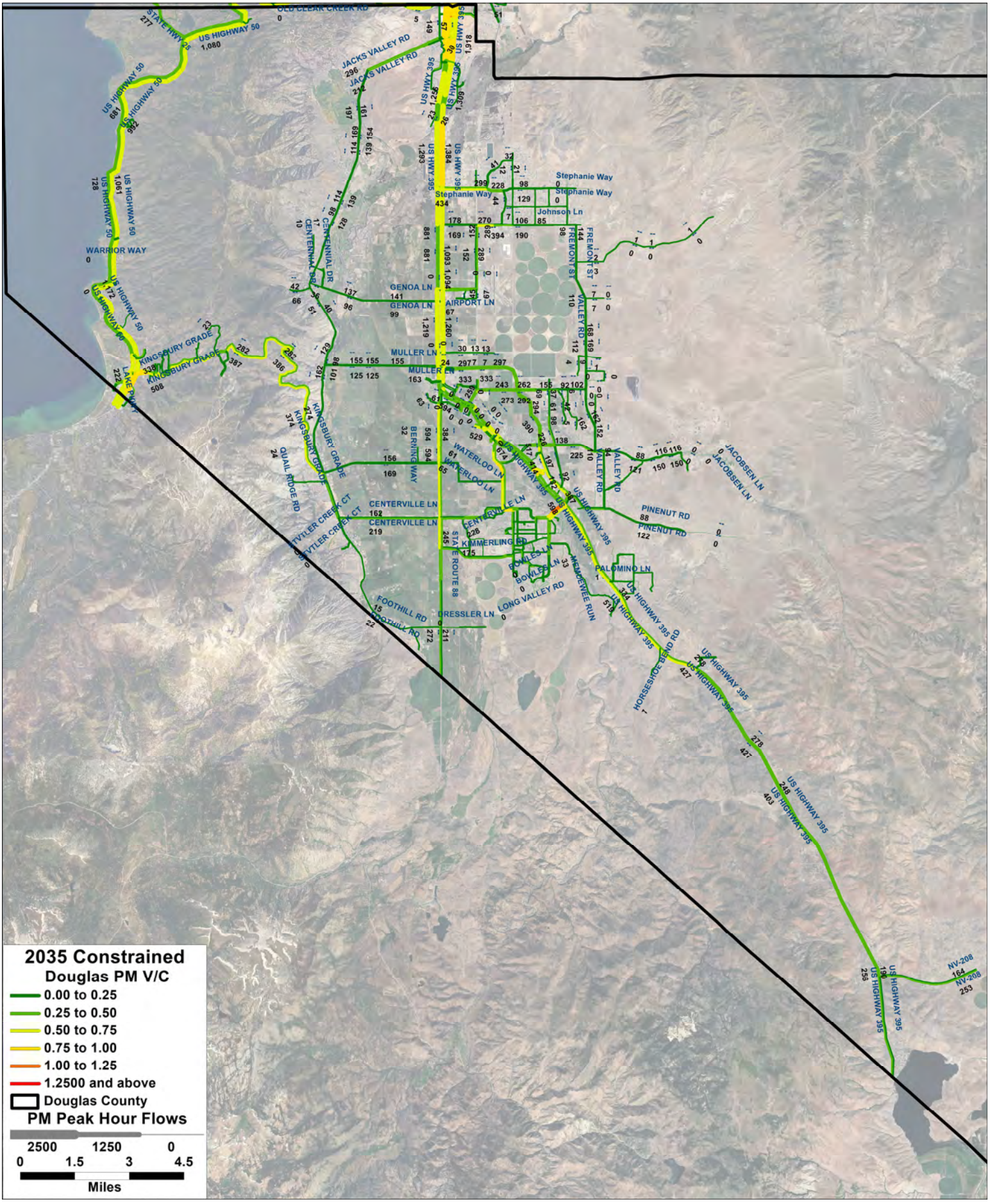
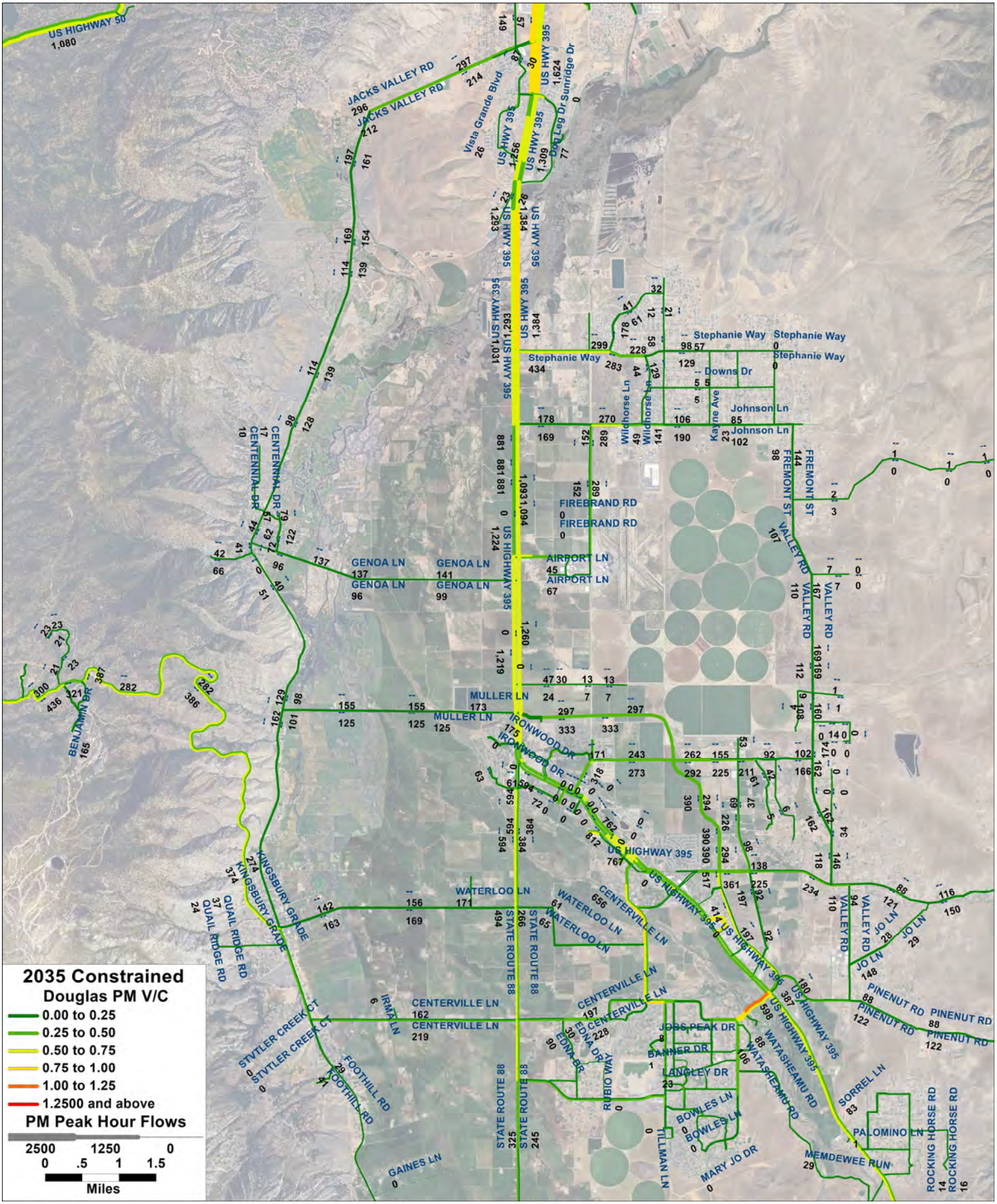
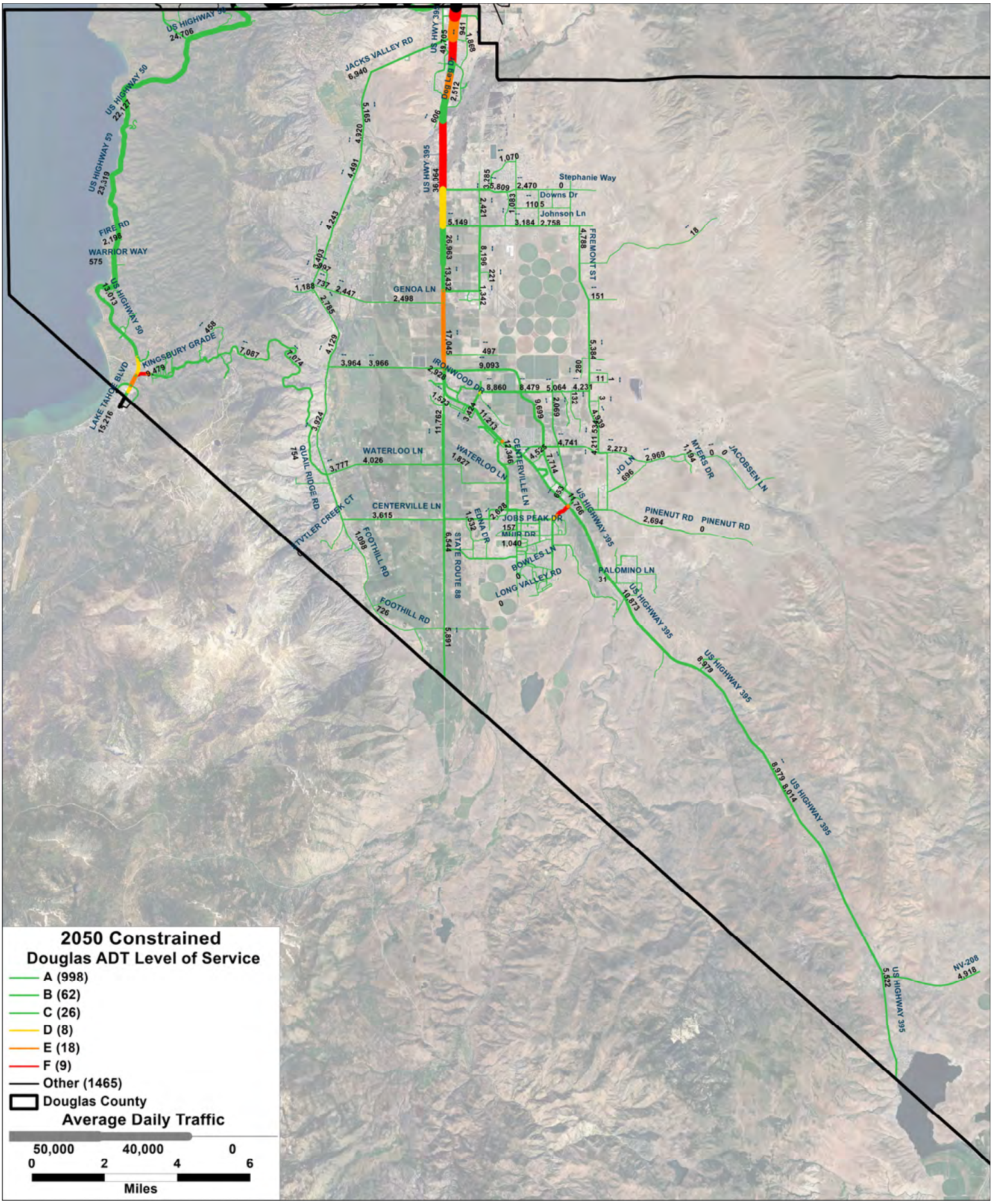
JACKS VALLEY RD
6,762
6,731
US HWY 395
39,740
1,571
Vista Grande Blvd
862
US HWY 395
34,056
Dog Leg Dr
2,489
554
5,075
4,657
3,823
US HWY 395
35,472
Stephanie Way
8,642
5,978
1,214
941
374
2,668
Stephanie Way
0
Downs Dr
5
114
2,258
Wildhorse Ln
1,619
Johnson Ln
2,534
3,330
4,909
7,207
25,139
3,516
290
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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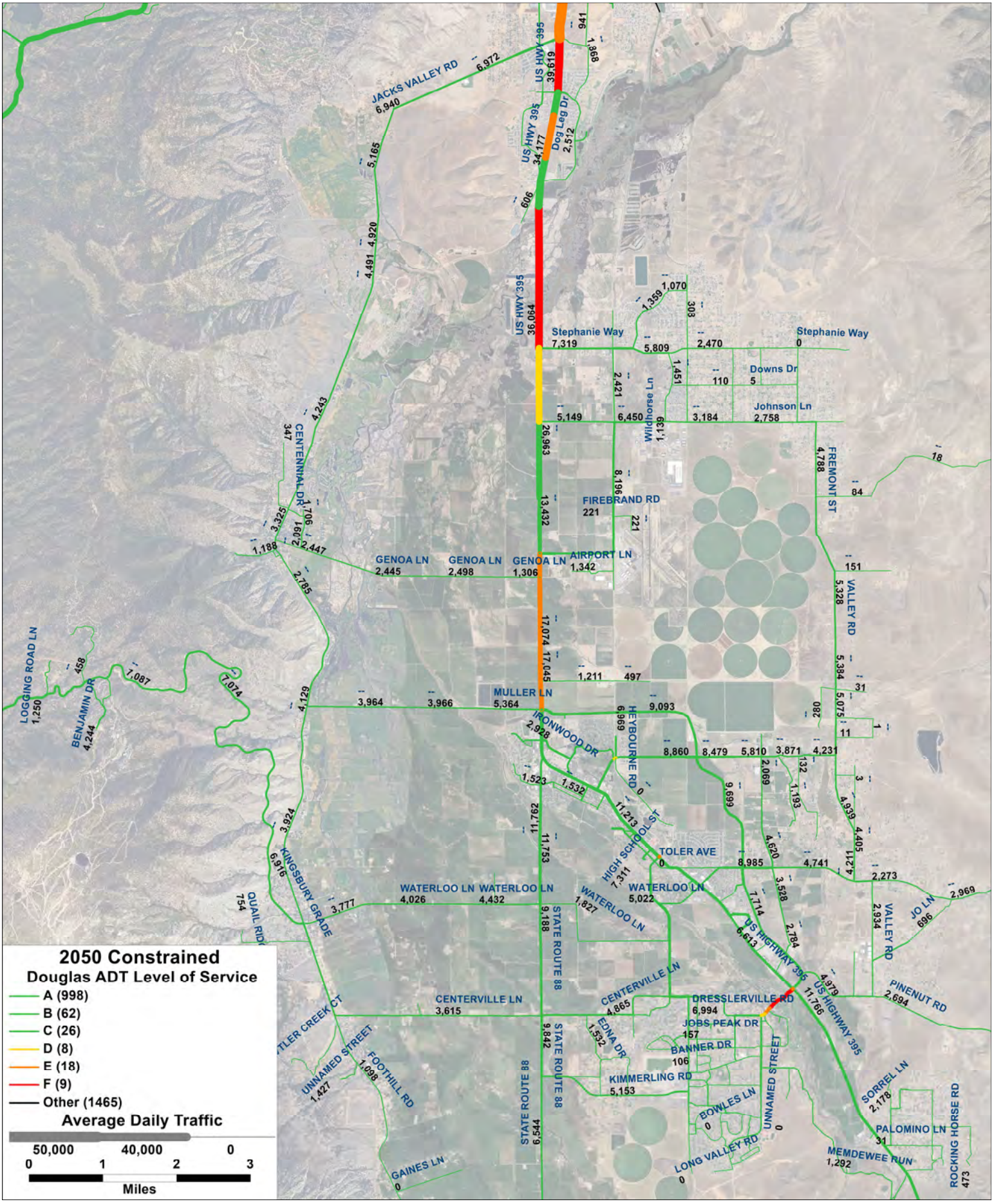
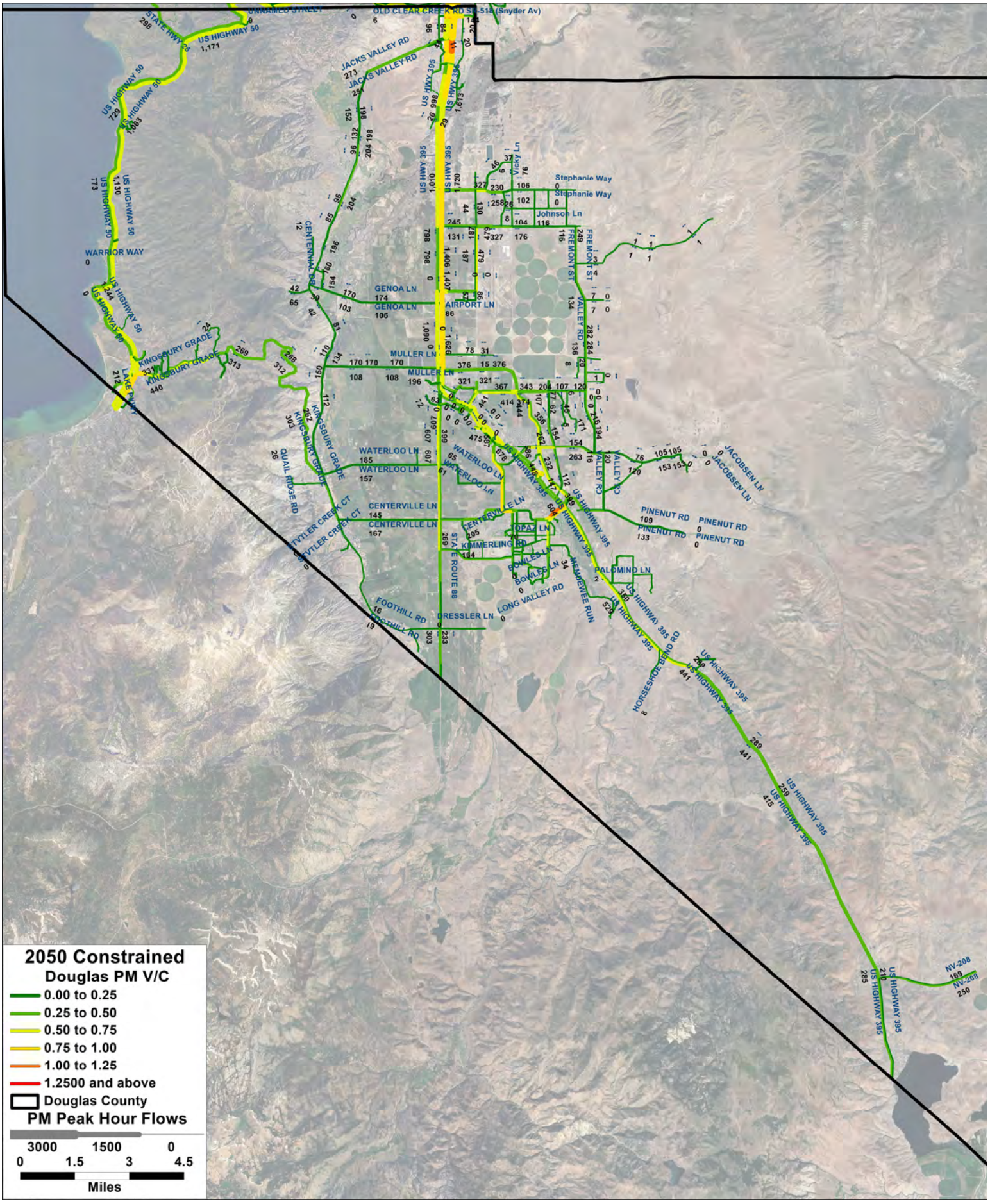
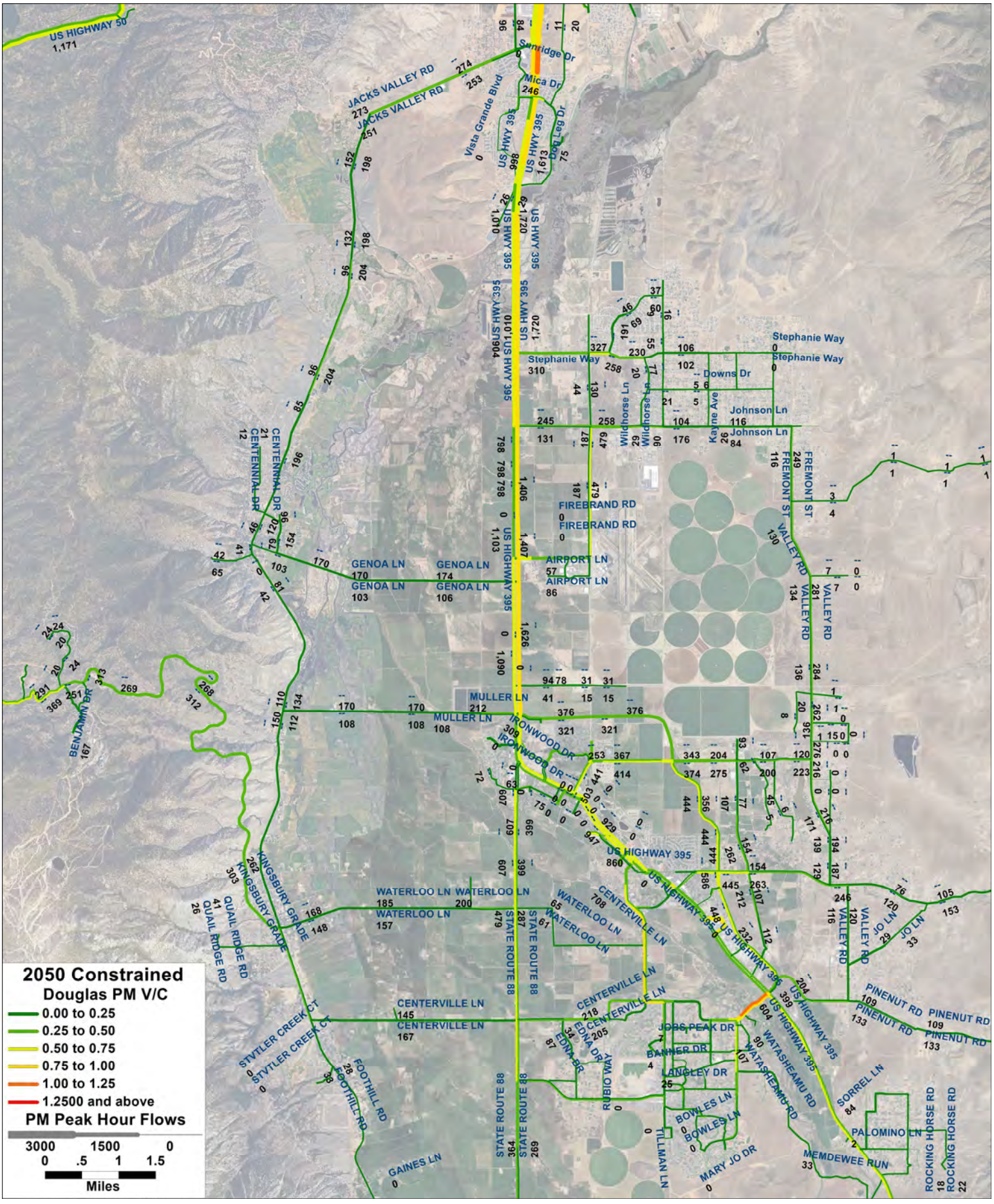
24,706
US HIGHWAY 50
22,127
US HIGHWAY 50
23,319
FIRE RD
2,198
WARRIOR WAY
575
US HIGHWAY 50
13,013
KINGSBURY GRADE
9,479
LAKE TAHOE BLVD
15,216
JACKS VALLEY RD
6,940
US HWY 395
49,705
Dog Leg Dr
2,512
US HWY 395
36,064
Stephanie Way
0
Downs Dr
1105
Johnson Ln
2,758
FREMONT ST
151
GENOA LN
2,498
IRONWOOD 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 preservation of infrastructure 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<br>3 = Intersects priority location/TBD<br>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<br>3 = Walk Score 20-35, Bike Score 25-54<br>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<br>3 = LOS D or E,<br>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.

## Future Updates

Remaining flexible for changing statewide and regional needs and priorities is important to keeping CAMPO's activities and projects relevant and eligible for funding. The scoring criteria and weights are intended to be reviewed and updated with each future adoption of the RTP. Updates to these criteria and weights may also occur at the request of the CAMPO Board, during RTP amendments, or as required by changes in state or federal regulations and policies.

# 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**

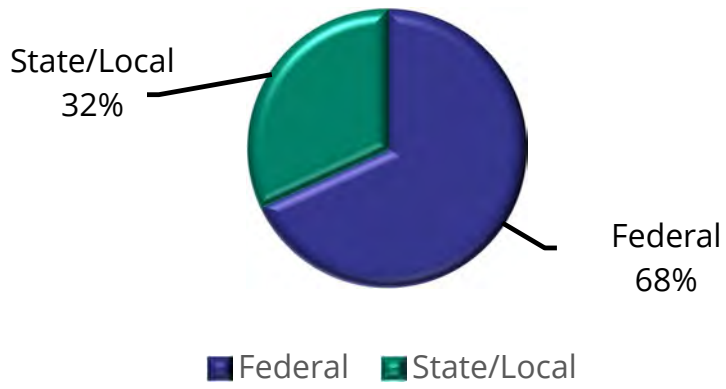
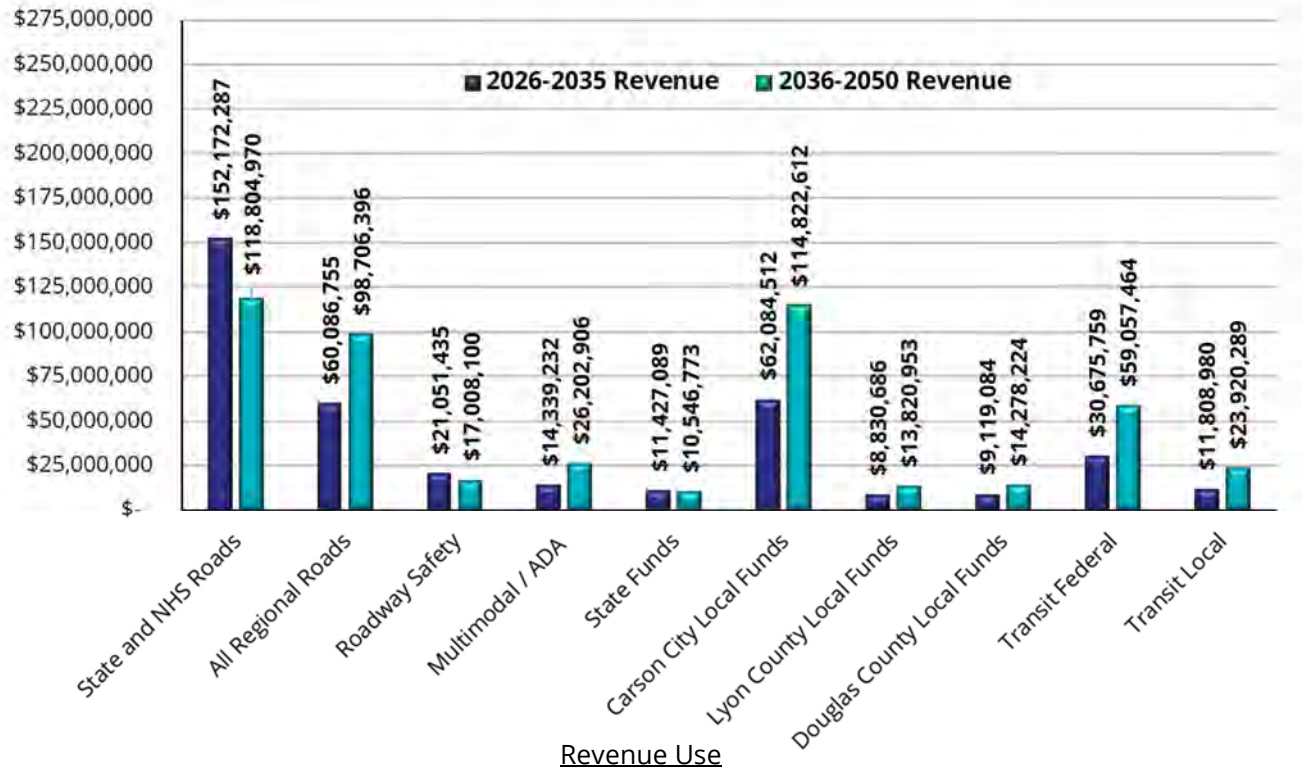



Figure 2 shows the revenue sources grouped by primary use type for the short-term and long-term periods.

**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

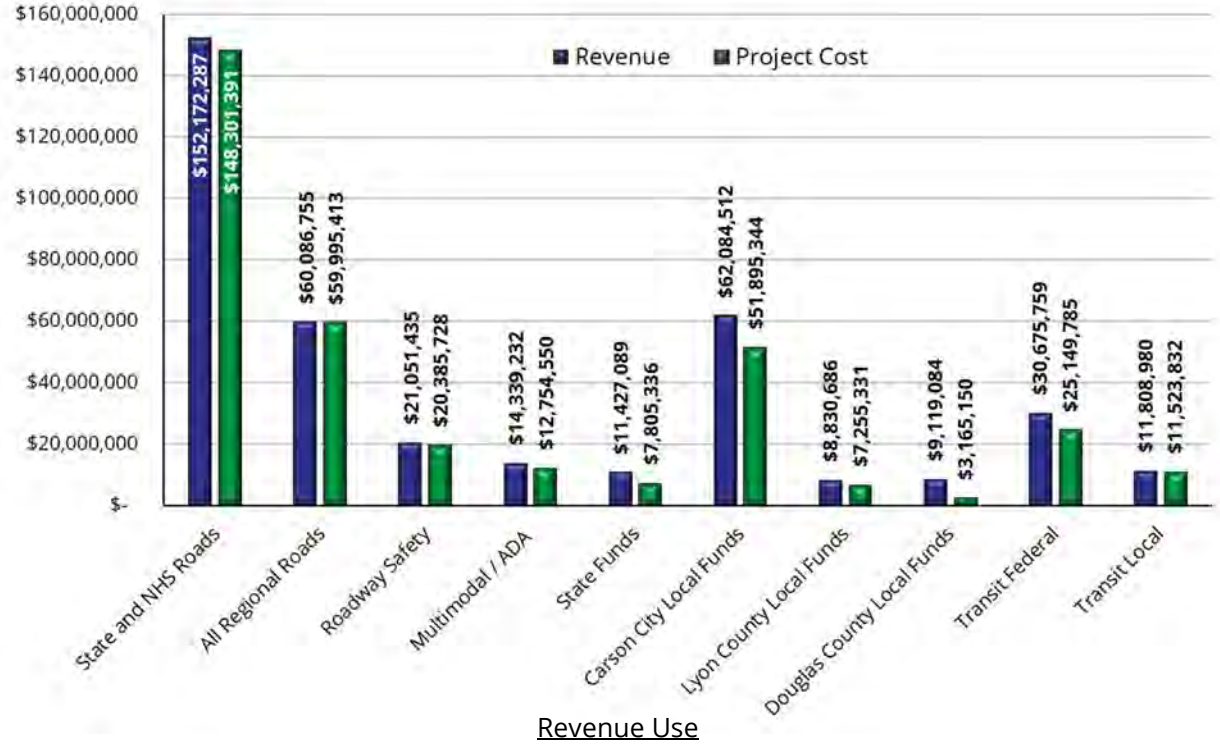
The total fiscally constrained cost of all activities between 2026 and 2050 is $800,023,243. This compares to a total anticipated revenue of $878,658,608 over this same period. Table 5 shows the total anticipated revenue compared to the total estimated cost. Figure 3 and Figure 4 compare anticipated 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** |

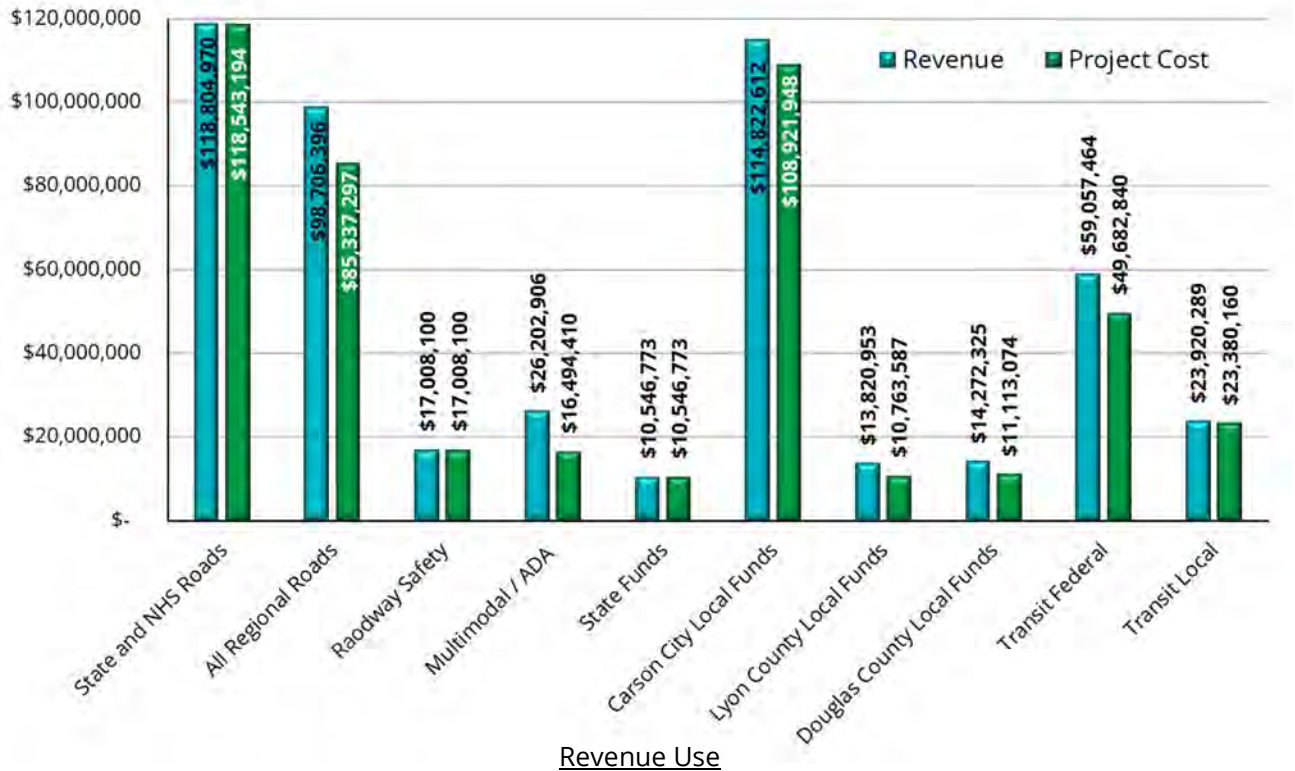
* Include the Other Transit Projects.

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




Revenue Use

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




Revenue Use

# APPENDIX G

## Approving Action

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

In this Approving Action, the Carson Area Metropolitan Planning Organization (CAMPO) supports the goals of the CAMPO 2050 Regional Transportation Plan including Safety, Quality of Life, Mobility, Prosperity, Adaptability, and Preservation and the overall mission of CAMPO to strive to develop and maintain a transportation system that provides balanced, safe, reliable, and convenient transportation options for all members of our community.

CAMPO consists of members from Carson City, western Lyon County, and northern Douglas County. CAMPO recognizes the CAMPO 2050 Regional Transportation Plan fills all requirements from Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 5303, and Title 23 Code of Federal Regulations, Part 134, through the Continuing, Cooperative, and Continuing process, and through outreach and engagement with the public, in accordance with CAMPO's Public Participation Plan.

CAMPO, at its' publicly noticed meeting of January 14, 2026, approved the CAMPO 2050 Regional Transportation Plan and authorized its' chairperson to sign this document and record that signature for the execution of this Plan for the improvement of transportation within the CAMPO Region.

Carson Area Metropolitan Planning Organization

Gregory Novak, Chairperson
dated this 14th day of January 2026

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