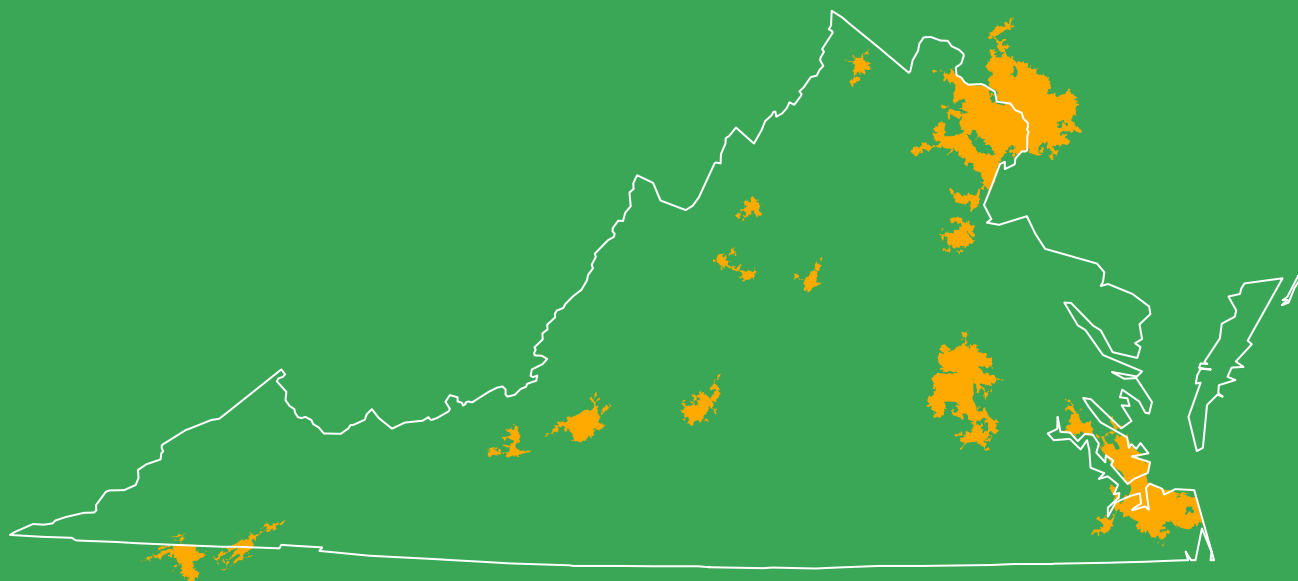


Review of FTA Funding Under the 2010 Census: Final Report



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Section 1

Introduction

Virginia Department of Rail and Public Transportation (DRPT) requested a review and analysis of how the 2010 U.S. Census changed Urbanized Area (UZA) boundaries in the Commonwealth, the Federal Transit Administration (FTA) rules and regulations for transit funding in the urbanized versus non-urban areas, and the resulting funding implications/options for local transit providers.

The underlying purpose of this task order project was to provide DRPT with the tools needed to ensure that direct and subrecipients of FTA funds are utilizing federal funds appropriately, including analyzing if transit systems are:

- Applying for and receiving federal funds from the grant programs intended for their area - large urban, small urban and rural areas (S.5307, S.5311 and S.5310); and
- Using those funds to provide service in a compliant manner (providing services urban versus rural areas).

Beginning in FY2013, FTA incorporated the results of the 2010 Census into its formula apportionments. As a result, some UZAs in Virginia have crossed statutorily-mandated population thresholds that dictate which FTA grant programs operators are eligible for. And, in some cases, resulted in changes to the eligible uses of those funds. For example, FTA recipients in small urban areas (under 200,000 population) may use S.5307 funds for operating assistance (50% of federal share - with no cap on the amount that can be used for operating assistance) while recipients in large urban areas are not permitted to use S.5307 for operating assistance (except if they operate 100 or fewer buses in fixed route peak service; then the percent of assistance that can be used for operating assistance is graduated by the number of buses).

DRPT is responsible for the interpretation of the changes in the UZA boundaries, how they will affect the allocation of small urban FTA 5307 and 5311 funding, as well as the funding implications they could have on the local transit agencies. Virginia's Transit Funding Formula implications would be identified by DRPT and potential solutions would be guided by the Transit Service Delivery Advisory Committee (TSDAC) and the Commonwealth Transportation Board (CTB). For example, as areas become urbanized and become new urban districts they will require funding from urban state funds and without additional state resources, the requirement to fund new small urban transit

districts will require reallocation of funds from existing urban transit districts that are eligible for state funds.

2010 Census Designations

The Census Bureau designates urbanized areas (UZAs) using on the most recent decennial census – in this case it would be the 2010 decennial census¹. The Census defines urbanized areas with a population of 50,000 or greater. Urban areas of less than 50,000 people are designated as urban clusters (UCs). For the purposes of transit funding, all UZAs are considered “urbanized” while all areas outside of UZAs are considered “non-urbanized”.

For funding/grant programs, FTA designates UZAs further into three groups according to population: small urban areas with population of 50,000 to 199,999, large urban areas with population of 200,000 to 999,999, and very large urban areas with populations of 1 million and over. Funding formula allocation and restrictions on the use of funds differ by the size of the UZA according to these three groups.

With the release of the 2010 Census, boundaries for the UZAs were redrawn throughout the Commonwealth (although it wasn’t until FY2013 that FTA incorporated the results of the 2010 Census into its formula apportionments). The changing of the UZA boundaries has regulatory and funding implications for localities and transit agencies across the Commonwealth. The goal of this effort was to identify where the boundaries have changed, which transit systems are being affected, and how this will impact current regulations and funding.

How FTA Funds are Allocated to States and Direct Recipients

The allocations, rules, and regulations vary by FTA program; in general different FTA programs fund transit in non-urbanized (rural) and urbanized areas. For most FTA programs, federal funds are allocated to the states and urbanized areas based various formulas that include total population, number of seniors and persons with disabilities, land area and population density and, in some areas, service characteristics (miles of service). With the implementation of MAP-21, some the formulas now incorporate the number of low income individuals.

FTA transit subsidies for large urban areas flow directly from the FTA to a designated recipient in the urbanized area, typically a transit system. Transit funds for

¹ Barring statutory changes to the funding formulas, FTA anticipates continuing to use the 2010 Census data on urbanized area population, population density and non-urbanized population and land area until the census releases its 2020 urbanized areas. FTA anticipates using updated American Community Survey (ACS) data on older adults, people with disabilities, and low income for FY2014 and future year allocations

small urban areas (population under 200,000) and rural areas are managed through DRPT. Under MAP-21, small urban and rural transit funds are allocated to states according to the following formula:

- ***Urbanized Area Formula Grants (S.5307 and S.5340)***
 - For “small urban” areas of 50,000 to 199,999 in population (DRPT grantees), the formula based on population and population density, and number of low-income individuals.
 - For “large urban” areas with populations of 200,000 and more, the formula based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles, as well as population and population density and number of low-income individuals.
- ***Bus and Bus Facilities (S.5339)***
 - Formula allocates a minimum flat amount of \$1.25 million to each state based upon population and population density, then allocates another portion to states for urbanized areas under 200,000.
- ***Rural Formula Grants (S.5311)***
 - Formula apportions 83.15% of funds based on land area and population in rural areas
 - Formula apportions 16.85% of funds based on land area, revenue-vehicle miles, and low-income individuals in rural areas.
- ***Rural Formula Grant Set Aside - Tribal Programs (part of S.5311)***
 - Formula factors are vehicle revenue miles and number of low-income individuals residing on tribal lands.
- ***Rural Formula Grant Set Aside - Appalachian Development Public Transportation Assistance Formula Program (part of S.5311)*** (VA is one of the states in the Appalachian region)
- ***Enhanced Mobility of Seniors and Individuals with Disabilities (S.5310)***
 - Formula is based on seniors and individuals with disabilities
 - 60% to urbanized areas over 200,000 population (direct recipients)
 - 20% to states for use in small urban areas (50,000 – 199,999) (DRPT subrecipients)
 - 20% to states for use in non-urbanized areas (DRPT subrecipients)

DRPT-State Role in Administering FTA Funds

DRPT has no role in administering the FTA dollars that flow to large urban areas (UZAs with 200,000 population and greater). However, the Commonwealth is the designated recipient for FTA funds and DRPT is responsible for administering FTA dollars in small urban and rural areas.

Small Urban Areas (50,000 – 199,999 population)

- Pass through S.5307 funds – state allocates annual apportionments among recipients based on federal allocations (not “based on local needs and arrangements”). State puts together the (Statewide Transportation Improvement Program) STIP from the (Transportation Improvement Programs) TIPS. State submits a grant application for S.5307 POP or can designate eligible applicants to apply for all or a part of the apportionment and notify FTA of such designations.
- Sub-allocates small urban portion of S.5339 Bus and Bus Facility Funds
- Administers grants for S.5310 projects in small urban areas (DRPT also administers the S.5310 funding for the large urban areas – Richmond, Hampton Roads and Roanoke - at their request, in accordance with MAP-21)
- Ensures compliance with where/who can be served

Non-Urbanized Areas – State is the designated recipient for FTA funds in non-urbanized areas.

- Suballocates S.5311 funds
- Suballocates rural portion of S.5339 Bus and Bus Facility Funds
- Administers grants for S.5310 projects in non-urbanized areas
- Ensures compliance with where/who can be served

Section 2

Regulatory Analysis

Review of FTA Rules and Regulations

As noted in the previous section, FTA allocates funds based on formulas or discretionary awards and has different policies and regulations for how transit is funded in urbanized and non-urbanized areas. These formulas are used by FTA to determine the level of funding to provide to the states under each program. In addition, there are compliance requirements associated with the different transit funding programs for the urbanized and non-urbanized areas.

- ***Changes to S.5310*** - An issue that is new with MAP-21 and the newly remodeled S.5310 program is the need to account for funding by large urban, small urban and rural areas (as well as traditional and non-traditional projects). The state is the designated recipient for S.5310 funding in small urban and rural areas and is also responsible for reporting and accounting for how these funds are allocated and used in each area. FTA allocates S.5310 funds separately (20% of the apportioned amount is allocated to states based on the number of seniors and persons with disabilities residing in urbanized areas under 200,000 and 20% is of the apportioned amount is allocated to states based on the number of seniors and persons with disabilities residing in non-urbanized areas). DRPT must only use their small urban funds to those areas and their rural funds to services in rural areas. Three of the four large urban areas in Virginia - Hampton Roads, Richmond and Roanoke - have requested that DRPT administer the S.5310 funding program in those regions; in accordance with MAP-21.
- ***Conversion to a Formula Program for Capital*** - Under the new S.5339 Bus and Bus Facilities Formula Grant Program, each State is allocated capital funds for use in rural areas (\$1.25M each state) and in small urban areas (13.35% of the remaining amount based on population and population density).

Funding Implications in Virginia

Changes in the demographics and UZA boundaries will have funding implications for a number of local transit agencies. These implications stem from a

variety of demographic shifts such as population increases in both urban and rural transit districts, current urbanized areas reaching large urbanized status, urbanized areas that have expanded into rural areas, and smaller urban areas (urban clusters) becoming urbanized.

Large Urban Areas

FTA allocates S.5307 funds directly to the transit systems operating in very large and large urban areas:

- Washington, DC-VA-MD
- Hampton Roads, VA
- Richmond, VA (including Petersburg, VA)
- Roanoke, VA

With the 2010 Census, there were a number of shifts:

- A portion of Loudoun County became part of the Washington DC UZA. This shifted some areas from being eligible for S.5311 to now having to compete with other services in the DC area. Currently WMATA is the designated recipient for S.5307 funds in the region.
- The Roanoke area was reclassified as a large UZA. The UZA went from being a small urban area to a large urban (over 200,000). Their Section S.5307 apportionment is now provided through the FTA's formula bus tier, which apportions funds based vehicle revenue miles, passenger miles traveled, and operating costs, as well as population and population density. They are allowed to use S. 5307 funds for capital projects, including preventive maintenance, at an 80/20 Federal/Local share. The transit system is eligible to use S.5307 funds for operating but has a cap; because they operate less than 75 vehicles in fixed route peak service they will be able to use a portion (up to 75% of the apportionment that is attributable within the urbanized areas, measured by vehicle revenue hours) of their S.5307 allocation for operating assistance. Roanoke was never eligible for Small Transit Intensive Cities (STIC) program so it did not lose this.

Small Urban Areas

The governor's apportionment of the S.5307 funds for small Urban Areas (50,000 – 199,999 population) for Virginia is available to transit programs in the following urbanized areas:

- Blacksburg (including Radford),
- Charlottesville,

- Fredericksburg,
- Harrisonburg,
- Lynchburg,
- Staunton-Waynesboro,
- Williamsburg,
- Winchester,
- Bristol (TN-VA); and
- Kingsport (TN-VA).

Two of these are newly designated as urbanized areas (Staunton-Waynesboro and Williamsburg)². New urbanized areas (50-199,999) need to create a Metropolitan Planning Organization (MPO). They are eligible for Section 5307 formula funds for both capital expenses and operating expenses. FTA funds are apportioned to the Governor for all small urbanized areas based on population and density of each urbanized area. Some transit systems are eligible for S.5307 and may still be eligible for S.5311 to serve the non-urbanized areas.

Finally, there was a significant increase in the size of the Blacksburg UZA that resulted in Radford being subsumed into the UZA. The increase in S.5307 funding associated with this change was not large enough to cover the loss in S.5311 funding that Radford received previously.

Transit Systems Serving both Urbanized and Non-Urbanized Areas

Particular attention was paid to agencies that serve both the urbanized and non-urbanized areas as these agencies will have more complexity in their funding requirements and allocation. Transit systems that serve both urban and non-urbanized areas could receive both S.5311 and S.5307 funding.

Three transit systems receive both S.5307 and S.5311:

- JAUNT,
- Fredericksburg Regional Transit (FRED); and
- Williamsburg Area Transit Authority (WATA).

Seventeen transit systems operate services that serve both urban and non-urbanized areas but only receive funding from only one FTA program; either S.5307 or S.5311.

- Radford Transit,
- Pulaski Area Transit,
- Valley Metro,
- District 3,

² In 2000, Williamsburg was part of the Virginia Beach UZA but became its own UZA in 2010.

- Greene County Transit (GCT),
- Coordinated Area Transit Services (CATS),
- Harrisonburg Department of Public Transportation (HDPT),
- VRT – Mountain,
- VRT – West Central,
- VRT – Loudoun County,
- Mountain Empire (MEOC),
- Greater Richmond Transit Company (GRTC),
- Petersburg Area Transit (PAT),
- Blackstone Area Bus System (BABS),
- RADAR,
- Hampton Roads Transit (HRT); and
- I-Ride.

Need for Local Cost Allocation

A local transit system may receive both S.5307 and S.5311 funding to provide public transportation to an urbanized area and surrounding non-urbanized areas but they must develop a **reasonable basis** for allocating the cost of service between the two funding sources. When services operate in both urban and non-urbanized areas, the transit systems need to have a method of allocating services, and the associated operating and capital costs, to urban versus rural programs.

DRPT is responsible for ensuring that the allocation of expenses between urban and non-urbanized areas is reasonable. There is no FTA preferred method for allocating costs (operating or capital) associated with transit services in urban versus rural areas.

According to the proposed Section 5311 FTA Circular 9040.1G – Section III.2.e:

“Joint Urbanized and Rural Projects - In some localities, a subrecipient receives both Section 5307 and 5311 funding to provide public transportation to urbanized and surrounding rural areas. These subrecipients should use Section 5311 funds only to assist the rural portion of those localities.

Because of the wide range of circumstances under which an operator may provide services in both urbanized and rural areas, FTA expects the subrecipient to develop a reasonable basis related to the service provided, for allocating operating costs between the two FTA funding sources. The subrecipient should also apply this procedure to “joint” capital projects. Similarly, a subrecipient that purchases vehicles under either the Section 5307 or 5311 program for use in any part of a combined urbanized and rural service area should ensure that it has capital replacement policies in place to ensure that it is using program funds according to Federal eligibility requirements. When there is a question as to the reasonableness of the subrecipient’s cost allocation methodology, FTA looks to the State to make a determination.”

The allocation of costs for fixed routes or deviated fixed routes is dependent of the situation. Following are three common scenarios:

Scenario #1 – Transit Services Operate Either in Urban or Rural Area. Routes or services do not cross UZA boundaries. In these cases, transit operators generally are able to directly allocate most costs to urban or rural areas through the accounting system (vehicles and drivers are assigned to one area or another and shared or fixed costs are allocated based on total relative costs in each area).

Scenario #2 – Transit Services Operate in Both Rural or Urban Areas but Operate “Closed Door” in One Area. Under this scenario, 100% of the costs associated with the service should be allocated to the program intended to fund the area served. For example, a service picks up residents living outside the UZA but brings them to destinations inside the UZA; the return trip picks up people in the UZA but only drops off in the rural area. In this case, the entire cost of the service would be funded using S.5311.

Scenario #3 – Transit Service Operates in Both Urban and Rural Areas. In this scenario, the costs associated with the service must be allocated to the S.5307 or the S.5311 programs. This is generally accomplished by:

1. Total or Revenue Miles.
2. Total or Revenue Hours.
3. Combination of Miles (used to allocated costs associated with miles such as fuel, maintenance) and Hours (used to allocated costs associated with hours such as driver salaries and fringe benefits). Under this method, fixed/overhead costs are allocated based on the relative mile/hourly related costs in each area.

In these cases, the use of 1) passengers, 2) passenger miles, or 3) pure route miles is not acceptable since none of these adequately relate to operating or capital costs.

The cost of demand response services generally allocated to where the rider resides. If it is a shared trip the cost is allocated appropriated among the riders.

Section 3

Spatial Analysis

The purpose of this spatial analysis is to document the changes in the UZAs and assist the Department of Rail and Public Transit (DRPT) to assess where public transit services are operated in relation to the urbanized and non-urbanized areas. The spatial analysis consists of mapping the current urbanized areas, the transit services that operate in and around the UZAs, the demographics in the UZAs, and determining the proportion of each transit agencies' fixed routes, deviated-fixed routes, and/or general public demand-response service that are in the urbanized and non-urbanized areas.

The data that was used for the analysis was obtained from the following sources:

- 2010 and 2000 UZA Boundaries – The UZA boundaries were obtained from the Census Bureau.
- Demographic Data – Population and low-income data were obtained from the Census Bureau.
- Public Transit Routes – The Geographical Information System (GIS) data were obtained either from the transit operator, a current or previous study, or manually geocoded.

Demographic Analysis

Using the demographic data from the 2010 decennial census and the new UZA boundaries, the team developed a statewide GIS map as well as individual GIS maps depicting the new UZA boundaries. The maps also show the low income and minority populations within the UZA down to the block group level. For comparison purposes, maps were also generated for the Census 2000 UZAs. This will help to illustrate where the UZA boundary changes occurred. In addition to the maps, a profile of each UZA was developed providing actual population data for each UZA.

UZA Changes

Including the changes resulting from the 2010 Census there are currently 14 urbanized areas in Virginia. Figure 1 provides a statewide map depicting these urbanized areas. The Census categorizes urbanized areas into the following categories:

- Non-Urbanized – Population 50,000 and less.
- Small Urban – Population 50,000 to 199,999.
- Large Urban – Population 200,000 to 999,999.
- Very Large Urban – Population 1 million and over.

Appendix A provides a map of each current UZA depicting the change in area between the 2000 and 2010 Census. The most notable changes in the urbanized areas from the 2000 to the 2010 Census are:

Elimination of UZA or Reduction of UZA

- Danville UZA – Danville’s population fell below 50,000 and is no longer classified as an urbanized area.
- Virginia Beach UZA – The Virginia Beach UZA previously included the Williamsburg area but with the 2010 Census, Williamsburg is now its own urbanized area.

New UZA or Addition to UZA

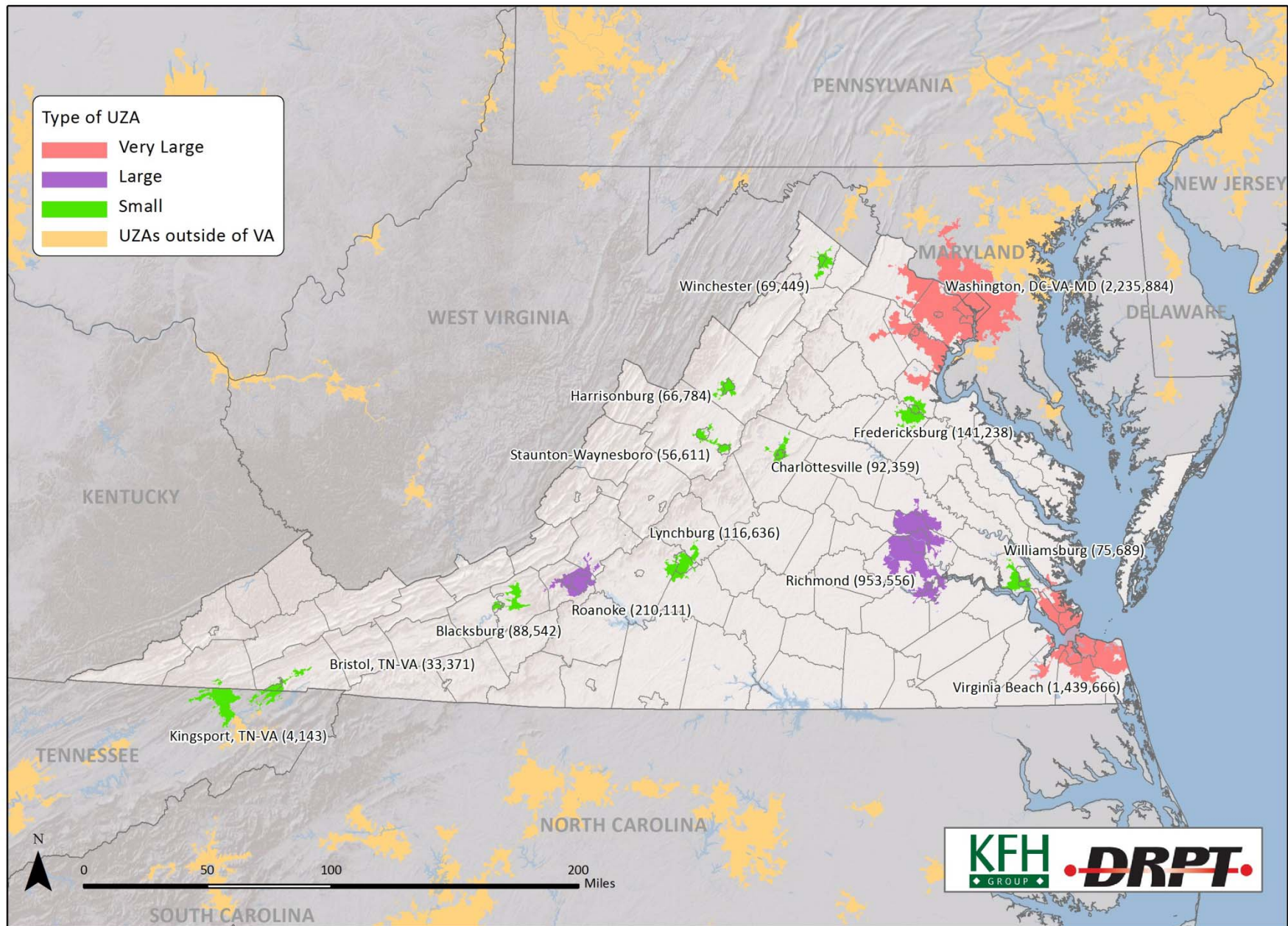
- Washington, DC UZA – A portion of Loudoun County became part of the Washington, DC UZA.
- Williamsburg UZA – This small urban UZA was once part of the Virginia Beach UZA but it has become its own urbanized area.
- Staunton-Waynesboro UZA – This is a new small urban UZA with a population of 56,611.
- Blacksburg UZA – The size of the Blacksburg UZA nearly doubled in area with the addition of Radford into the UZA.
- Bristol UZA – The portion of the urbanized area in Virginia grew significantly in area and population with the addition of Abingdon.

Table 1 provides a summary of the changes in each of the UZA with regards to population and area.

Overlay Analysis

After assembling the UZA boundaries, the demographic data, and the GIS route files, the team provided an overlay of the data layers in GIS to allow DRPT to consider the number of route miles that are in the urbanized and non-urbanized areas. The results of this analysis are documented with maps, and a profile of each UZA.

Figure 1: Virginia UZAs



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Table 1: UZAs in Virginia

Urbanized Areas	Population				Land Area (Sq. Miles)			
	2010	2000	Change	Percent	2010	2000	Change	Percent
Urbanized Area Totals (1)	5,627,094	4,768,994	858,100	18.0%	2,325	2,082	242	11.6%
Blacksburg	88,542	57,236	31,306	54.7%	51.21	26.33	24.9	94.5%
Charlottesville	92,359	81,449	10,910	13.4%	34.56	37.54	-2.98	-7.9%
* Danville	43,055	50,902	-7,847	-15.4%	32.57	32.57	0	0.0%
Fredericksburg	141,238	97,102	44,136	45.5%	77.8	65.6	12	18.6%
Harrisonburg	66,784	52,647	14,137	26.9%	32.54	26.74	5.80	21.7%
Lynchburg	116,636	98,714	17,922	18.2%	88.80	74.71	14.09	18.9%
Richmond	953,556	818,836	134,720	16.5%	492.17	439.1	53.1	12.1%
Roanoke	210,111	197,442	12,669	6.4%	124.18	112.1	12.1	10.8%
** Staunton-Waynesboro	56,611	43,373	13,238	30.5%	38.13	35.02	3.11	8.9%
Virginia Beach	1,439,666	1,394,439	45,227	3.2%	515.45	550.5	-35.05	-6.4%
** Williamsburg	75,689	11,998	63,691	530.8%	55.92	9.14	47	511.8%
Winchester	69,449	53,559	15,890	29.7%	37.18	33.21	3.97	12.0%
Washington, DC	4,586,770	3,936,201	650,569	16.5%	1321.73	1184.2	137.5	11.6%
UZA in VA	2,235,884	1,789,227	446,657	25.0%	707.07	623.06	84.0	13.5%
Bristol	69,501	58,472	11,029	18.9%	63.9	51.48	12	24.1%
UZA in VA	33,371	20,293	13,078	64.4%	32.3	14.9	17.4	116.8%
Kingsport	106,571	94,904	11,667	12.3%	113.56	97.86	15.7	16.0%
UZA in VA	4,143	1,777	2,366	133.1%	4.70	1.94	2.8	142.3%

(1) Totals reflects total population and land area within the Commonwealth.

* Danville became non-urbanized with the 2010 Census.

** Staunton-Waynesboro and Williamsburg became urbanized with the 2010 Census.

Transit Service in UZA and Non-UZA

Table 2 provides a matrix of the transit agencies and the geographical areas (urbanized versus non-urbanized area) their general public services intersect with. For example if all or parts of a segment of a particular route intersects with an urbanized area then the transit agency is identified as having service in an urbanized area. The table also provides information on the proportion of a transit agency's general public service that is in the urbanized and non-urbanized area. For fixed-route and deviated fixed-route services, the proportion of service in each area is calculated based on the number of route miles. For general public demand-response service the proportion of service in each area is calculated based on the general public demand-response service area.

Table 2: Transit Agency Service Coverage

Transit Agency	Fixed Routes/ Deviated Fixed Routes		General Public Demand Response (DR)	
	% of Route Miles		% of Service Area	
	UZA	Non-UZA	UZA	Non-UZA
Alexandria DASH	100.0%	0.0%	--	--
Altavista Community Transit System	--	100.0%	--	100.0%
Arlington Transit	100.0%	0.0%	--	--
Bay Transit	--	100.0%	--	100.0%
Blacksburg Transit	100.0%	0.0%	--	--
Blackstone Area Bus System	2.5%	97.5%	--	--
Bluefield Area Transit	--	100.0%	--	100.0%
Bristol Virginia Transit	100.0%	0.0%	--	--
Charlottesville Area Transit	100.0%	0.0%	--	--
Chincoteague Pony Express	--	100.0%	--	--
Coordinated Area Transit Services	--	--	2.7%	97.3%
CUE (City-University-Energysaver)	100.0%	0.0%	--	--
Danville Mass Transit Services	--	100.0%	--	100.0%
District 3	6.9%	93.1%	--	--
Fairfax Connector	100.0%	0.0%	--	--
Farmville Area Bus	--	100.0%	--	--
Four County Transit	--	100.0%	--	--
Graham Transit	--	100.0%	--	--
Fredericksburg Transit (FRED)	55.7%	44.3%	--	--
Greater Lynchburg Transit Company	100.0%	0.0%	--	--
Greater Richmond Transit Company	96.4%	3.6%	--	--
Greene County Transit System	--	--	6.2%	93.8%
Hampton Roads Transit	93.0%	7.0%	--	--
Harrisonburg Department of Public Transit	90.3%	9.7%	--	--
Hart Area Rural Transportation	--	--	0.0%	100.0%
I-Ride	17.2%	82.8%	0.0%	100.0%
JAUNT	14.8%	85.2%	1.5%	98.5%
Lake Area Bus	--	--	0.0%	100.0%
Mountain Empire Older Citizens	--	--	0.3%	99.7%
Petersburg Area Transit	97.2%	2.8%	--	--
Potomac & Rappahannock Transportation Commission (PRTC)	100.0%	0.0%	--	--
Pulaski Area Transit	6.6%	93.4%	70.0%	99.3%
RADAR	24.3%	75.7%	24.9%	75.1%
Radford Transit	86.5%	13.5%	--	--
Valley Metro	60.0%	40.0%	--	--
Virginia Regional Transit (VRT)	49.8%	50.2%	--	--
Williamsburg Area Transportation Authority (WATA)	72.0%	28.0%	--	--
WinTran	100.0%	0.0%	--	--
Washington Metropolitan Area Transit Authority (WMATA)	100.0%	0.0%	--	--

UZA Profiles

Table 3 presents a matrix outlining each of the UZAs and the transit agencies that operate service within each. The table also delineates between which agency operates only within the UZA or in both the urbanized and non-urbanized area. A detailed profile was created for each of the 14 urbanized areas to identify which transit agencies operate in both urbanized and non-urbanized areas. Each profile consists of the following:

- **Low income population map** – Provides a map of the location and percentage of people in the UZA that are below the poverty level by block group.
- **Transit service map** – Provides a map of the UZA and the transit services for each transit agency that serves the UZA.
- **Profile summary sheet** – Provides an accounting of the proportion of service by transit agency and mode that operate in the urbanized and non-urbanized area. The summary profile sheet provides information on the demographics and land area of the UZA and information about the transit service that intersects with the UZA. For transit agencies that primarily operate out of the UZA or have service(s) that serves only that specific UZA, all of their general public transit services are included in this summary sheet. For transit agencies that operate out of a different UZA for a specific UZA but have services that intersect with the specific UZA, then only the services that intersect with the specific UZA are listed in the particular profile summary sheet. For example, in the Blacksburg UZA, there are four transit agencies – Blacksburg Transit, Radford Transit, Valley Metro, and Pulaski Area Transit - that have transit services that operate in the UZA. Blacksburg Transit and Radford Transit operate out of the Blacksburg UZA so all of their transit services are included in the profile summary sheet. Pulaski Area Transit (PAT) does not serve any other UZA other than the Blacksburg UZA so therefore all of PAT's transit services are included in this profile summary sheet. Valley Metro operates out of the Roanoke UZA but has a route that intersects with the Blacksburg UZA so only this Valley Transit route is included in the Blacksburg UZA profile summary sheet. The Roanoke UZA profile summary sheet will include all of the transit services operated by Valley Metro including the route that intersects with the Blacksburg UZA. In addition, for urbanized areas that overlap into other states such as Bristol, Kingsport, and Washington, DC, the calculations are based on portions of the route/service that are in Virginia.

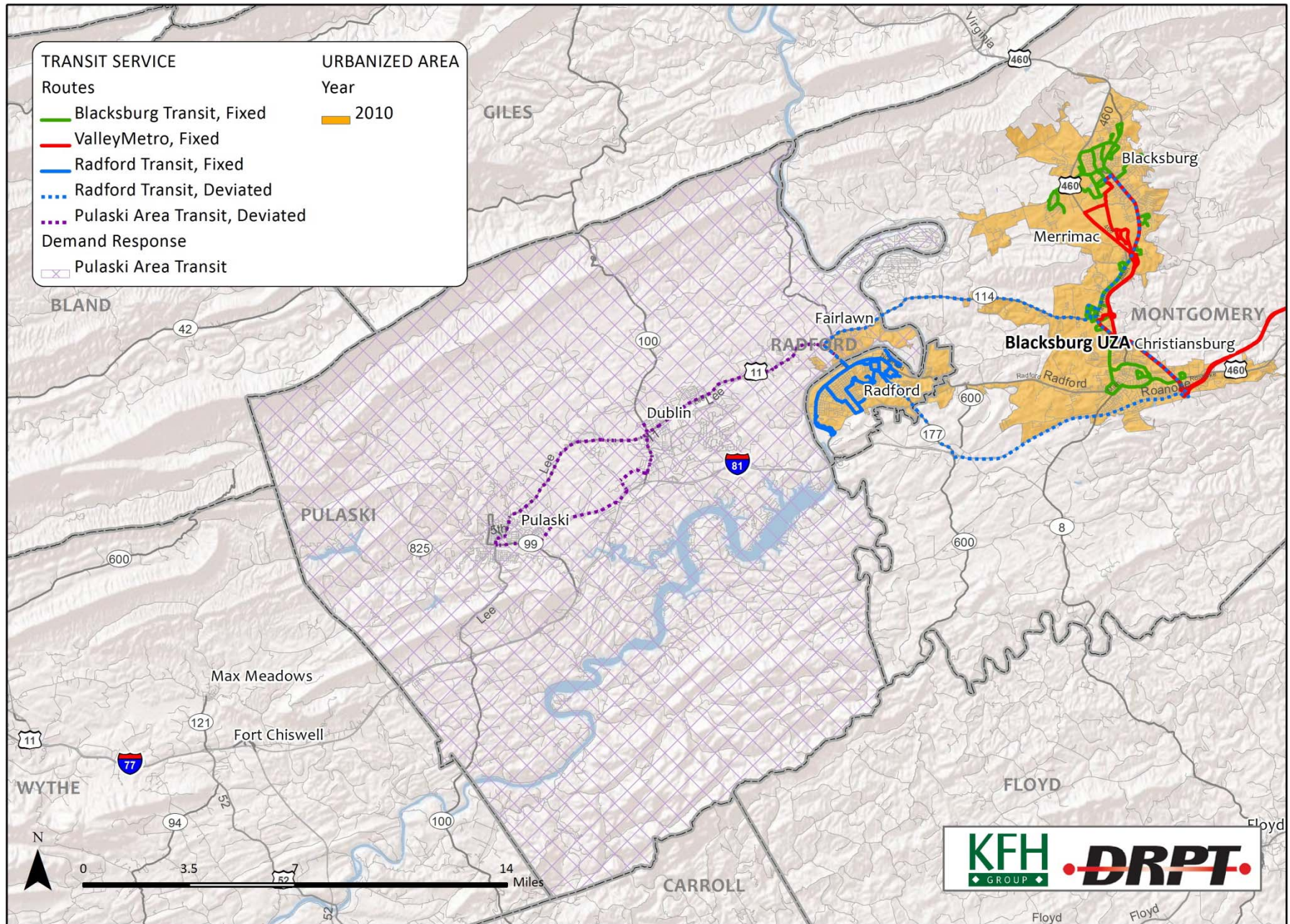
Figures 2a through 15d present the profiles for each UZA. The UZA profiles are organized alphabetically based on the UZA name.

Table 3: Transit Agencies in UZAs

UZA / Transit System	UZA Only	Urbanized & Non-Urbanized
Blacksburg UZA		
Radford Transit	--	Yes
Blacksburg Transit	Yes	--
Pulaski Area Transit	--	Yes
Valley Metro	--	Yes
Bristol UZA		
Bristol Virginia Transit	Yes	--
District 3	--	Yes (In TN)
Charlottesville UZA		
Charlottesville Area Transit	Yes	--
Greene County Transit System	--	Yes
JAUNT	--	Yes
Fredericksburg UZA		
Fredericksburg Transit (FRED)	--	Yes
Harrisonburg UZA		
Harrisonburg Department of Public Transit	--	Yes
VRT - Mountain	--	Yes
Kingsport UZA		
MEOC	--	Yes
District 3	--	Yes
Lynchburg UZA		
Greater Lynchburg Transit Company	Yes	--
Valley Metro	--	Yes
Richmond UZA		
Greater Richmond Transit Company	--	Yes
Petersburg Area Transit	--	Yes
Blackstone Area Bus System	--	Yes
Roanoke UZA		
Valley Metro	--	Yes
RADAR	--	Yes
Staunton - Waynesboro UZA		
Coordinated Area Transportation Services	--	Yes
VRT - Mountain	--	Yes
Virginia Beach UZA UZA		
Hampton Roads Transit	--	Yes
Williamsburg Area Transportation	--	Yes
VRT - Suffolk	Yes	--
I-Ride	--	Yes
Washington, DC UZA		
Alexandria DASH	Yes	--
Arlington Transit	Yes	--
Washington Metropolitan Area Transit Authority (WMATA)	Yes	--
CUE (City-University-Energysaver)	Yes	--
Fairfax Connector	Yes	--
Potomac & Rappahannock Transportation Commission (PRTC)	Yes	--
VRT - West Central	--	Yes
VRT - Loudoun County	--	Yes
Fredericksburg Transit (FRED)	--	Yes
Williamsburg UZA		
Williamsburg Area Transportation	--	Yes
Hampton Roads Transit	--	Yes
Winchester UZA		
WinTran	Yes	--

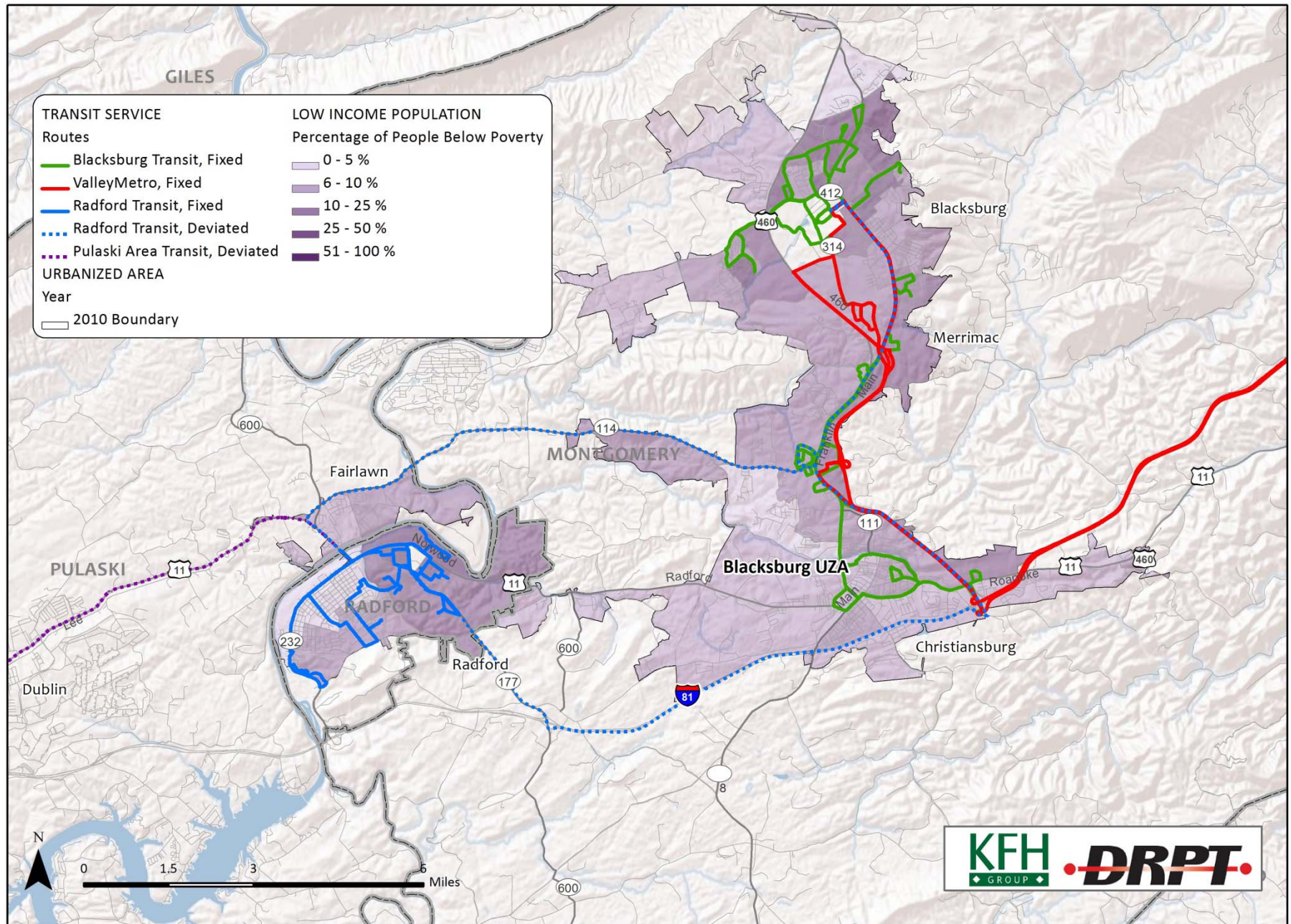
Figure 2a: Blacksburg UZA Transit Service

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Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

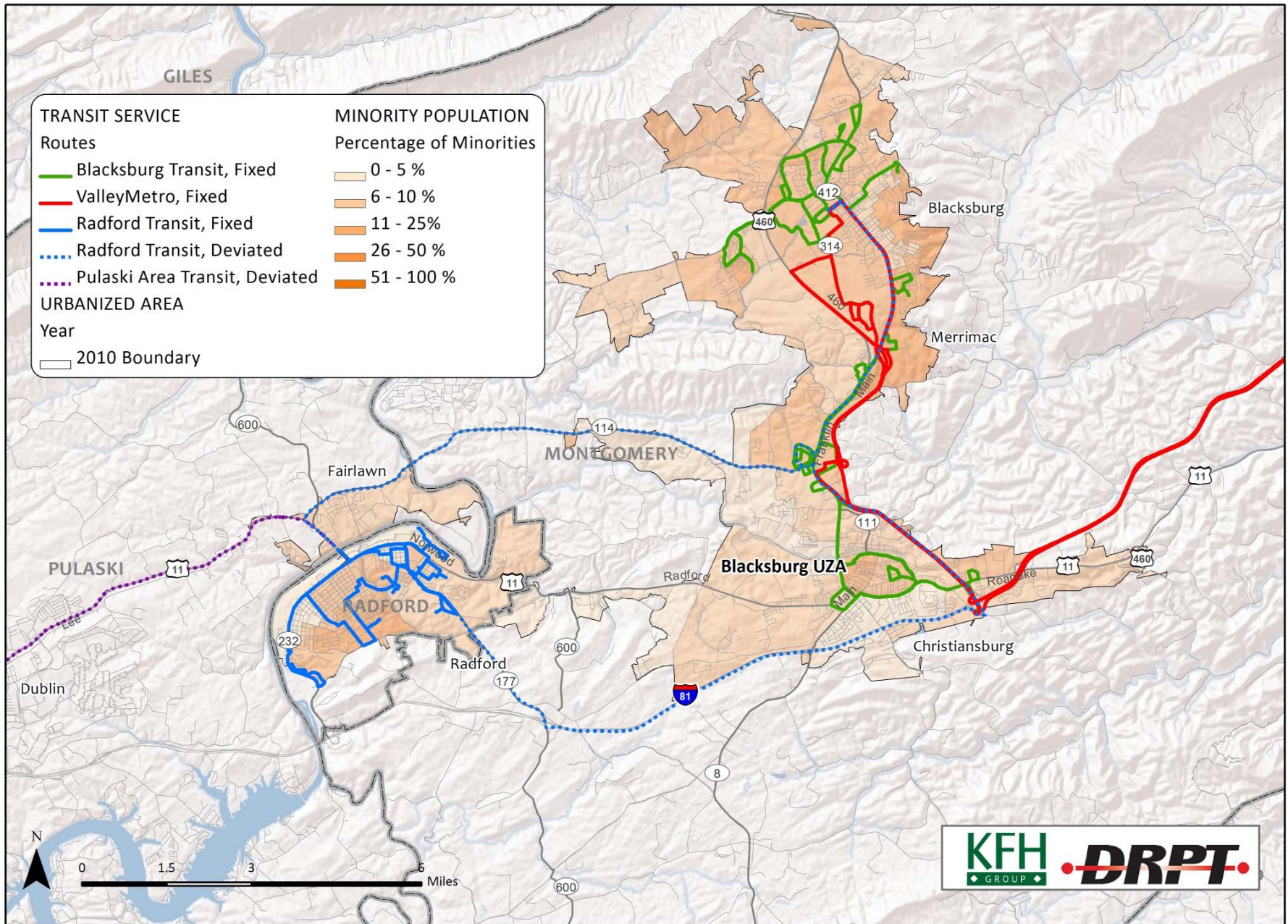
Figure 2b: Blacksburg UZA Low Income Population



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 2c: Blacksburg UZA Minority Population

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Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 2d: Blacksburg UZA Profile Summary

Type of Urbanized Area: Small Urban (Population 50,000 – 199,999)

Jurisdictions: City of Radford, Towns of Blacksburg and Christiansburg, Fairlawn and Merrimac CDPs, Montgomery and Pulaski Counties

Demographics and Land Area for UZA

	2000	2010	Change	Change %
UZA Population	57,236	88,542	31,306	54.7%
UZA Land Area (sq. mi.)	26.33	51.21	24.9	94.5%
Population Density (people per sq. mi.)	2,174	1,729	-445	-20.5%
Low Income Population	-	23,553	-	-
Minority Population	-	14,040	-	-

Information about Transit Service Provided in UZA

	Blacksburg Transit (BT)	Radford Transit (RT)	Pulaski Area Transit (PAT)	Valley Metro (1)
Total Route Summary				
Total # of Routes	15	6	1	2
Total Route Miles	115.26	88.7	22.7	200.61
% Route Miles in UZA	100%	86.5%	6.6%	14.6%
% Route Miles in Non-UZA	0%	13.5%	93.4%	85.4%
Fixed-Routes (FR)				
Total # of FR	15	5	0	2
Total Route Miles	115.26	48.3	0	200.61
UZA (# / %)	115.26/100%	48.3/100%	0/0%	40.27/20%
Non-UZA (# / %)	0/0%	0/0%	0/0%	80.63/40.2%
Deviated Fixed-Routes (DFR)				
Total # of DFR	0	1	1	0
Total Route Miles	0	40.4	22.7	0
UZA (# / %)	0/0%	28.4/70.3%	1.5/6.6%	0/0%
Non-UZA (# / %)	0/0%	12/29.7%	21.2/93.4%	0/0%
General Public Demand Response (DR)				
Total DR Area (sq. mi.)	0	0	329.8	0
UZA (# / %)	0/0%	0/0%	2.3/0.7%	0/0%
Non-UZA (# / %)	0/0%	0/0%	327.5/99.3%	0/0%

Notes:

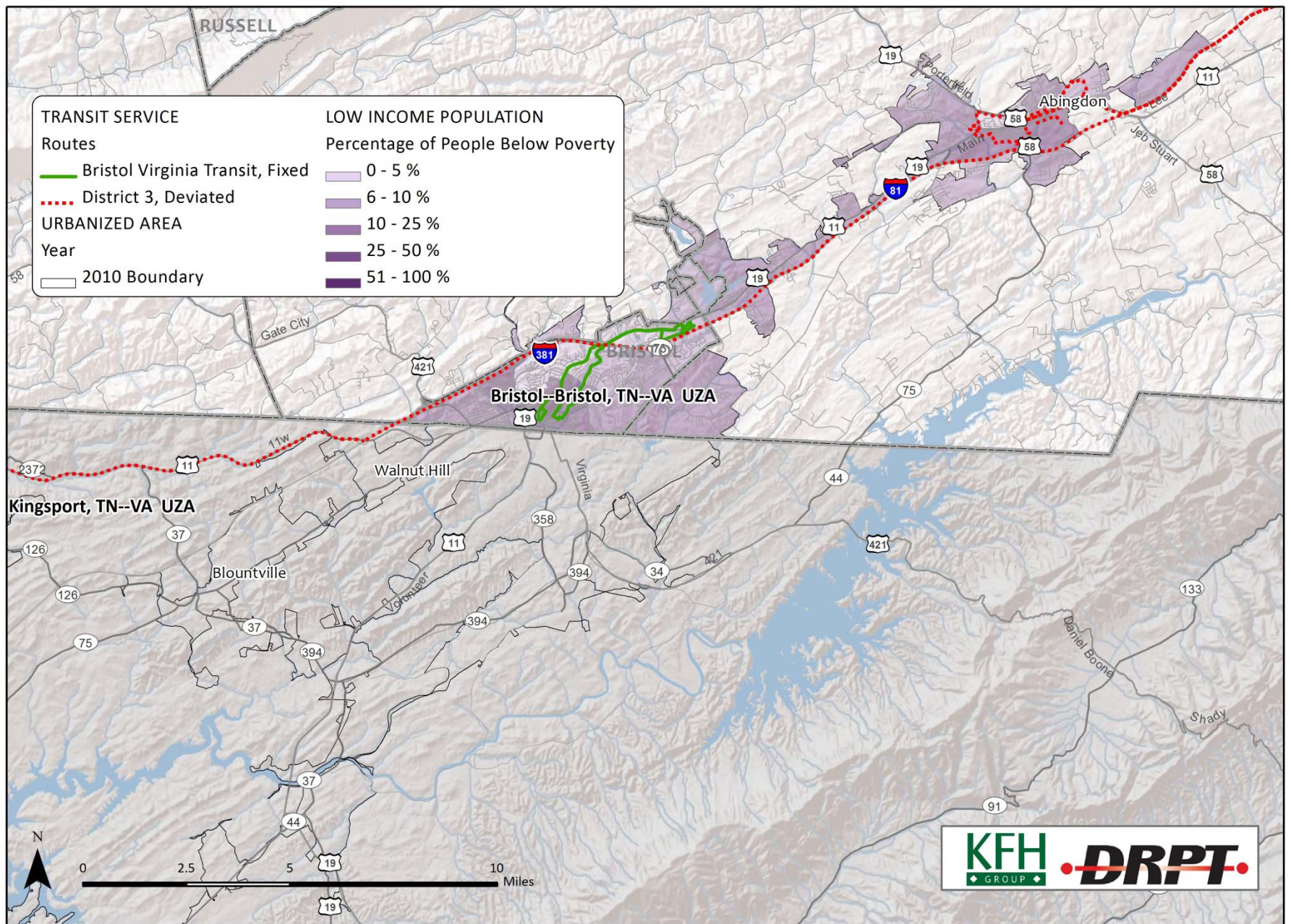
The Blacksburg UZA has expanded to now include Radford.

(1) Valley Metro operates the Smart Way Connector and the Smart Way Commuter Bus that serves multiple UZA's including the Blacksburg UZA. Only these two routes are represented in this UZA profile. For a full representation of Valley Metro's routes refer to the Roanoke UZA profile.

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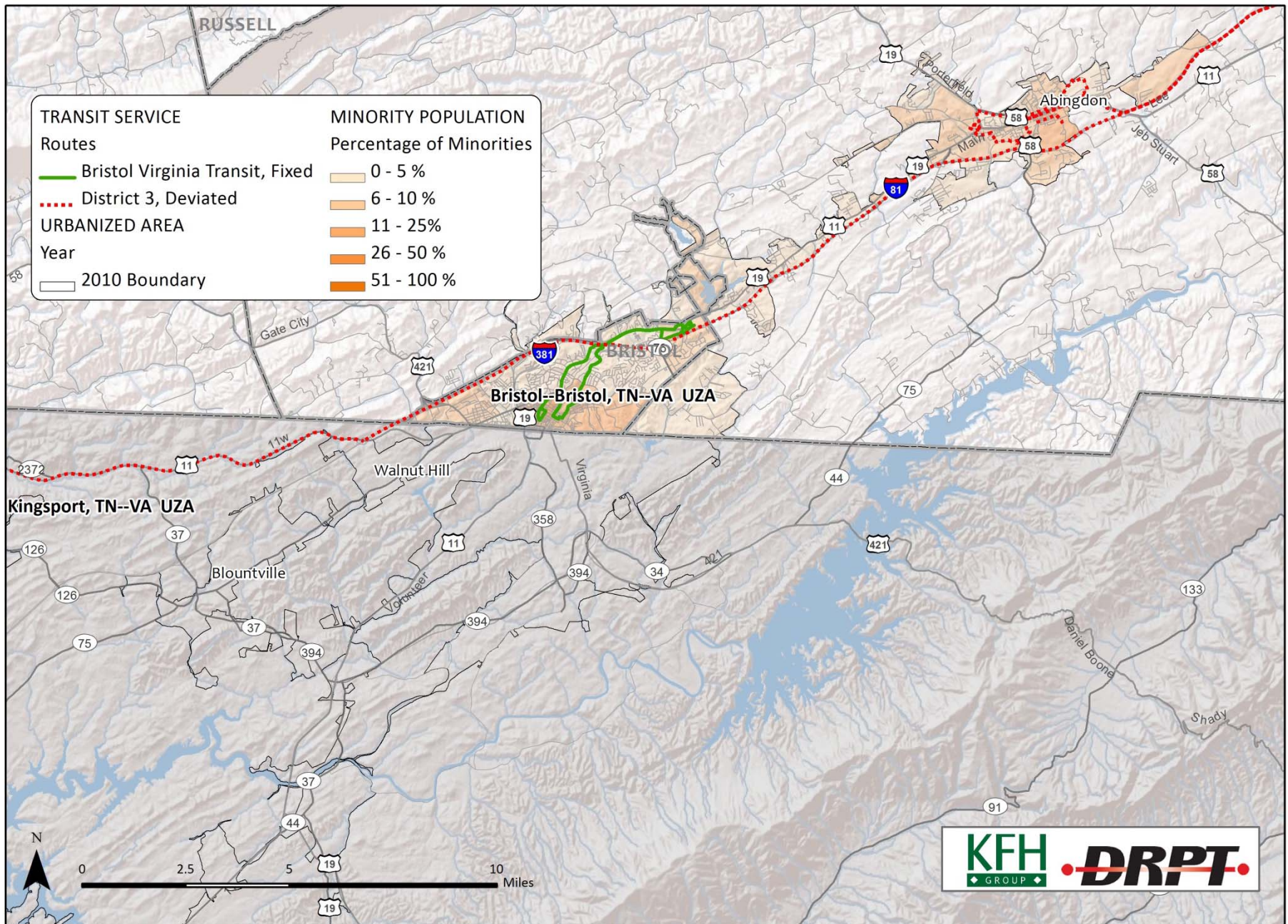
Figure 3b: Bristol UZA Low Income Population



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 3c: Bristol UZA Minority Population

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Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 3d: Bristol, TN-VA UZA Profile Summary

Type of Urbanized Area: Small Urban (Population 50,000 – 199,999)

Jurisdictions: Bristol, Abingdon, Marion, Wythe, Galax

Demographics and Land Area for UZA

	2000	2010	Change	Change %
UZA Population	58,472	69,501	11,029	18.9%
Virginia	19,972	33,371	13,399	64.4%
UZA Land Area (sq. mi.)	35.02	38.13	3.11	8.9%
Virginia	14.9	32.3	17.4	116.8%
Population Density (people per sq. mi.)	1,238	1,484	246	19.87%
Low Income Population (Virginia)	-	7,676	-	-
Minority Population (Virginia)	-	2,496	-	-

Information about Transit Service Provided in UZA

	Bristol Virginia Transit (BVT)	District 3		
Total Route Summary				
Total # of Routes	3	10		
Total Route Miles	34	458.13		
% Route Miles in UZA	100%	6.9%		
% Route Miles in Non-UZA	0%	93.1%		
Fixed-Routes (FR)				
Total # of FR	3	0		
Total Route Miles	34	0		
UZA (# / %)	34/100%	0/0%		
Non-UZA (# / %)	0/0%	0/0%		
Deviated Fixed-Routes (DFR)				
Total # of DFR	0	10		
Total Route Miles	0	458.13		
UZA (# / %)	0/0%	31.67/6.9%		
Non-UZA (# / %)	0/0%	426.46/93.1%		
General Public Demand Response (DR)				
Total DR Area (sq. mi.)	0	0		
UZA (# / %)	0/0%	0/0%		
Non-UZA (# / %)	0/0%	0/0%		

Notes: Abingdon, VA became part of the Bristol, TN-VA UZA in 2010 which accounts for much of the population growth in the UZA. Also as a result of incorporating Abingdon into the UZA, the UZA area on the Virginia side over doubled.

BVT - Calculations are based on the routes that are in Virginia and do not include the segments of the routes that are on the Tennessee side.

District 3 - Calculations are based on segments of the routes that are in Virginia. The calculated route miles and percentages in the UZA represent the segments of the routes that in the Bristol UZA. Some of District 3's routes also serve the Blacksburg and Roanoke UZAs, which is included in each of their UZAs respectively.

Figure 4a: Charlottesville UZA Transit Service

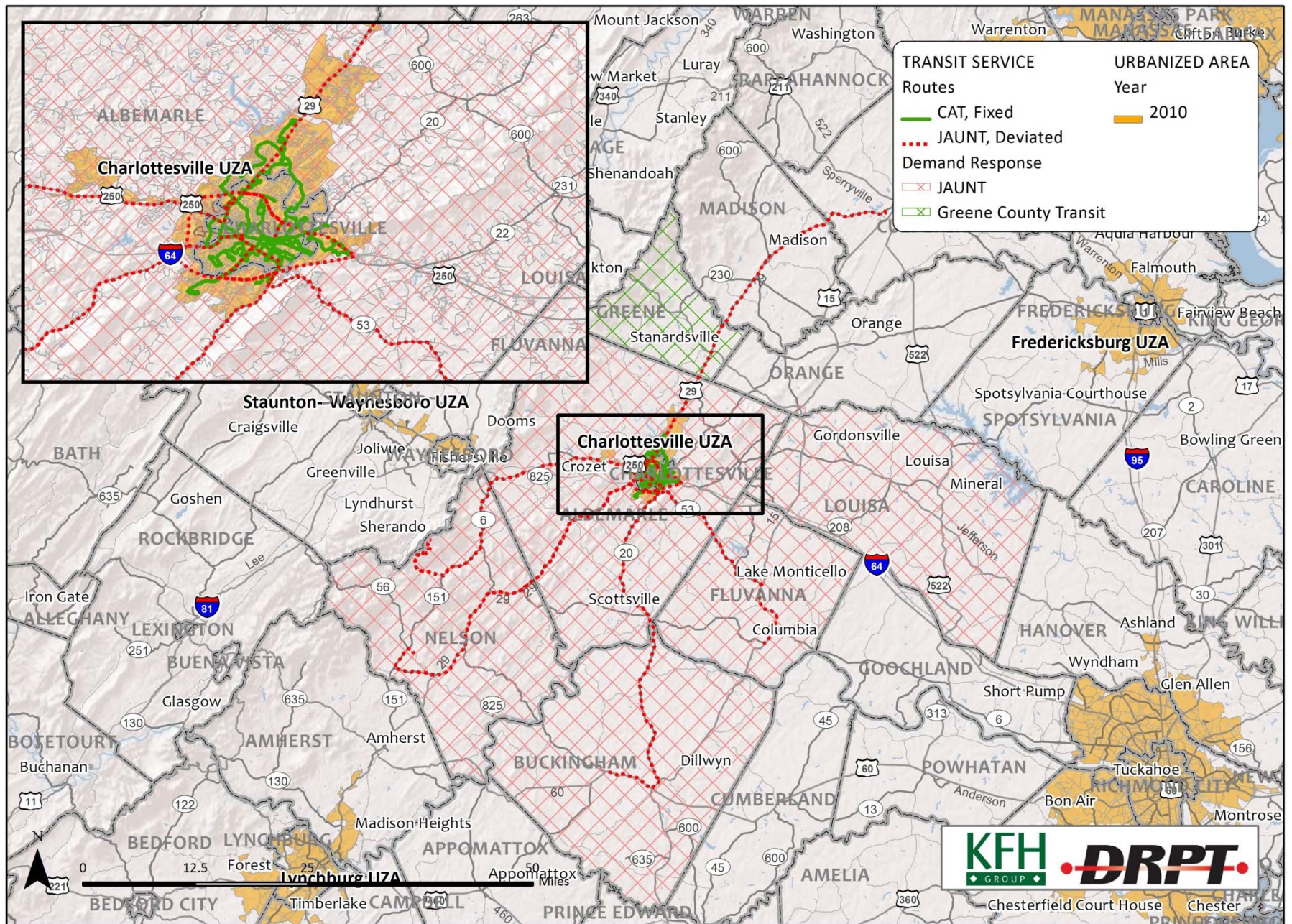
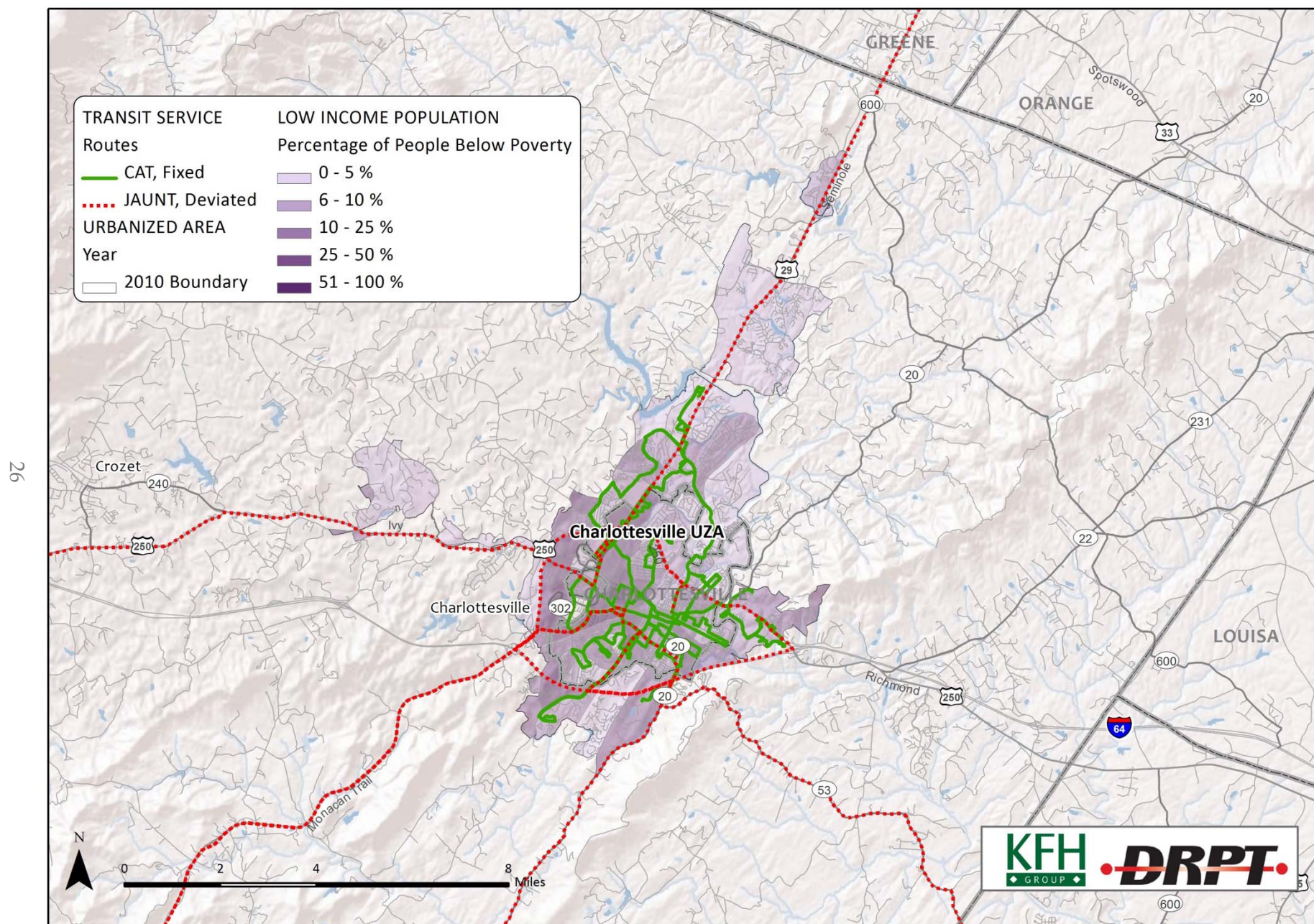
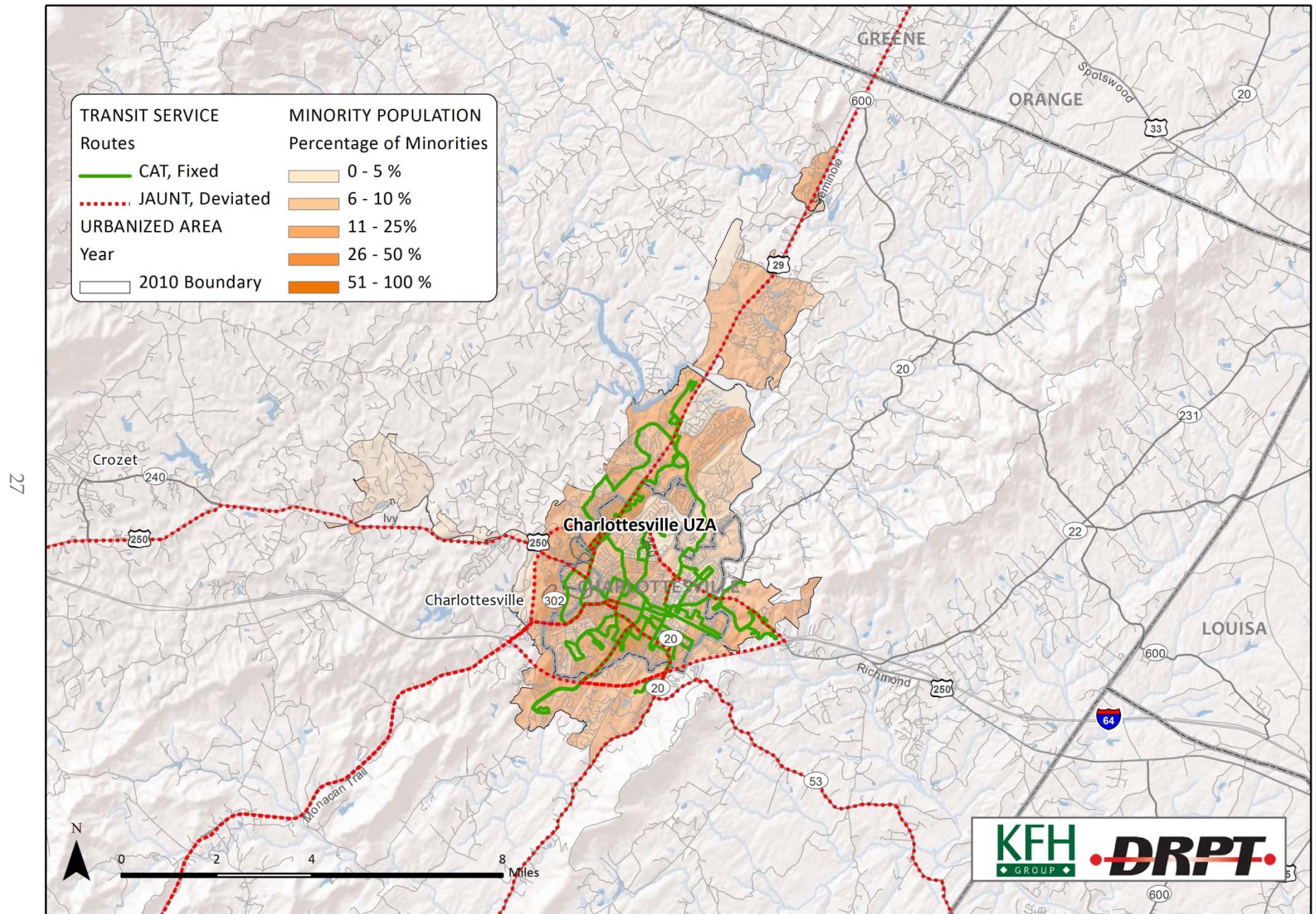


Figure 4b: Charlottesville UZA Low Income Population



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 4c: Charlottesville UZA Minority Population



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 4d: Charlottesville UZA Profile Summary

Type of Urbanized Area: Small Urban (Population 50,000 – 199,999)

Jurisdictions: City of Charlottesville, Albemarle and Charlottesville Counties

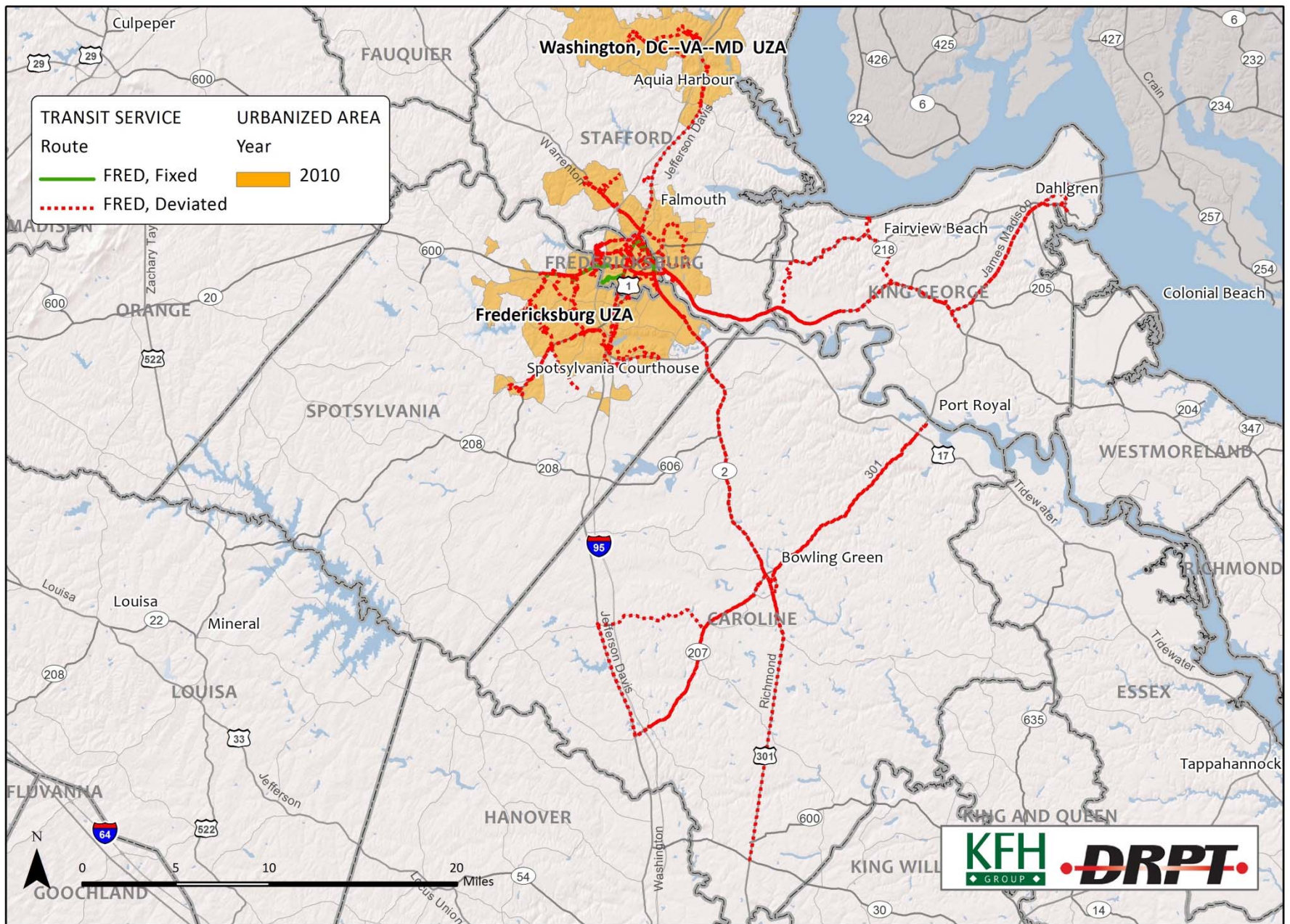
Demographics and Land Area for UZA

	2000	2010	Change	Change %
UZA Population	81,449	92,359	10,910	13.4%
UZA Land Area (sq. mi.)	37.54	34.56	2.98	-7.9%
Population Density (people per sq. mi.)	2,169	2,672	502.76	23.17%
Low Income Population	-	15,952	-	-
Minority Population	-	26,714	-	-

Information about Transit Service Provided in UZA

	Charlottesville Area Transit (CAT)	JAUNT	Greene County Transit (GCT)	
Total Route Summary				
Total # of Routes	17	6	0	
Total Route Miles	124.12	255.40	0	
% Route Miles in UZA	0%	14.75%	0%	
% Route Miles in Non-UZA	0%	85.25%	0%	
Fixed-Routes (FR)				
Total # of FR	17	0	0	
Total Route Miles	124.12	0	0	
UZA (# / %)	122.27/98.50%	0/0%	0/0%	
Non-UZA (# / %)	1.85/1.50%	0/0%	0/0%	
Deviated Fixed-Routes (DFR)				
Total # of DFR	0	6	0	
Total Route Miles	0	255.40	0	
UZA (# / %)	0/0%	37.66/14.75%	0/0%	
Non-UZA (# / %)	0/0%	217.74/85.25%	0/0%	
General Public Demand Response (DR)				
Total DR Area (sq. mi.)	0	2,356.36	167.23	
UZA (# / %)	0/0%	34.56/1.47%	10.30/6.16%	
Non-UZA (# / %)	0/0%	2321.87/98.53%	156.93/93.84%	
Notes:				

Figure 5a: Fredericksburg UZA Transit Service

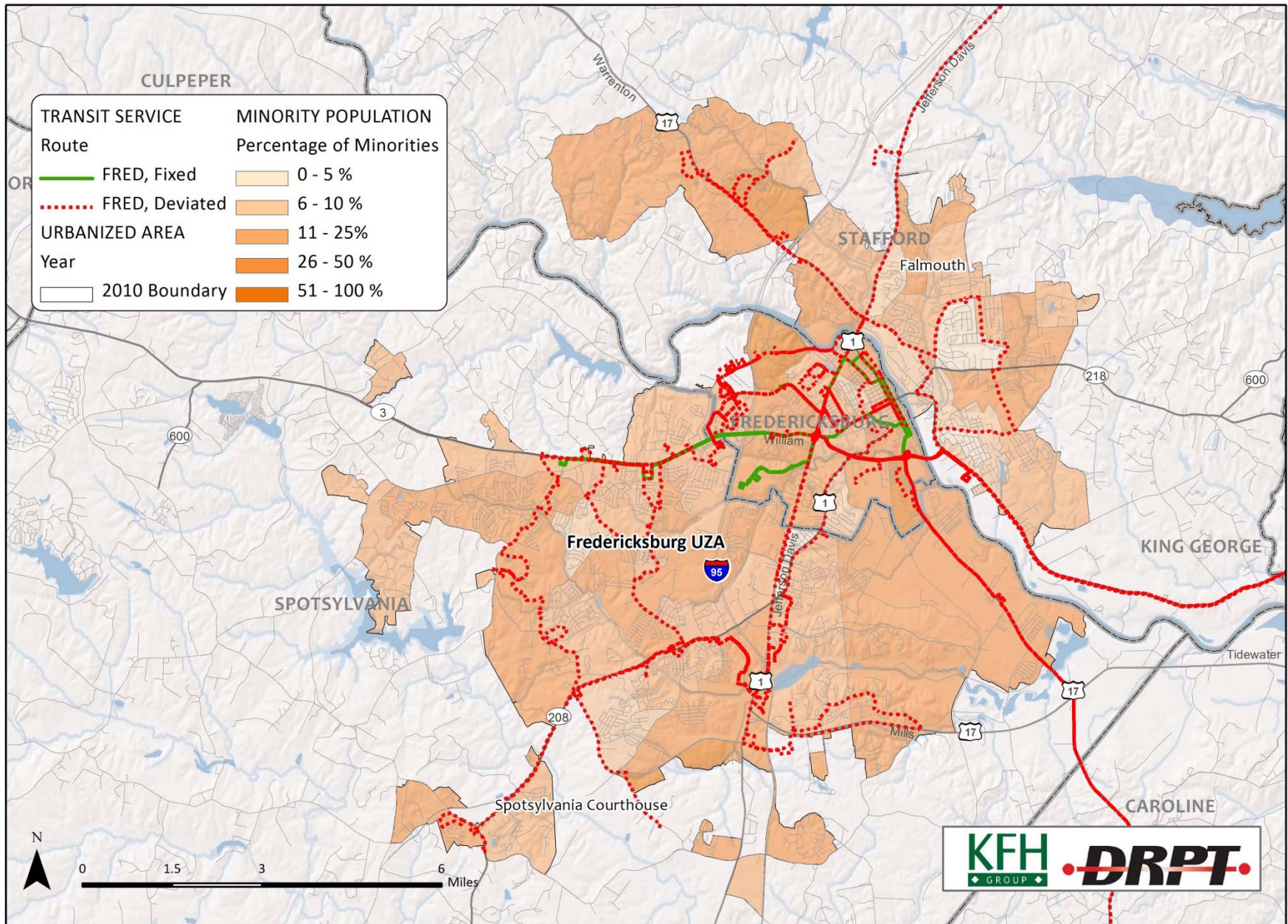


Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

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Figure 5c: Fredericksburg UZA Minority Population



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 5d: Fredericksburg UZA Profile Summary

Type of Urbanized Area: Small Urban (Population 50,000 – 199,999)

Jurisdictions: Fredericksburg, Stafford, Spotsylvania

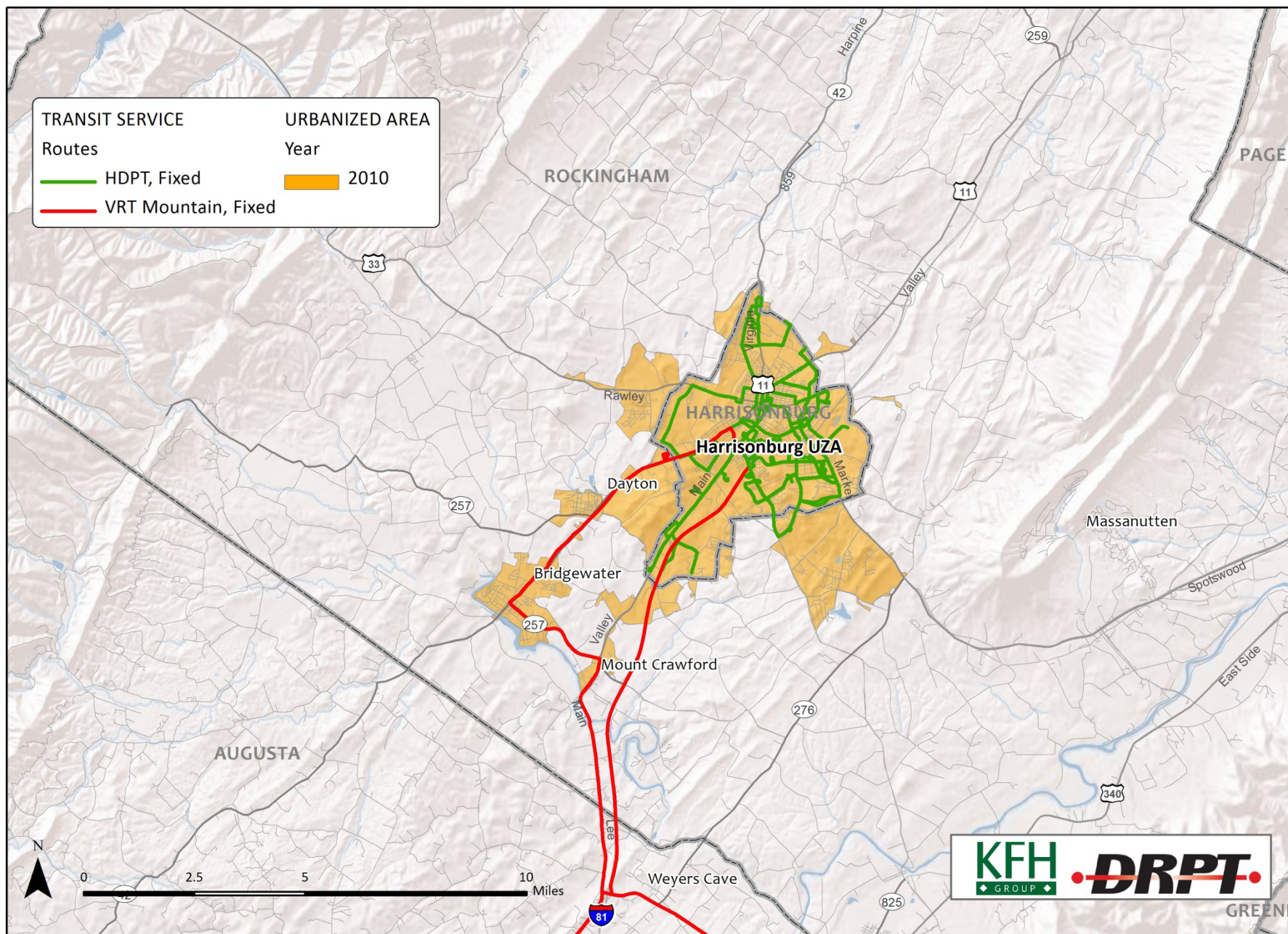
Demographics and Land Area for UZA

	2000	2010	Change	Change %
UZA Population	97,102	141,238	44,136	45.5%
UZA Land Area (sq. mi.)	77.8	65.6	12	18.6%
Population Density (people per sq. mi.)	1,480	1,815	335	22.6%
Low Income Population	-	11,549	-	-
Minority Population	-	42,409	-	-

Information about Transit Service Provided in UZA

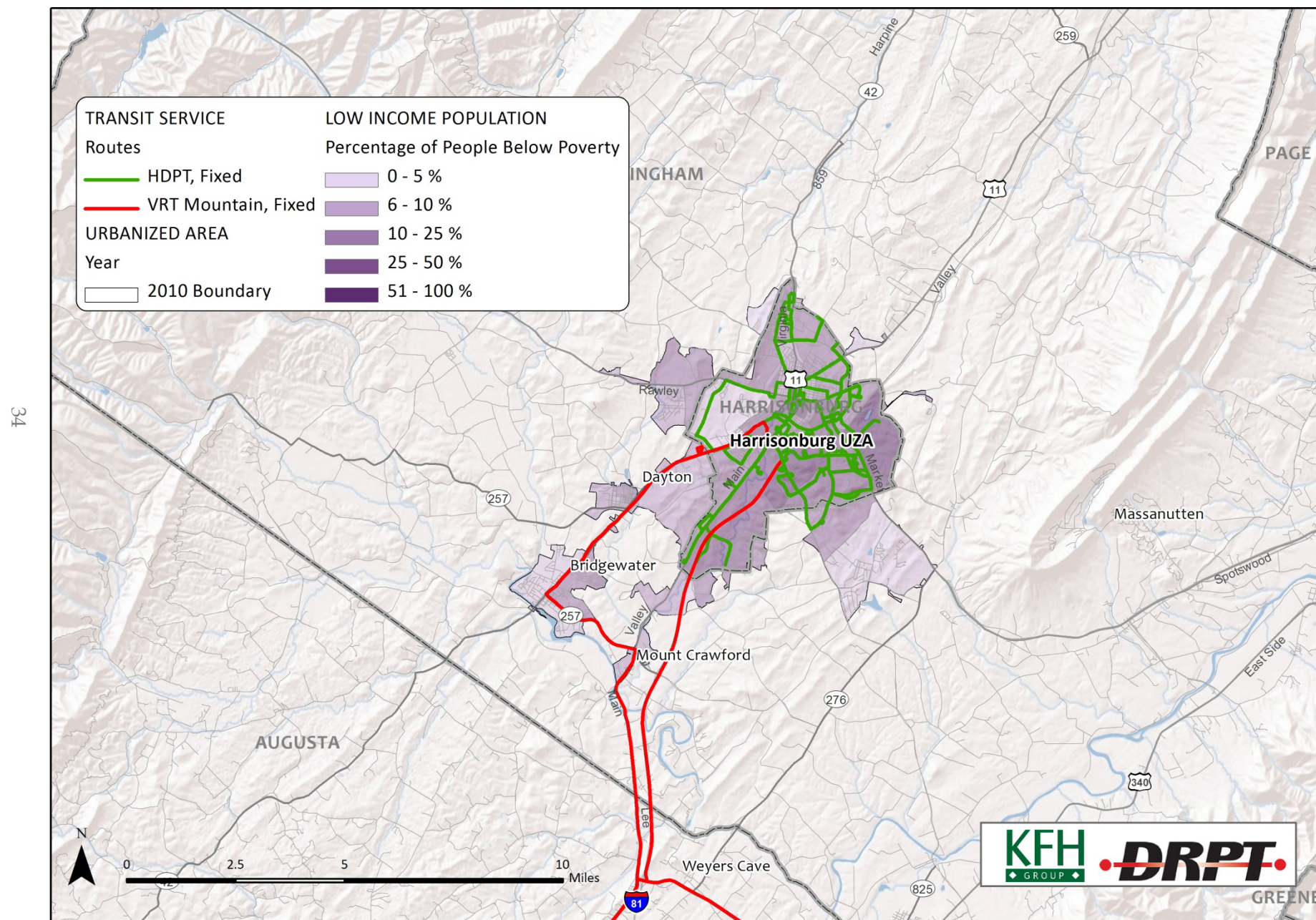
	Fredericksburg Regional Transit (FRED)			
Total Route Summary				
Total # of Routes	24			
Total Route Miles	469.60			
% Route Miles in UZA	54.80%			
% Route Miles in Non-UZA	45.20%			
Fixed-Routes (FR)				
Total # of FR	3			
Total Route Miles	24.35			
UZA (# / %)	24.35/100%			
Non-UZA (# / %)	0/0%			
Deviated Fixed-Routes (DFR)				
Total # of DFR	21			
Total Route Miles	445.25			
UZA (# / %)	233.12/52.35%			
Non-UZA (# / %)	212.13/47.65%			
General Public Demand Response (DR)				
Total DR Area (sq. mi.)	0			
UZA (# / %)	0/0%			
Non-UZA (# / %)	0/0%			
Notes: FRED – A couple of the deviated fixed-routes go into the Washington D.C. UZA. The route segments that are in the Washington DC UZA are also included in the Washington DC profile.				

Figure 6a: Harrisonburg UZA Transit Service



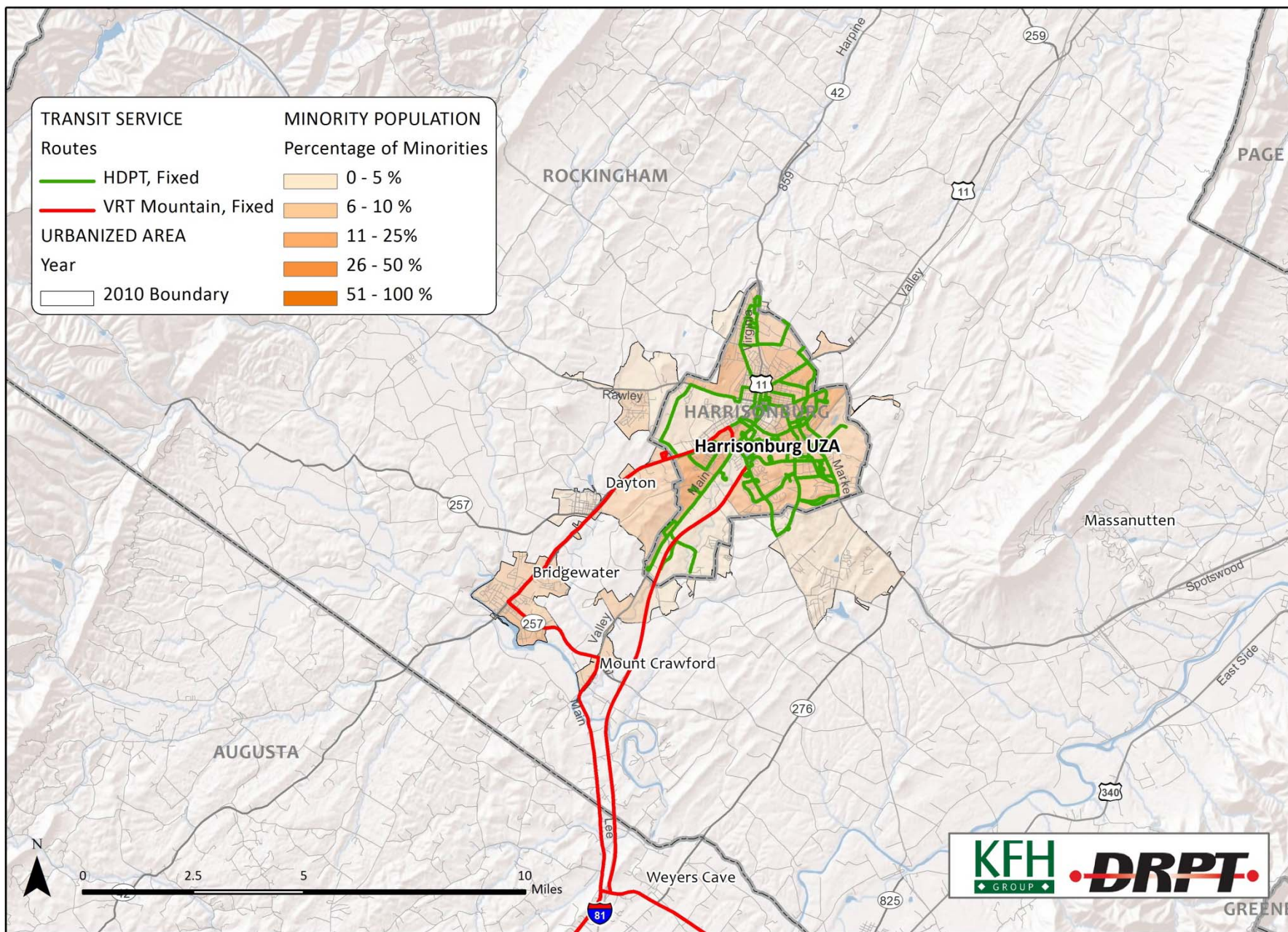
Source: Cenus 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 6b: Harrisonburg Low Income Population



Source: Cenus 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 6c: Harrisonburg Minority Population



Source: Cenus 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 6d: Harrisonburg UZA Profile Summary

Type of Urbanized Area: Small Urban (Population 50,000 – 199,999)

Jurisdictions: Rockingham, City of Harrisonburg

Demographics and Land Area for UZA

	2000	2010	Change	Change %
UZA Population	52,647	66,784	14,137	26.9%
UZA Land Area (sq. mi.)	26.74	32.54	5.80	21.7%
Population Density (people per sq. mi.)	1,968	2,052	83.5	4.2%
Low Income Population	-	15,109	-	-
Minority Population	-	9,183	-	-

Information about Transit Service Provided in UZA

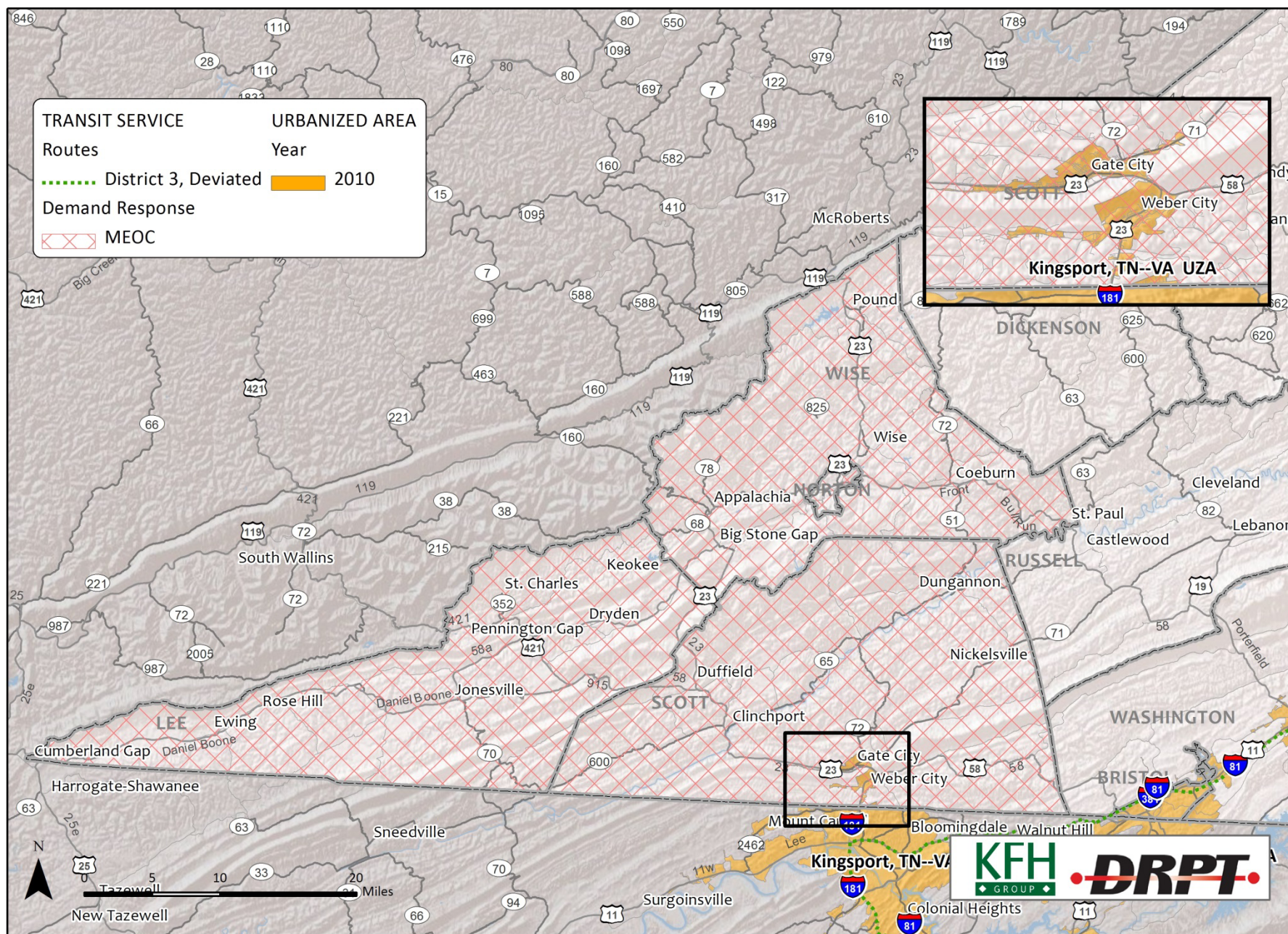
	Harrisonburg Department of Public Transportation (HDPT)	Virginia Regional Transit (VRT) (1)		
Total Route Summary				
Total # of Routes	32	1		
Total Route Miles	226.96	29.77		
% Route Miles in UZA	90.3%	15.56/52.3%		
% Route Miles in Non-UZA	9.7%	14.21/47.7%		
Fixed-Routes (FR)				
Total # of FR	32	1		
Total Route Miles	226.96	29.77		
UZA (# / %)	204.83/90.3%	15.56/52.3%		
Non-UZA (# / %)	22.13/9.7%	14.21/47.7%		
Deviated Fixed-Routes (DFR)				
Total # of DFR	0	0		
Total Route Miles	0	0		
UZA (# / %)	0/0%	0/0%		
Non-UZA (# / %)	0/0%	0/0%		
General Public Demand Response (DR)				
Total DR Area (sq. mi.)	0	0		
UZA (# / %)	0/0%	0/0%		
Non-UZA (# / %)	0/0%	0/0%		

Notes:

HDPT – Total routes includes 25 seasonal routes that serve JMU.

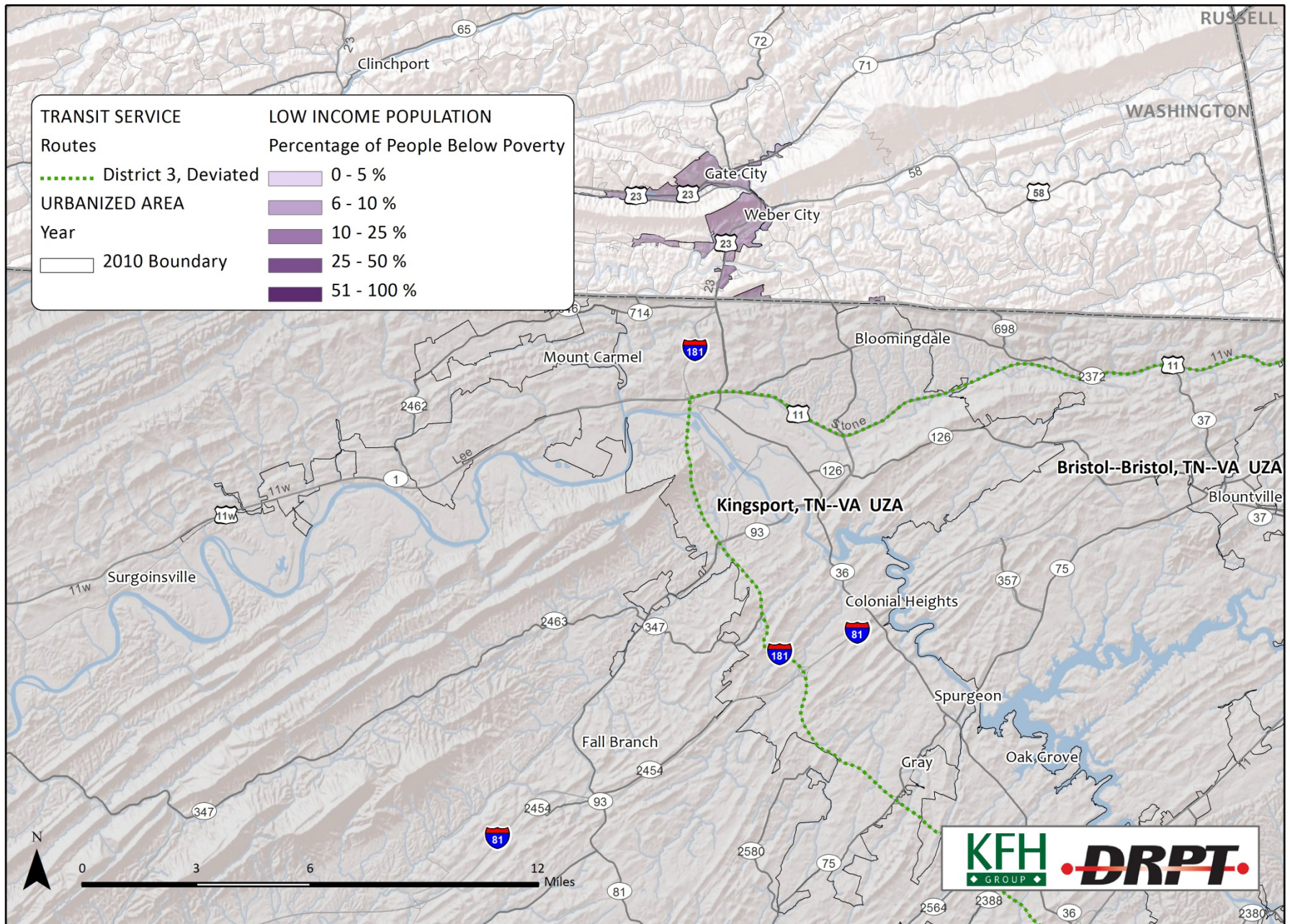
(1) VRT Mountain operates one route into the Harrisonburg UZA. Only this route is represented in this UZA profile. For a full representation of VRT Mountain's routes, refer to the Staunton-Waynesboro UZA profile.

Figure 7a: Kingsport TN-VA UZA Transit Service



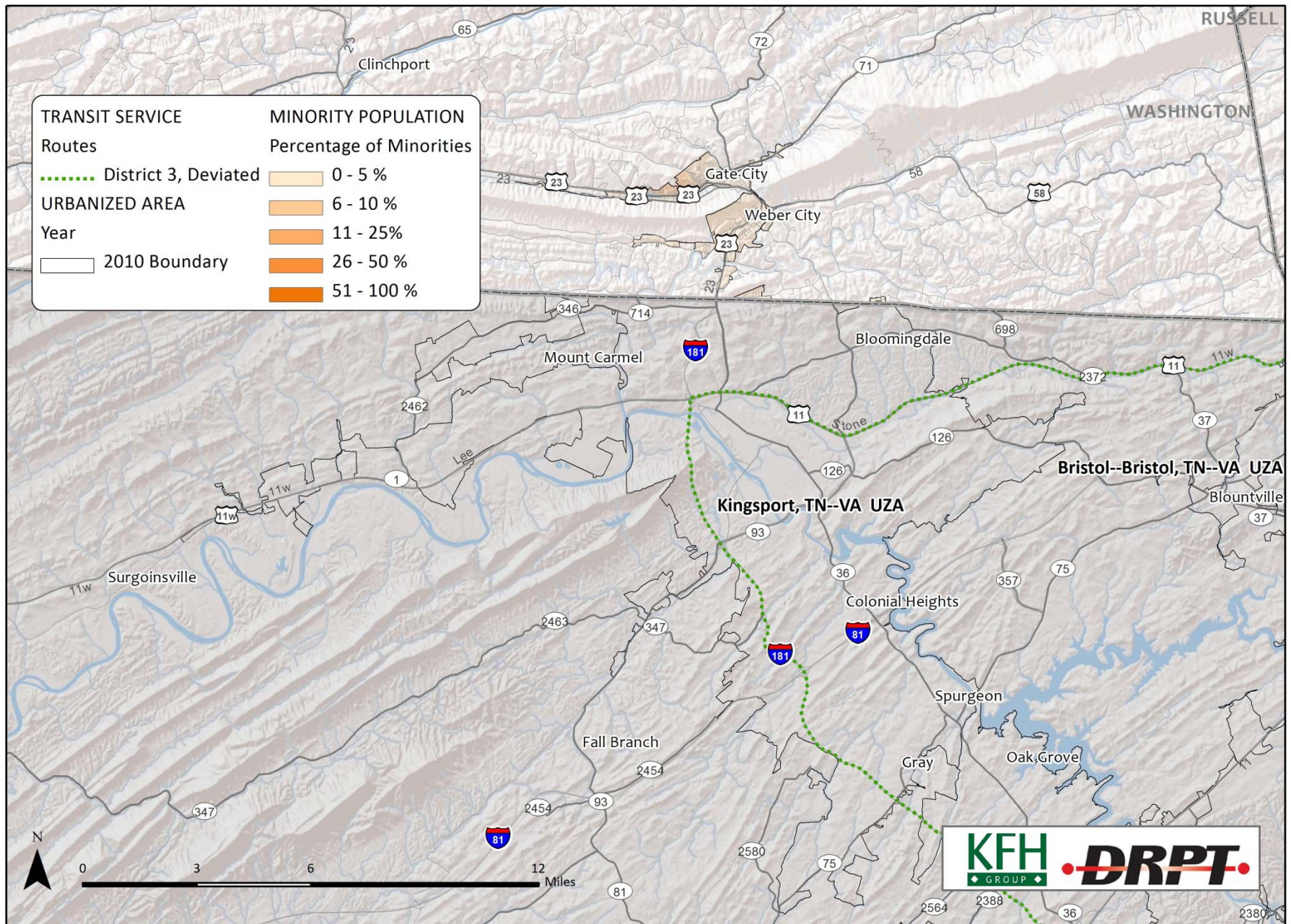
Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 7b: Kingsport TN-VA UZA Low Income Population



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 7c: Kingsport TN-VA UZA Minority Population



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Review of FTA Funding Under 2010 Census

Figure 7d: Kingsport TN-VA UZA Profile Summary

Type of Urbanized Area: Small Urban (Population 50,000 – 199,999)

Jurisdictions: Wise, Scott, Lee, City of Norton

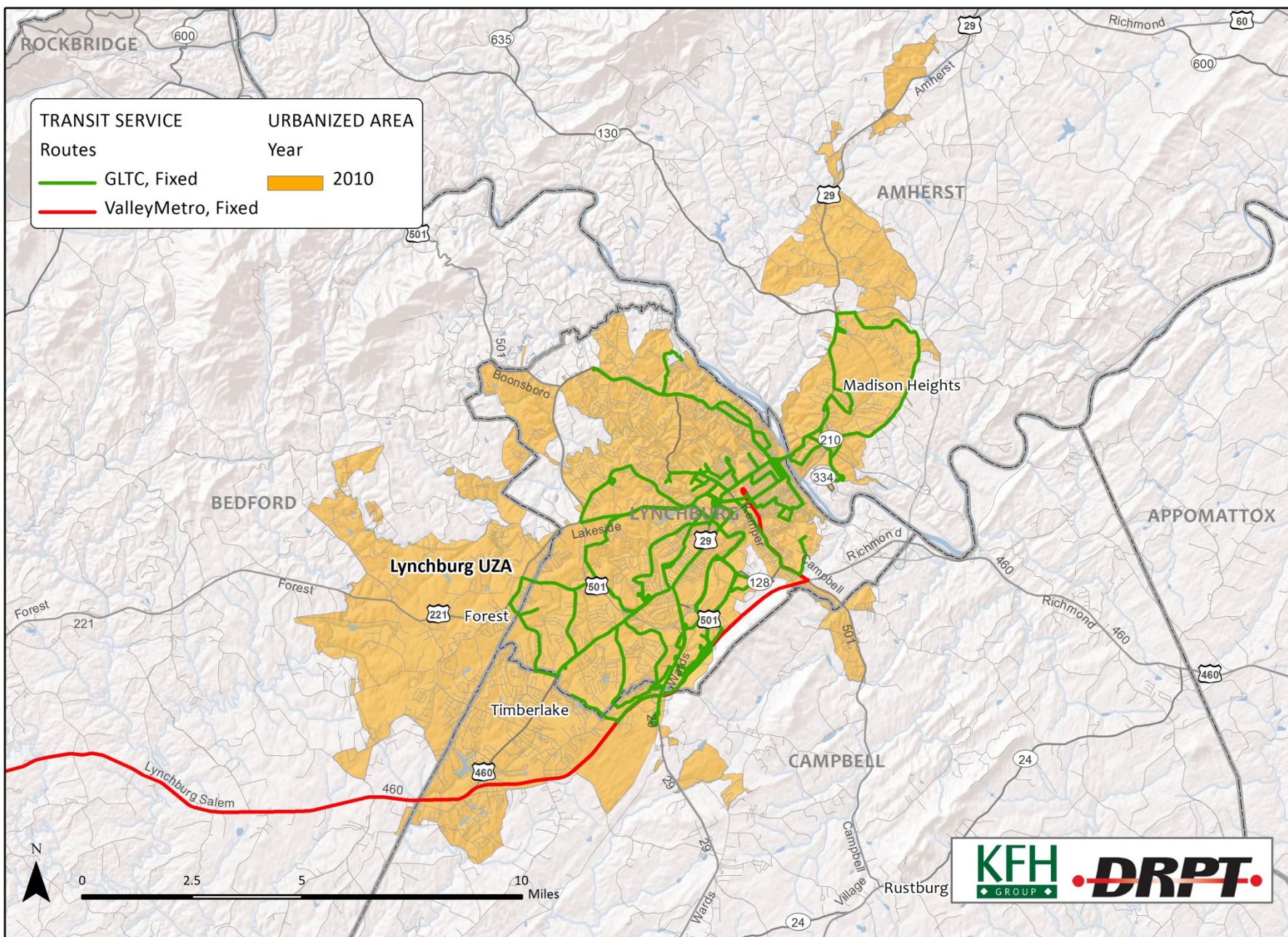
Demographics and Land Area for UZA

	2000	2010	Change	Change %
UZA Population	94,904	106,571	11,667	12.3%
Virginia	1,777	4,143	2,366	133.1%
UZA Land Area (sq. mi.)	97.86	113.56	15.7	16.0%
Virginia	1.94	4.70	2.8	142.3%
Population Density (people per sq. mi.)	969.8	938.5	-31.3	-3.2%
Virginia	915.9	881.5	-34.4	-3.7%
Low Income Population (Virginia)	-	1,728	-	-
Minority Population (Virginia)	-	152	-	-

Information about Transit Service Provided in UZA

	Mountain Empire Older Citizens (MEOC)			
Total Route Summary				
Total # of Routes	0			
Total Route Miles	0			
% Route Miles in Blacksburg UZA	0%			
% Route Miles in Non-UZA	0%			
Fixed-Routes (FR)				
Total # of FR	0			
Total Route Miles	0			
UZA (# / %)	0/0%			
Non-UZA (# / %)	0/0%			
Deviated Fixed-Routes (DFR)				
Total # of DFR	0			
Total Route Miles	0			
UZA (# / %)	0/0%			
Non-UZA (# / %)	0/0%			
General Public Demand Response (DR)				
Total DR Area (sq. mi.)	1389.97			
UZA (# / %)	4.69/0.3%			
Non-UZA (# / %)	1385.28/99.7%			
Notes: District 3 has one route that operates in the Kingsport UZA but only on the Tennessee side and therefore is not included in the profile.				

Figure 8a: Lynchburg UZA Transit Service



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

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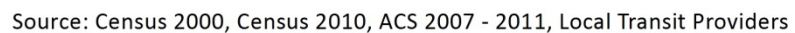
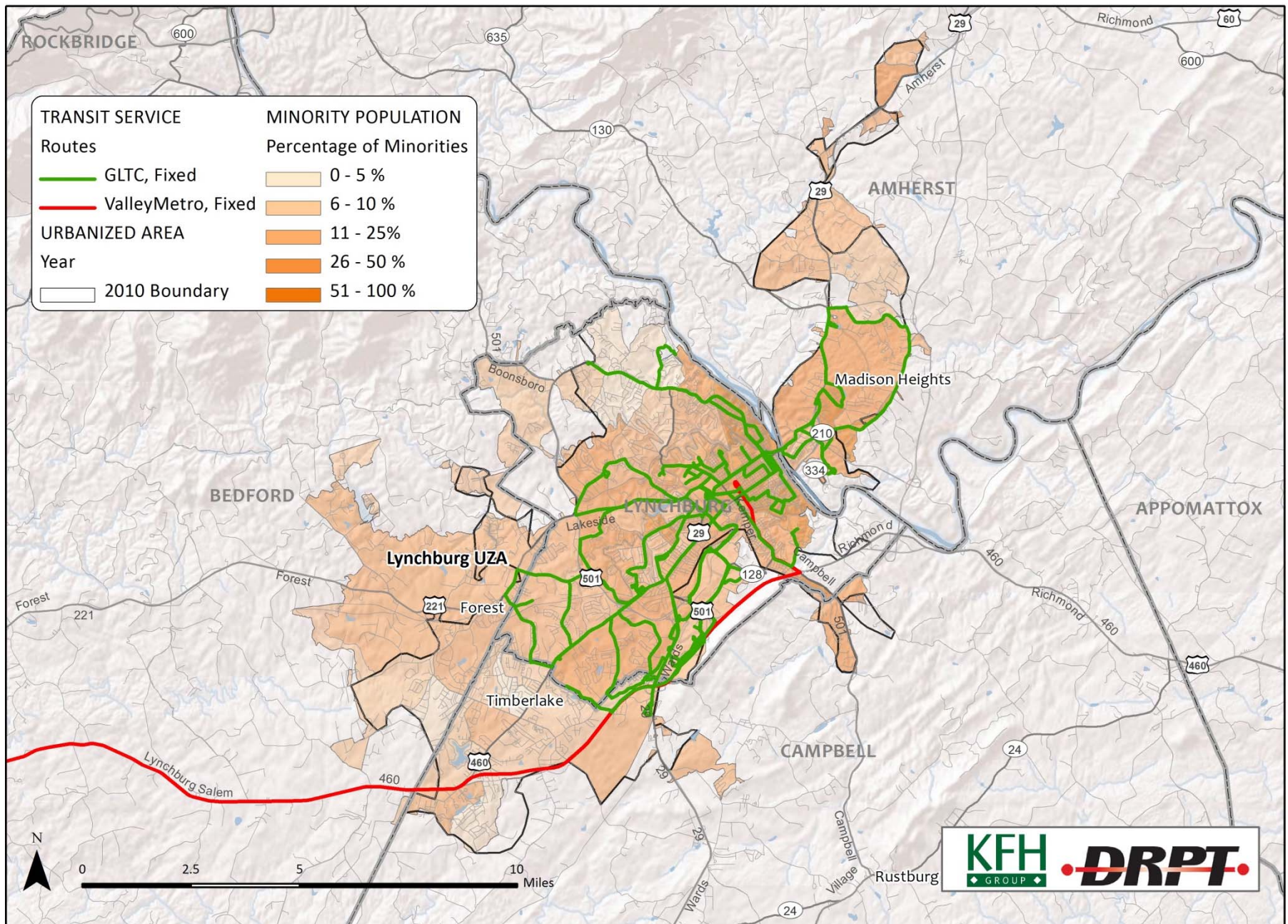


Figure 8c: Lynchburg UZA Minority Population



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 8d: Lynchburg UZA Profile Summary

Type of Urbanized Area: Small Urban (Population 50,000 - 199,999)

Jurisdictions: City of Lynchburg, Amherst, Bedford, Campbell

Demographics and Land Area for UZA

	2000	2010	Change	Change %
UZA Population	98,714	116,636	17,922	18.2%
UZA Land Area (sq. mi.)	74.71	88.80	14.09	18.9%
Population Density (people per sq. mi.)	1,321.30	1,313.47	-7.83	- 0.60%
Low Income Population	-	22,289	-	-
Minority Population	-	36,592	-	-

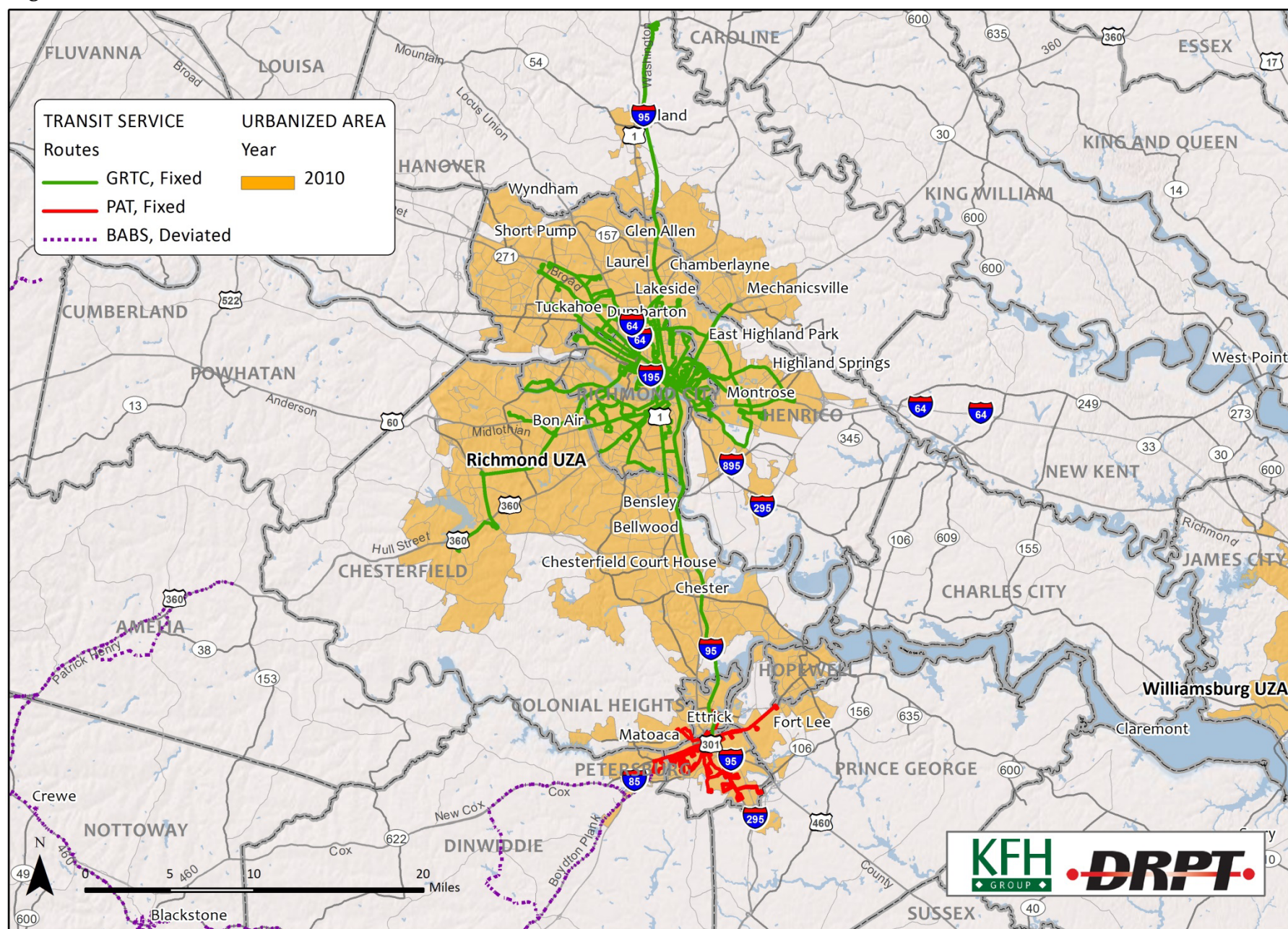
Information about Transit Service Provided in UZA

	Greater Lynchburg Transit Company (GLTC)	Valley Metro (1)		
Total Route Summary				
Total # of Routes	21	1		
Total Route Miles	177.07	105.22		
% Route Miles in UZA	100%	0%		
% Route Miles in Non-UZA	0%	0%		
Fixed-Routes (FR)				
Total # of FR	21	1		
Total Route Miles	177.07	105.22		
UZA (# / %)	177.07/100%	11.25/10.70%		
Non-UZA (# / %)	0/0%	50.31/47.81%		
Deviated Fixed-Routes (DFR)				
Total # of DFR	0	0		
Total Route Miles	0	0		
UZA (# / %)	0/0%	0/0%		
Non-UZA (# / %)	0/0%	0/0%		
General Public Demand Response (DR)				
Total DR Area (sq. mi.)	0	0		
UZA (# / %)	0/0%	0/0%		
Non-UZA (# / %)	0/0%	0/0%		

Notes:

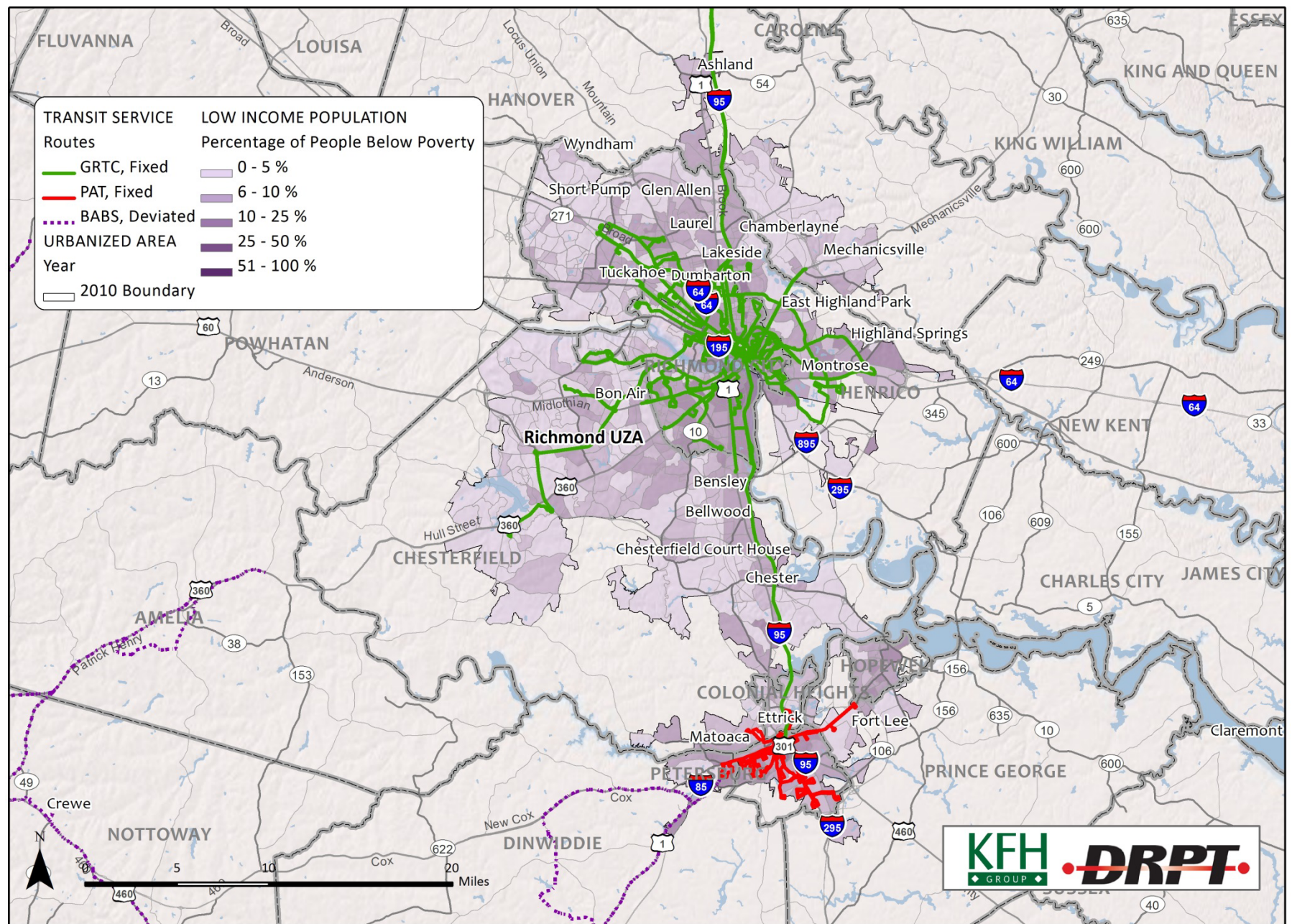
(1) Valley Metro operates a regional route into the Lynchburg UZA. Only this Valley Metro route is represented in this profile. For a full representation of Valley Metro routes, refer to Roanoke UZA profile.

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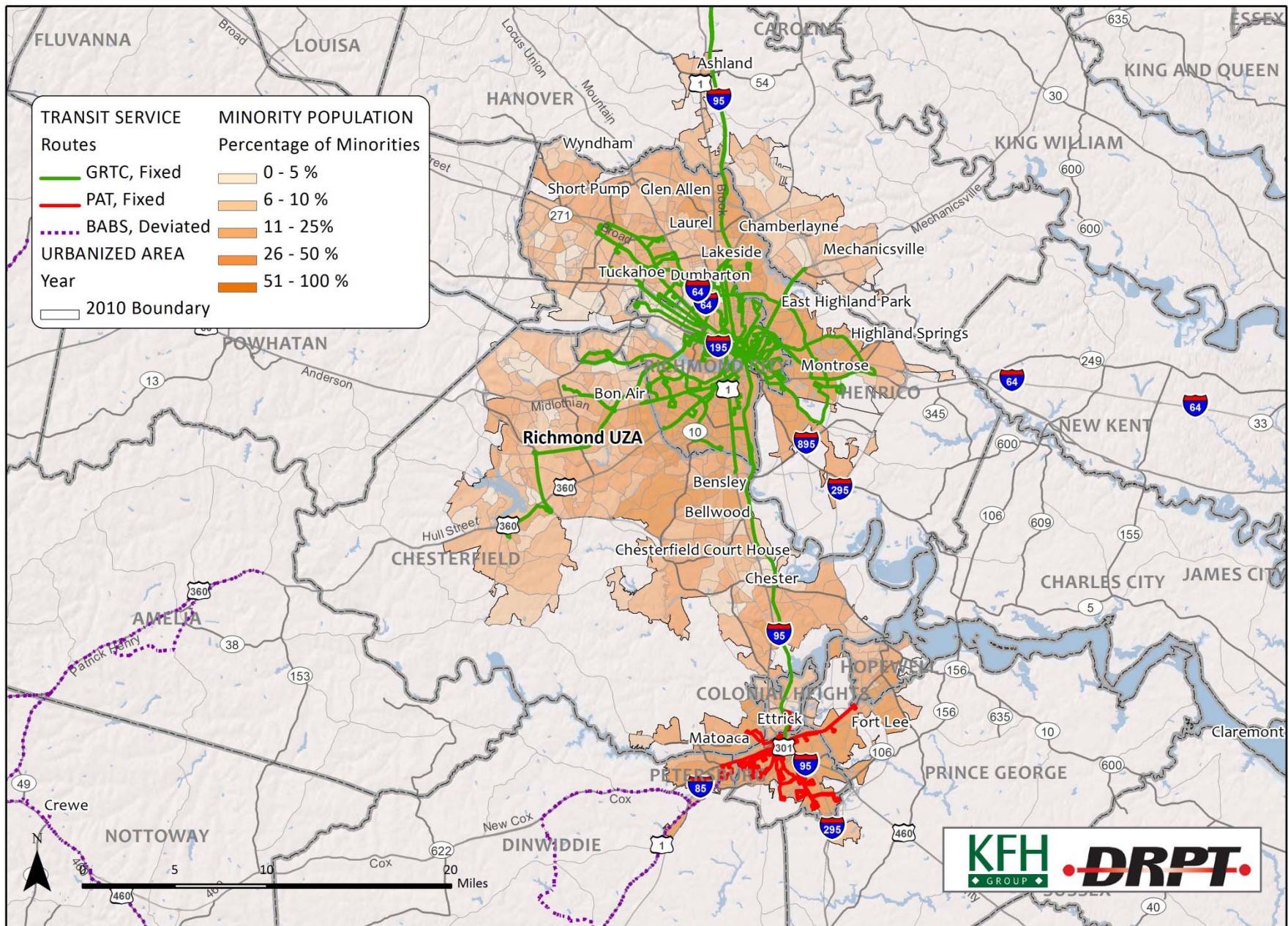
Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 9b: Richmond UZA Low Income Population



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 9c: Richmond UZA Minority Population



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Review of FTA Funding Under 2010 Census

Figure 9d: Richmond UZA Profile Summary

Type of Urbanized Area: Very Large (Population 200,000 – 999,999)

Jurisdictions: Chesterfield, Henrico, Hanover, Prince George, Dinwiddie, Petersburg, Richmond, Hopewell

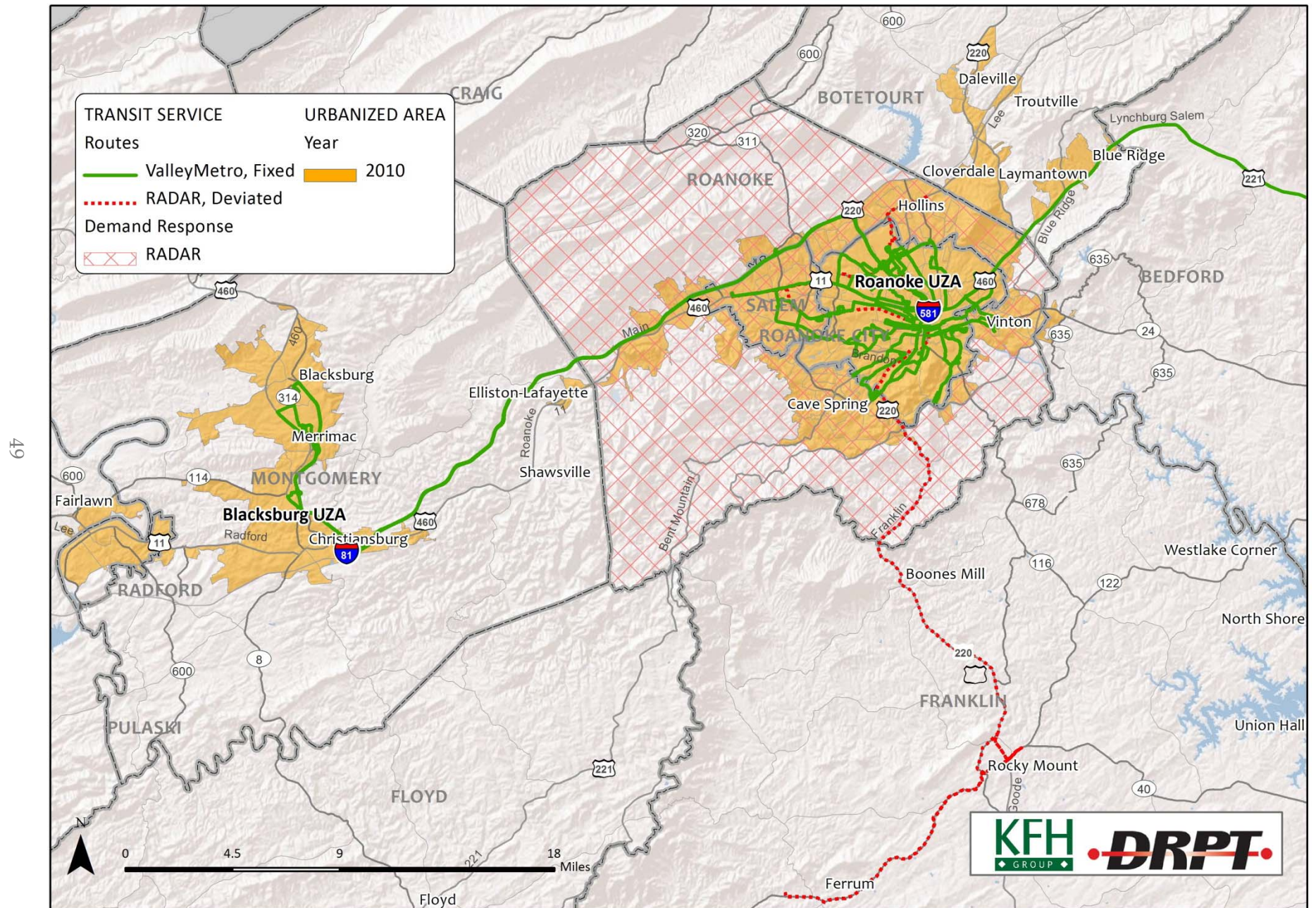
Demographics and Land Area for UZA

	2000	2010	Change	Change %
UZA Population	818,836	953,56	134,720	16.5%
UZA Land Area (sq. mi.)	439.10	492.17	53.1	12.1%
Population Density (people per sq. mi.)	1,864	1,937	73	3.9%
Low Income Population	-	118,737	-	-
Minority Population	-	389,668	-	-

Information about Transit Service Provided in UZA

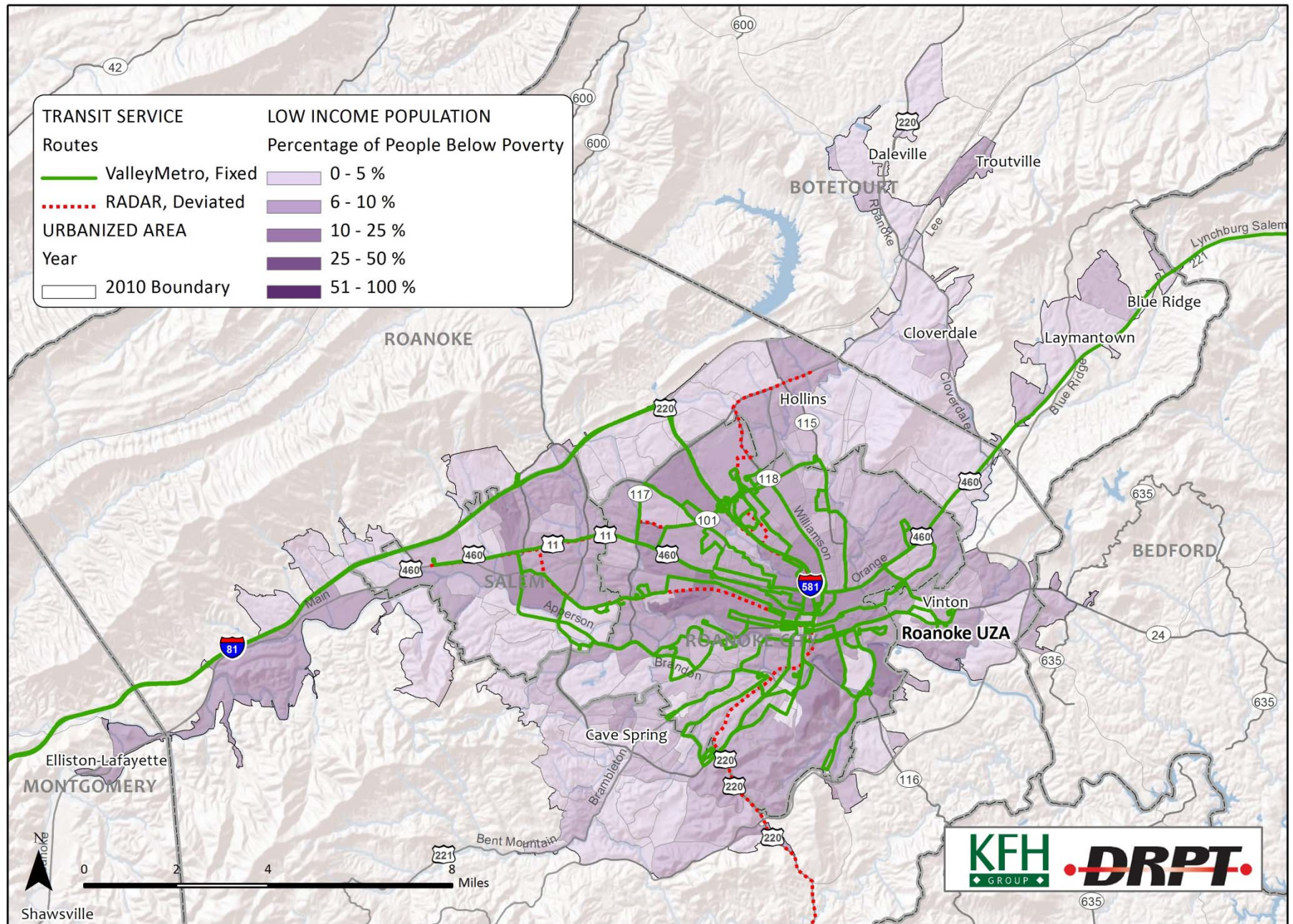
	Greater Richmond Transit Company (GRTC)	Petersburg Area Transit (PAT)	Blackstone Area Bus System (BABS)	
Total Route Summary				
Total # of Routes	34	13	6	
Total Route Miles	768.56	81.76	306.61	
% Route Miles in UZA	96.4%	97.2%	2.5%	
% Route Miles in Non-UZA	3.6%	2.8%	97.5%	
Fixed-Routes (FR)				
Total # of FR				
Total Route Miles	768.56	81.76	0	
UZA (# / %)	740.52/96.4%	79.46/97.2%	0/0%	
Non-UZA (# / %)	28.04/3.6%	2.3/2.8%	0/0%	
Deviated Fixed-Routes (DFR)				
Total # of DFR	0	0		
Total Route Miles	0	0	306.61	
UZA (# / %)	0/0%	0/0%	7.73/2.5%	
Non-UZA (# / %)	0/0%	0/0%	298.88/97.5%	
General Public Demand Response (DR)				
Total DR Area (sq. mi.)	0	0	0	
UZA (# / %)	0/0%	0/0%	0/0%	
Non-UZA (# / %)	0/0%	0/0%	0/0%	
Notes:				

Figure 10a: Roanoke UZA Transit Service



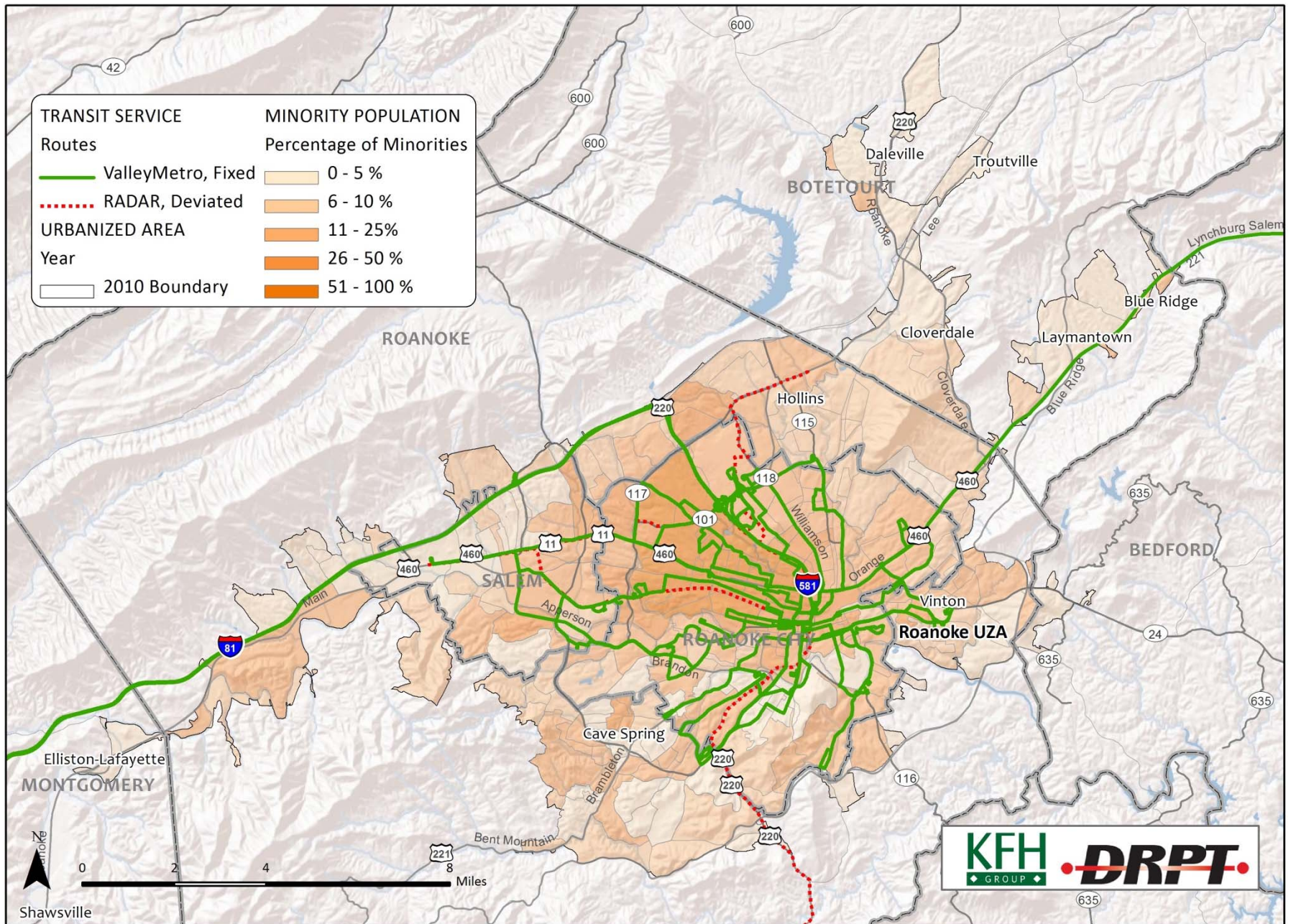
Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 10b: Roanoke UZA Low Income Population



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 10c: Roanoke UZA Minority Population



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Review of FTA Funding Under 2010 Census

Figure 10d: Roanoke UZA Profile Summary

Type of Urbanized Area: Large Urban (Population 200,000 – 999,999)

Jurisdictions: Roanoke, City of Roanoke, Salem, Montgomery, Bedford, Botetourt

Demographics and Land Area for UZA

	2000	2010	Change	Change %
UZA Population	197,442	210,111	12,669	6.4%
UZA Land Area (sq. mi.)	112.10	124.18	12.18	10.8%
Population Density (people per sq. mi.)	1,761	1,692	69	3.9%
Low Income Population	-	29,069	-	-
Minority Population	-	45,674	-	-

Information about Transit Service Provided in Roanoke UZA

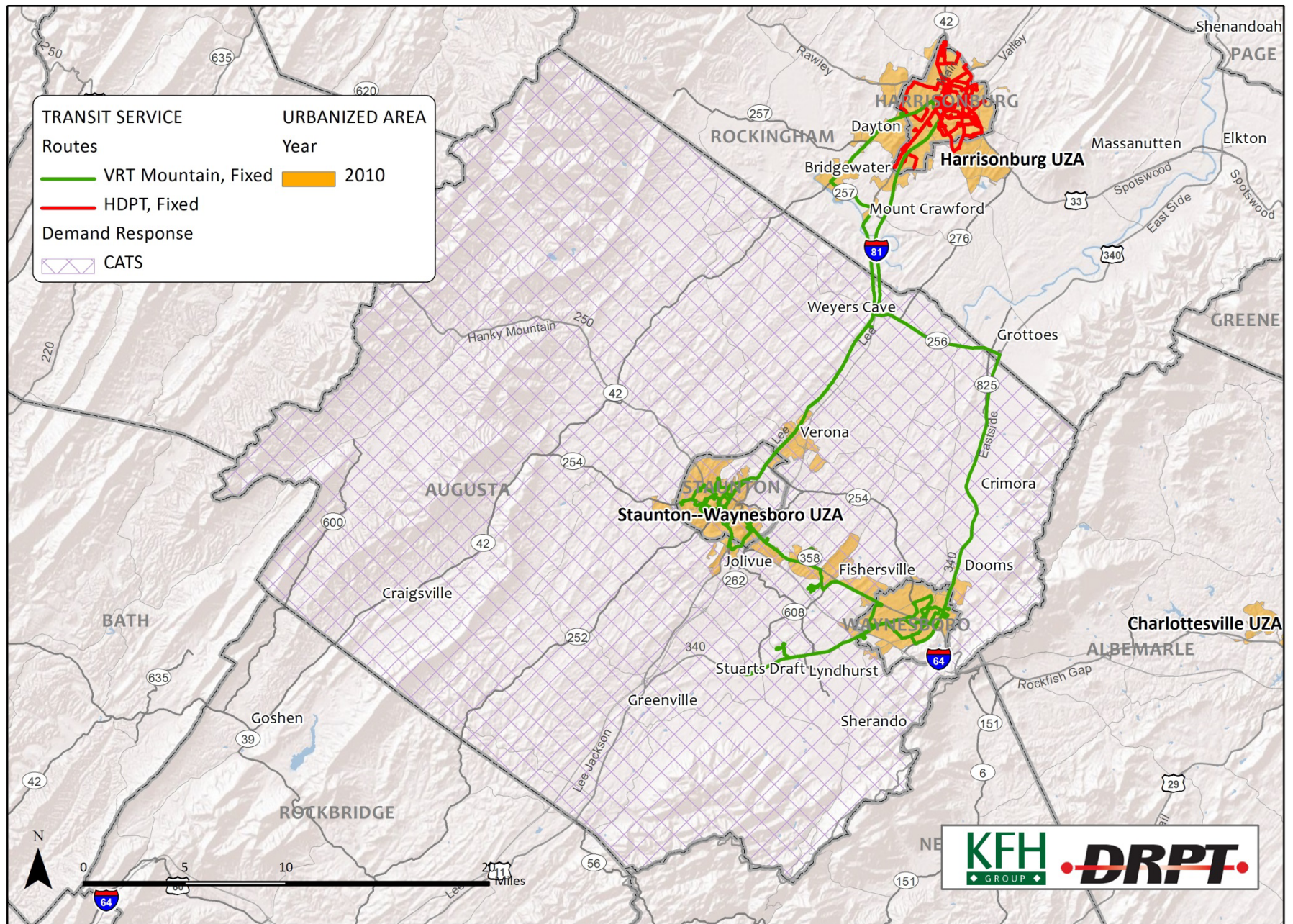
	Valley Metro	RADAR		
Total Route Summary				
Total # of Routes	27	7		
Total Route Miles	502.88 (1)	142.84		
% Route Miles in UZA	57.5%	34.72/24.3%		
% Route Miles in Non-UZA	24.4%	108.12/75.7%		
Fixed-Routes (FR)				
Total # of FR	27	0		
Total Route Miles	502.88	0		
UZA (# / %)	370.83/74% (1)	0/0%		
Non-UZA (# / %)	80.63/16%	0/0%		
Deviated Fixed-Routes (DFR)				
Total # of DFR	0	7		
Total Route Miles	0	142.84		
UZA (# / %)	0/0%	34.72/24.3%		
Non-UZA (# / %)	0/0%	108.12/75.7%		
General Public Demand Response (DR)				
Total DR Area (sq. mi.)	0	265.84		
UZA (# / %)	0/0%	66.14/24.9%		
Non-UZA (# / %)	0/0%	199.7/75.1%		

Notes:

RADAR – General public demand-response is available in Roanoke County but not in the City of Roanoke.

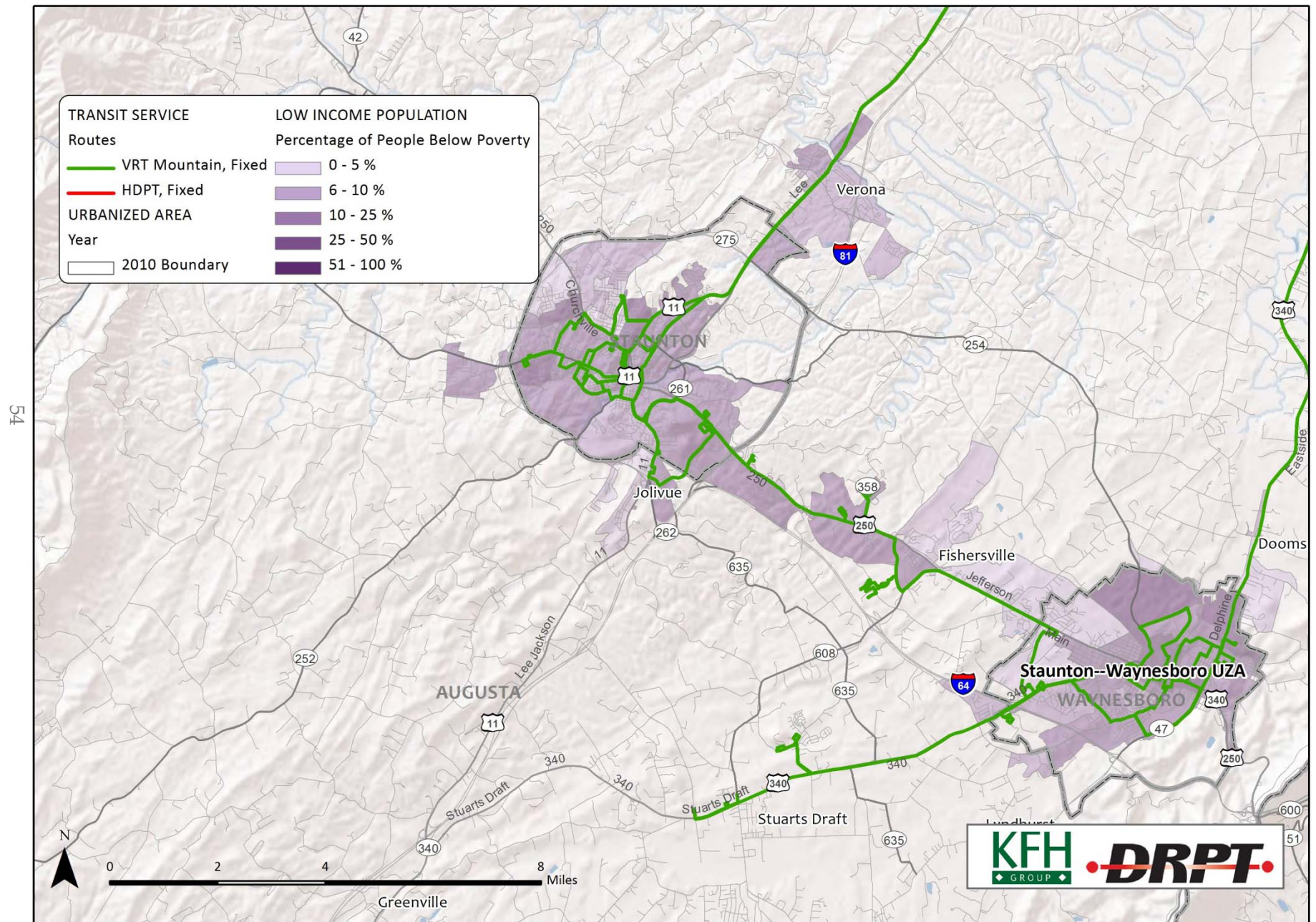
(1) The calculated UZA route miles are for segments of the routes that are only in the Roanoke UZA. Valley Metro operates the Smart Way Bus which provides connections in the Blacksburg and Lynchburg UZA and therefore those segments of the route are not included in this UZA profile.

Figure 11a: Staunton-Waynesboro UZA Transit Service



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 11b: Staunton-Waynesboro UZA Low Income Population



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

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Figure 11d: Staunton-Waynesboro UZA Profile Summary

Type of Urbanized Area: Small Urban (50,000 – 199,999)

Jurisdictions: Staunton, Waynesboro, Augusta

Demographics and Land Area for UZA

	2000	2010	Change	Change %
UZA Population	43,373	56,611	13,238	30.5%
UZA Land Area (sq. mi.)	35.02	38.13	3.11	8.9%
Population Density (people per sq. mi.)	1,238	1,484	246	19.87%
Low Income Population	-	10,110	-	-
Minority Population	-	9,400	-	-

Information about Transit Service Provided in UZA

	Virginia Regional Transit (VRT)	Coordinated Area Transportation Service (CATS)		
Total Route Summary				
Total # of Routes	8	0		
Total Route Miles	169	0		
% Route Miles in UZA	51.5%	0/0%		
% Route Miles in Non-UZA	39.3%	0/0%		
Fixed-Routes (FR)				
Total # of FR	8	0		
Total Route Miles	169	0		
UZA (# / %)	87.03/51.50% (1)	0/0%		
Non-UZA (# / %)	66.4/39.30%	0/0%		
Deviated Fixed-Routes (DFR)				
Total # of DFR	0	0		
Total Route Miles	0	0		
UZA (# / %)	0/0%	0/0%		
Non-UZA (# / %)	0/0%	0/0%		
General Public Demand Response (DR)				
Total DR Area (sq. mi.)	0	990.72		
UZA (# / %)	0/0%	26.94/2.72%		
Non-UZA (# / %)	0/0%	963.78/97.28%		
Notes: The Staunton-Waynesboro UZA is a newly formed UZA resulting from the 2010 Census. CATS provides demand response service in Augusta County and City of Staunton, but not in Waynesboro. (1) The calculated UZA route miles are for segments of the routes that are only in the Staunton-Waynesboro UZA. VRT Mountain operates a route into the Harrisonburg UZA. The UZA route miles in the Harrisonburg UZA are included in the Harrisonburg UZA profile.				

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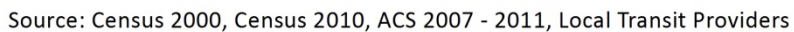
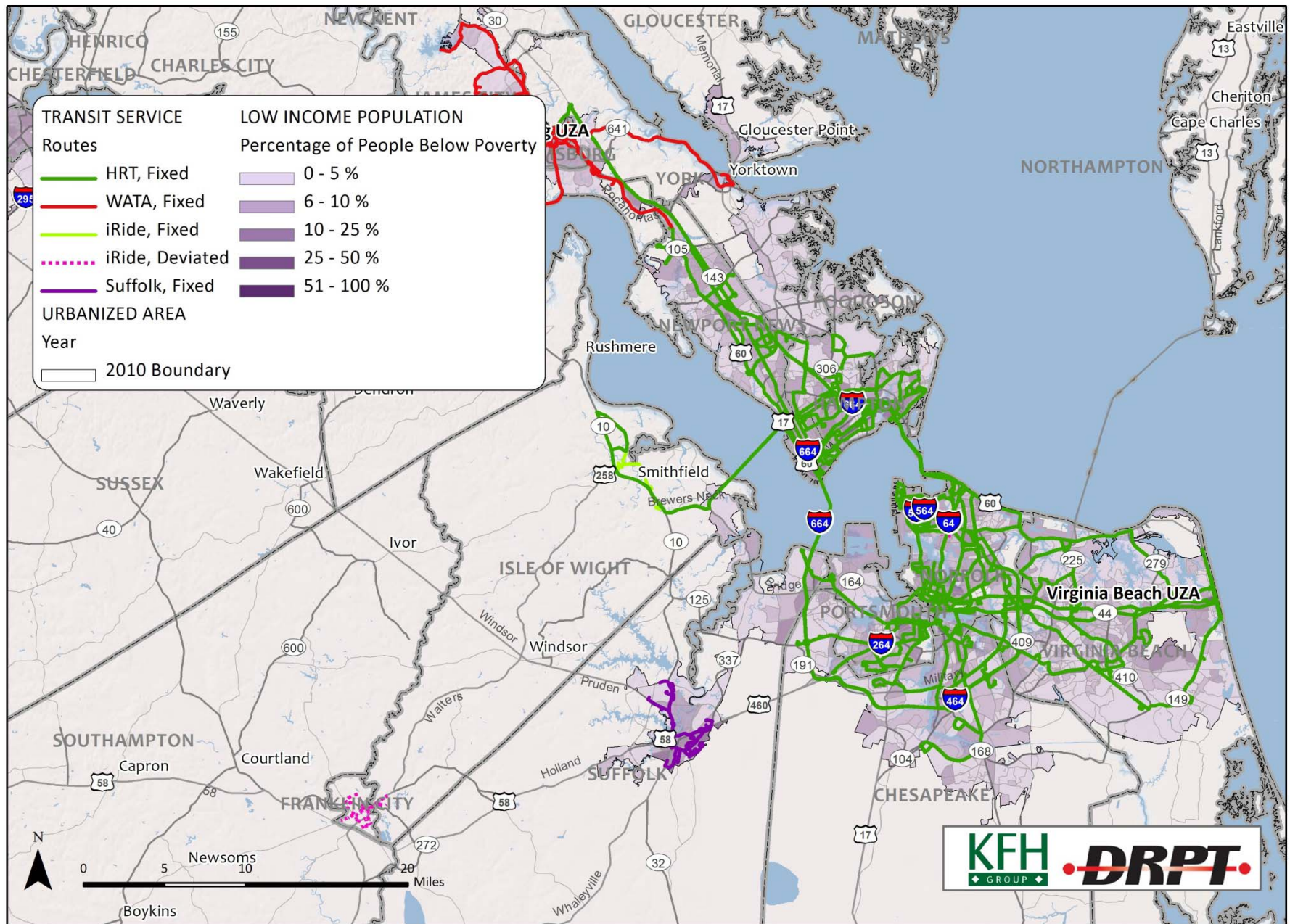
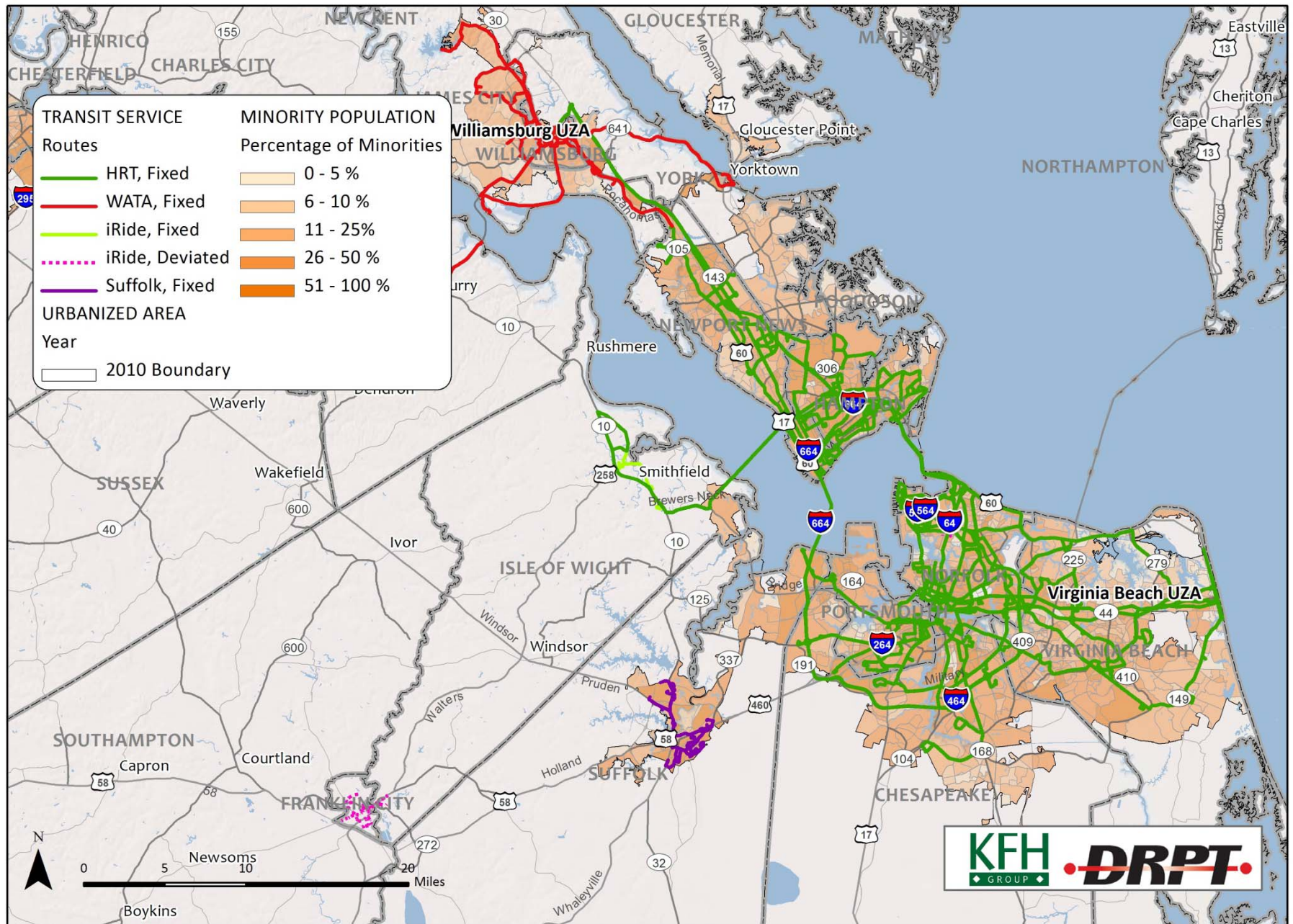


Figure 12b: Virginia Beach UZA Low Income Population



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 12c: Virginia Beach UZA Minority Population



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Review of FTA Funding Under 2010 Census

Figure 12d: Virginia Beach UZA Profile Summary

Type of Urbanized Area: Very Large Urban (Population - 1 million and over)

Jurisdictions: Norfolk, Portsmouth, Hampton, Newport News, Yorktown, Poquoson, Suffolk,
Chesapeake, Isle of Wright, Virginia Beach, Gloucester

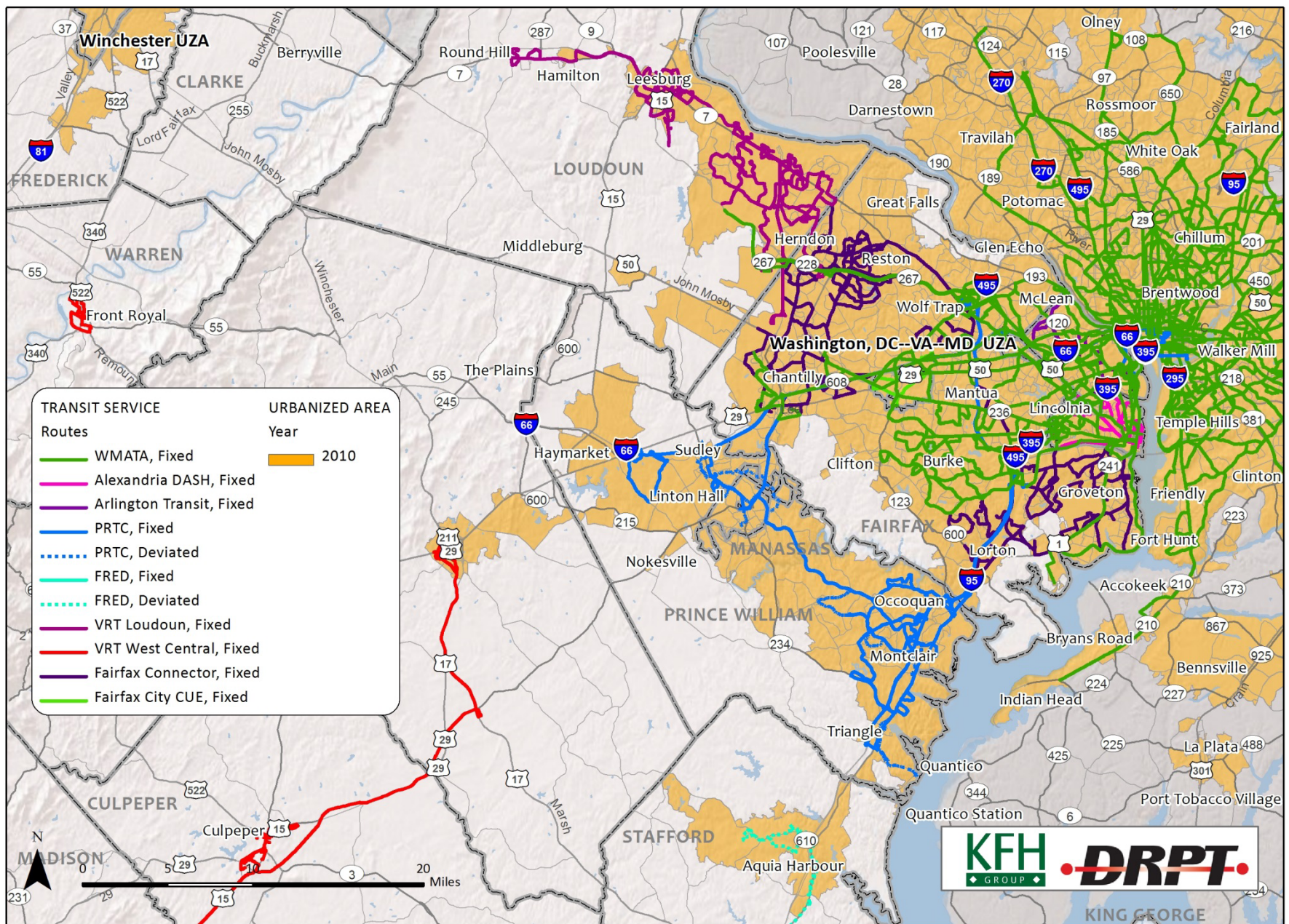
Demographics and Land Area for UZA

	2000	2010	Change	Change %
UZA Population	1,394,439	1,439,666	45,227	3.2%
UZA Land Area (sq. mi.)	515.45	550.50	-35.10	-6.4%
Population Density (people per sq. mi.)	2,533	2,793	260	9.3%
Low Income Population	-	155,435	-	-
Minority Population	-	615,413	-	-

Information about Transit Service Provided in UZA

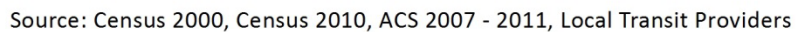
	Hampton Roads Transit (HRT)	Williamsburg Area Transit Authority (WATA) (1)	Virginia Regional Transit VRT (Suffolk)	I-Ride
Total Route Summary				
Total # of Routes	75	2	3	3
Total Route Miles	1,067.73	30.57	46.33	30.43
% Route Miles in UZA	1,021.63/95.7%	5.52/18.1%	46.33/100%	17.25%
% Route Miles in Non-UZA	41.06/3.8%	4.33/14.2%	0/0%	82.75%
Fixed-Routes (FR)				
Total # of FR	75	2	3	1
Total Route Miles	1,067.73	30.57	46.33	12.97
UZA (# / %)	1,021.63/95.7%	5.52/18.1%	46.33/100%	0/0%
Non-UZA (# / %)	41.06/3.8%	4.33/14.2%	0/0%	12.97/100%
Deviated Fixed-Routes (DFR)				
Total # of DFR	0	0	0	2
Total Route Miles	0	0	0	17.46
UZA (# / %)	0/0%	0/0%	0/0%	5.25/30.1%
Non-UZA (# / %)	0/0%	0/0%	0/0%	12.21/69.9%
General Public Demand Response (DR)				
Total DR Area (sq. mi.)	0	0	0	10.9
UZA (# / %)	0/0%	0/0%	0/0%	0/0%
Non-UZA (# / %)	0/0%	0/0%	0/0%	10.9/100%
Notes: The Virginia Beach UZA area decreased as a result of Williamsburg becoming its own UZA based on the 2010 Census. I-Ride - General public demand-response area is from the communities of Boykins, Branchville, Newsoms, Courtland, and Hunterdale/Sedley to the Walmart in Franklin City. (1) WATA operates two routes into the Virginia Beach UZA which is depicted in this profile. For a full depiction of WATA routes refer to the Williamsburg UZA profile.				

Figure 13a: Washington, DC UZA Transit Service



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

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Review of FTA Funding Under 2010 Census

Figure 13d: Washington, DC UZA Profile Summary

Type of Urbanized Area: Very Large Urban (Population 1 million and over)

Jurisdictions: Washington DC; VA – Alexandria, Arlington, Fairfax City, Fairfax, Falls Church, Fauquier, Loudoun, Manassas, Prince William, and Stafford; MD - Prince Georges and Montgomery Counties.

Demographics and Land Area for UZA

	2000	2010	Change	Change %
UZA Population	3,936,201	4,586,770	650,569	16.5%
Virginia	1,789,227	2,235,884	446,657	25.0%
UZA Land Area (sq. mi.)	1,184.2	1,321.73	137.5	11.6%
Virginia	623.06	707.07	84.0	13.5%
Population Density (people per sq. mi.)	3,323.9	3,470.3	146.4	4.4%
Virginia	2,871.7	3,162.2	290.5	10.1%
Low Income Population (Virginia)	-	125,217	-	-
Minority Population (Virginia)	-	787,669	-	-

Information about Transit Service Provided in UZA

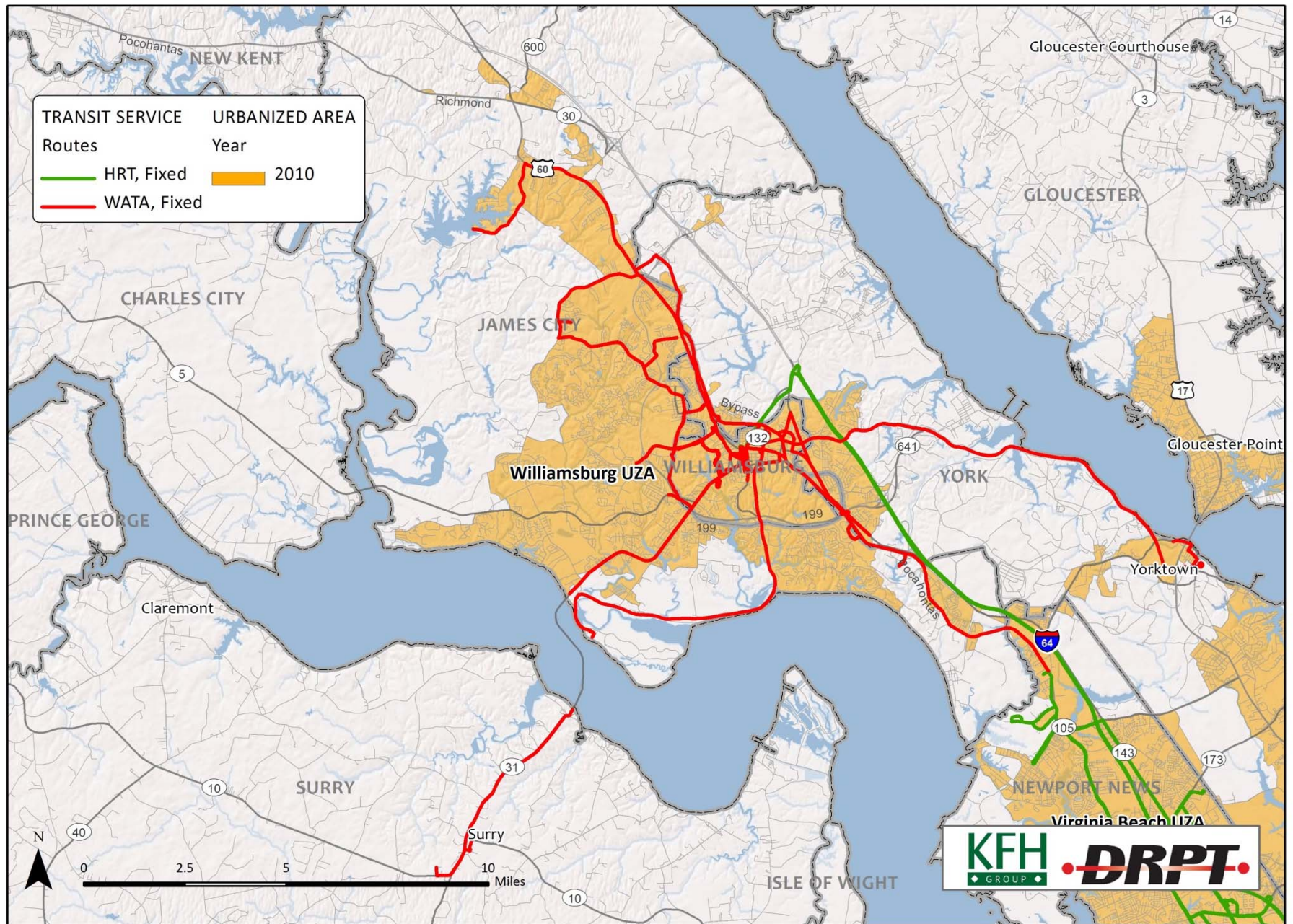
	Washington Metropolitan Area Transit Authority (WMATA)	Arlington County Transit (ART)	Fredericksburg Regional Transit (FRED)	Fairfax City (CUE)	Fairfax Connector
Total Route Summary					
Total # of Routes	212	13	2	4	84
Total Route Miles	2204.8	185.5	32	93.26	1708.9
% Route Miles in UZA	100%	100%	68.9%	100%	100%
% Route Miles in Non- UZA	0%	0%	5.2%	0%	0%
Fixed-Routes (FR)					
Total # of FR	212	13	0		84
Total Route Miles	2204.8	185.5	0	93.26	1708.9
UZA (# / %)	2204.8 / 100%	185.5 / 100%	0 / 0%	93.26 / 100%	1708.9 / 100%
Non-UZA (# / %)	0 / 0%	0 / 0%	0 / 0%	0 / 0%	0 / 0%
Deviated Fixed-Routes (DFR)					
Total # of DFR	0	0	2	0	0
Total Route Miles	0	0	32	0	0
UZA (# / %)	0 / 0%	0 / 0%	22.06 / 68.9%	0 / 0%	0 / 0%
Non-UZA (# / %)	0 / 0%	0 / 0%	6.16 / 5.2%	0 / 0%	0 / 0%
General Public Demand Response (DR)					
Total DR Area (sq. mi.)	0	0	0	0	0
UZA (# / %)	0 / 0%	0 / 0%	0 / 0%	0	0 / 0%
Non-UZA (# / %)	0 / 0%	0 / 0%	0 / 0%	0 / 0%	0 / 0%
Notes: WMATA – Route miles and percentages represent segments of the routes that are in Virginia.					

Review of FTA Funding Under 2010 Census

Information about Transit Service Provided in UZA (Continued)

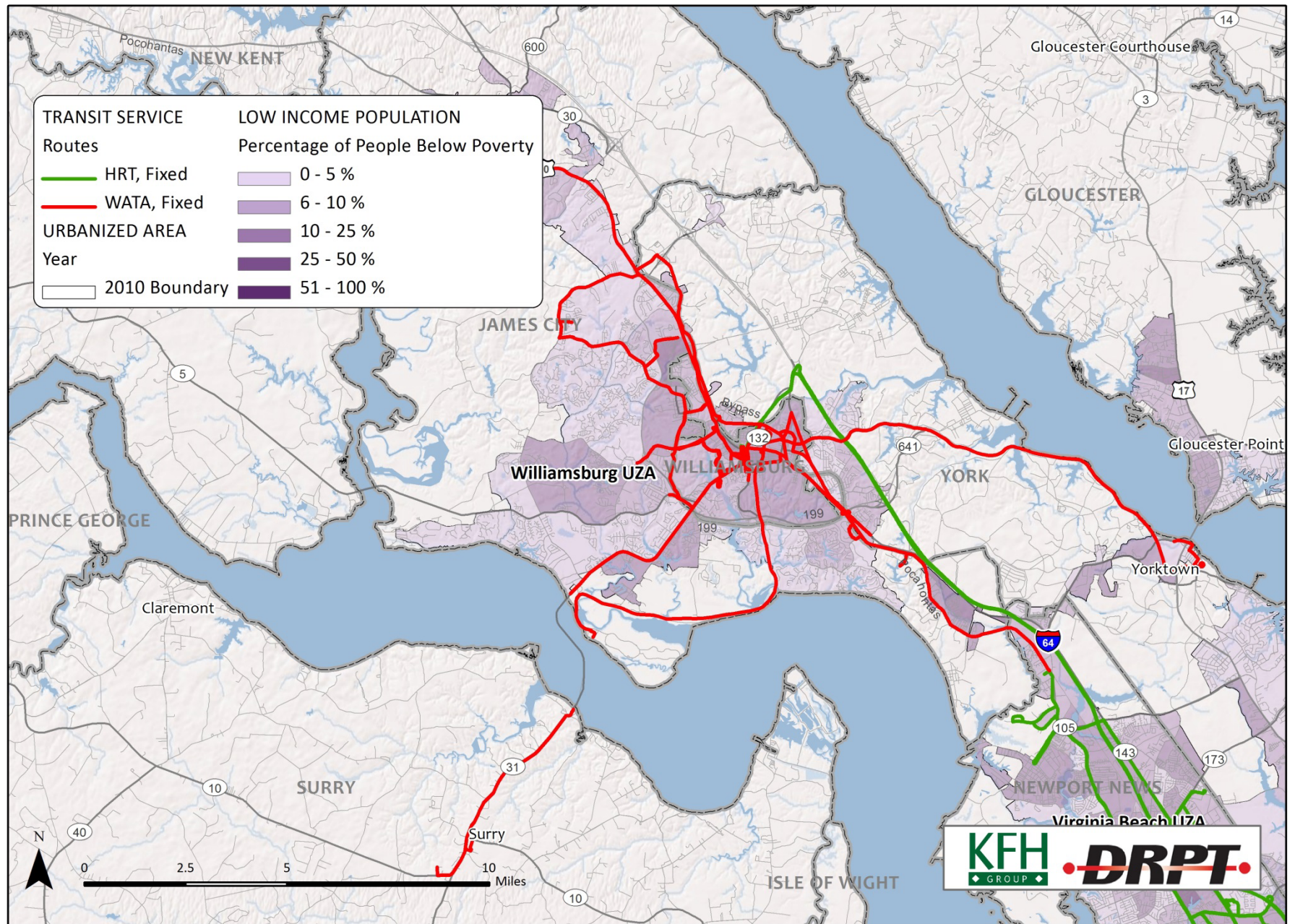
	City of Alexandria (DASH)	Potomac & Rappahannock Transportation Commission (PRTC)	Virginia Regional Transit (VRT) Loudoun	Virginia Regional Transit (VRT) West Central	Virginia Regional Transit (VRT)
Total Route Summary					
Total # of Routes	10	17	15	5	20
Total Route Miles	290.4	2253.25	290.10	92.01	340.14
% Route Miles in UZA	100%	100%	95.58%	2.9%	70.3%
% Route Miles in Non- UZA	0%	0%	4.42%	97.1%	29.7%
Fixed-Routes (FR)					
Total # of FR	10	11	15	5	20
Total Route Miles	290.4	2040.04	290.10	92.01	340.14
UZA (# / %)	290.4/ 100%	2040.04/ 100%	277.28/ 95.58%	2.63/ 2.9%	239.08/ 70.3%
Non-UZA (# / %)	0/0%	0/0%	12.82/ 4.42%	89.38/ 97.1%	101.06/ 29.7%
Deviated Fixed-Routes (DFR)					
Total # of DFR	0	6	0	0	0
Total Route Miles	0	213.21	0	0	0
UZA (# / %)	0/0%	213.21/ 100%	0/0%	0/0%	0/0%
Non-UZA (# / %)	0/0%	0/0%	0/0%	0/0%	0/0%
General Public Demand Response (DR)					
Total DR Area (sq. mi.)	0	0	0	0	0
UZA (# / %)	0/0%	0/0%	0/0%	0	0
Non-UZA (# / %)	0/0%	0/0%	0/0%	0/0%	0/0%
Notes:					

Figure 14a: Williamsburg UZA Transit Service



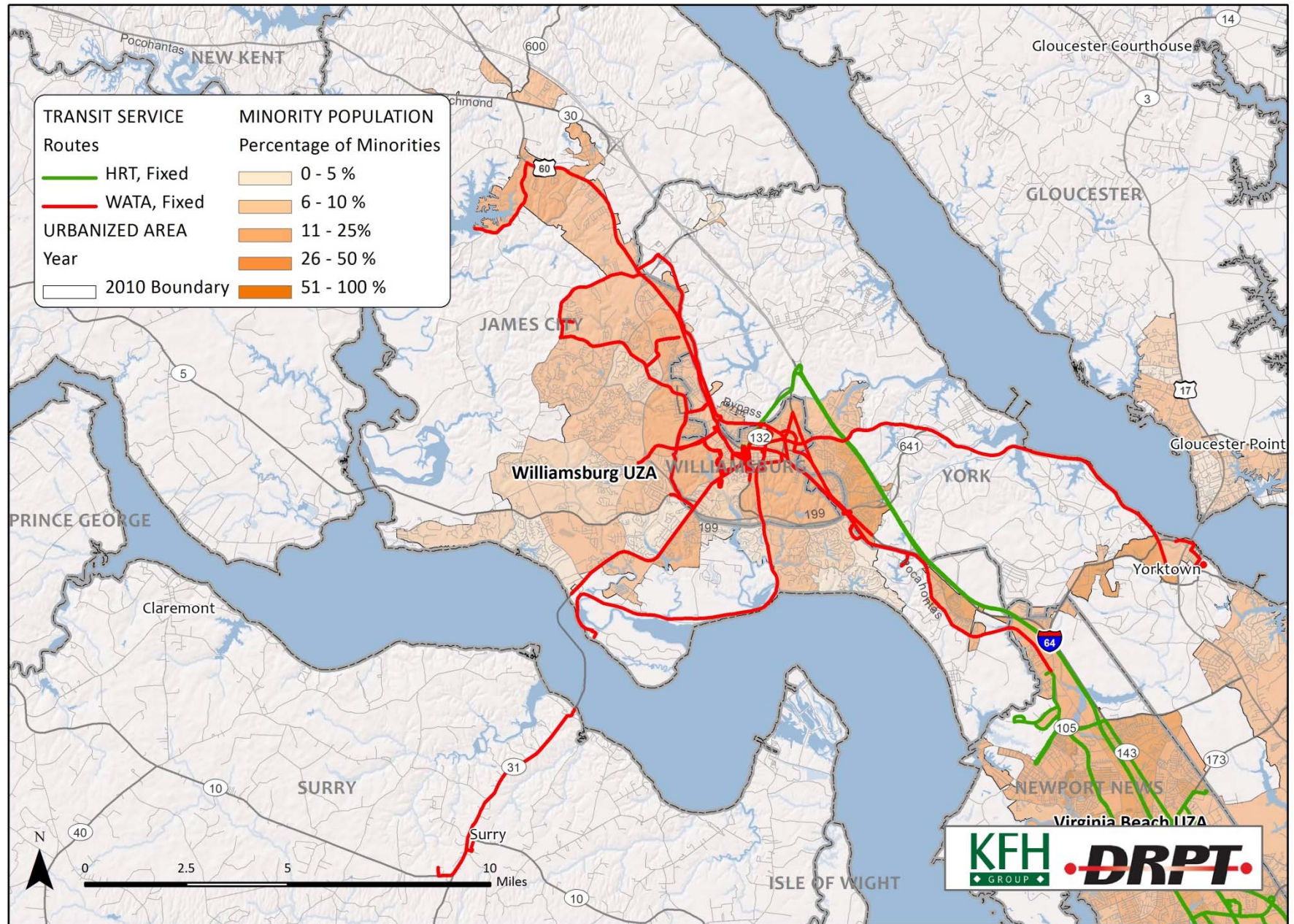
Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 14b: Williamsburg UZA Low Income Population



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 14c: Williamsburg UZA Minority Population



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 14d: Williamsburg UZA Profile Summary

Type of Urbanized Area: Small Urban (Population 50,000 - 199,999)

Jurisdictions: James City, City of Williamsburg, York, and Surry

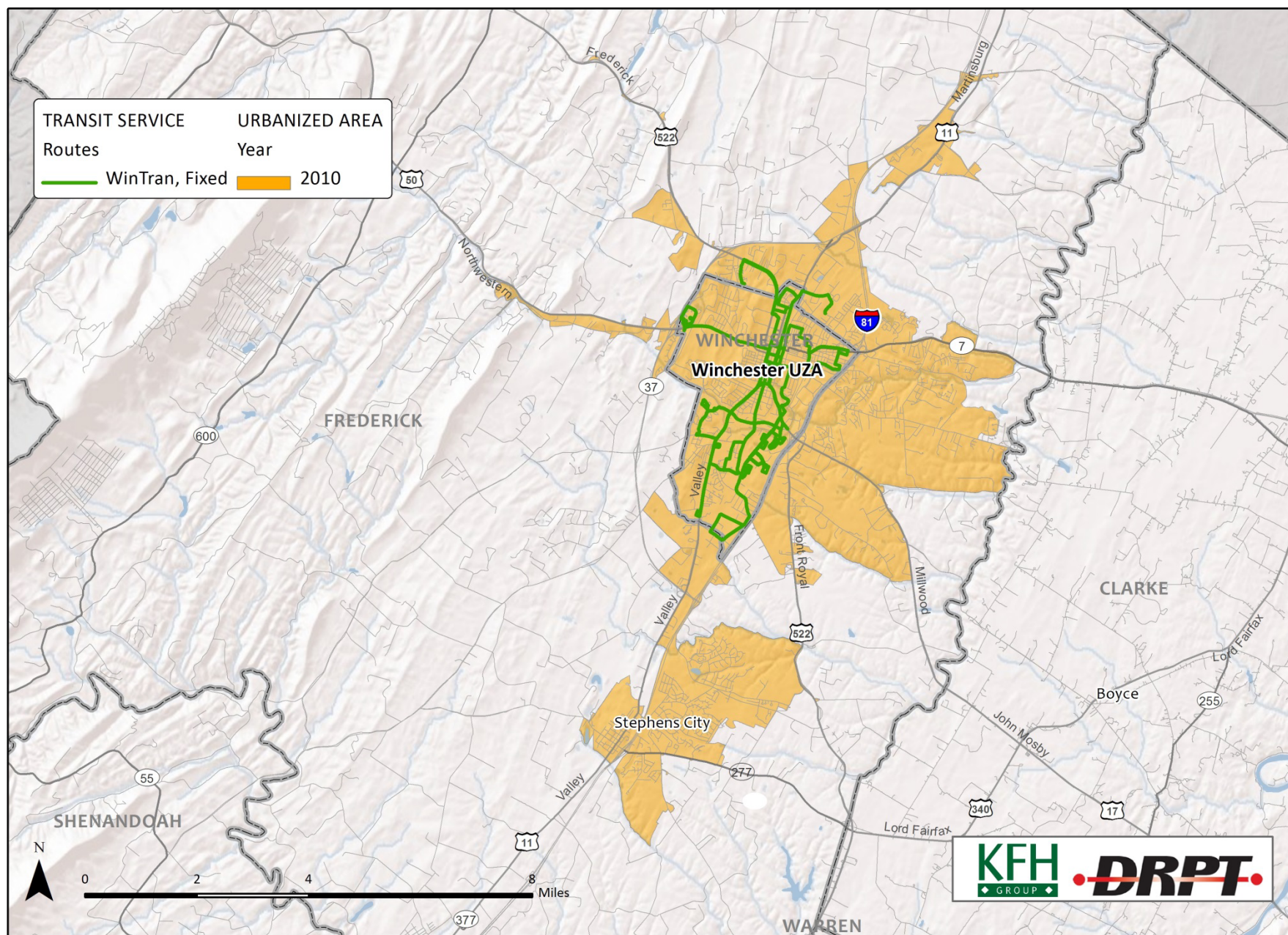
Demographics and Land Area for UZA

	2000	2010	Change	Change %
UZA Population	-	92,359	-	-
UZA Land Area (sq. mi.)	-	55.92	-	-
Population Density (people per sq. mi.)	-	1,353.52	-	-
Low Income Population	-	5,553	-	-
Minority Population	-	16,955	-	-

Information about Transit Service Provided in UZA

	Williamsburg Area Transit Authority (WATA)	Hampton Roads Transit (HRT) (1)		
Total Route Summary				
Total # of Routes	12	1		
Total Route Miles	156.22	35.23		
% Route Miles in UZA	72%	11.2%		
% Route Miles in Non-UZA	28%	20.3%		
Fixed-Routes (FR)				
Total # of FR	12	1		
Total Route Miles	156.22	35.23		
UZA (# / %)	112.51/72%	3.94/11.2%		
Non-UZA (# / %)	43.71/28%	7.16/20.3%		
Deviated Fixed-Routes (DFR)				
Total # of DFR	0	0		
Total Route Miles	0	0		
UZA (# / %)	0/0%	0/0%		
Non-UZA (# / %)	0/0%	0/0%		
General Public Demand Response (DR)				
Total DR Area (sq. mi.)	0	0		
UZA (# / %)	0/0%	0/0%		
Non-UZA (# / %)	0/0%	0/0%		
Notes: Williamsburg became its own urbanized area as a result of the 2010 Census. Previously Williamsburg was part of the Virginia Beach UZA. WATA - Parts of the York Town Shuttle operate in the Virginia Beach UZA. Those segments are represented in the Virginia Beach UZA. (1) HRT operates one route into the Williamsburg UZA. The calculated route miles and percentages are for the segments of the route that are in the Williamsburg UZA and does not include segments in the Virginia Beach UZA. For a full representation of HRT routes refer to the Virginia Beach UZA profile.				

Figure 15a: Winchester UZA Transit Service

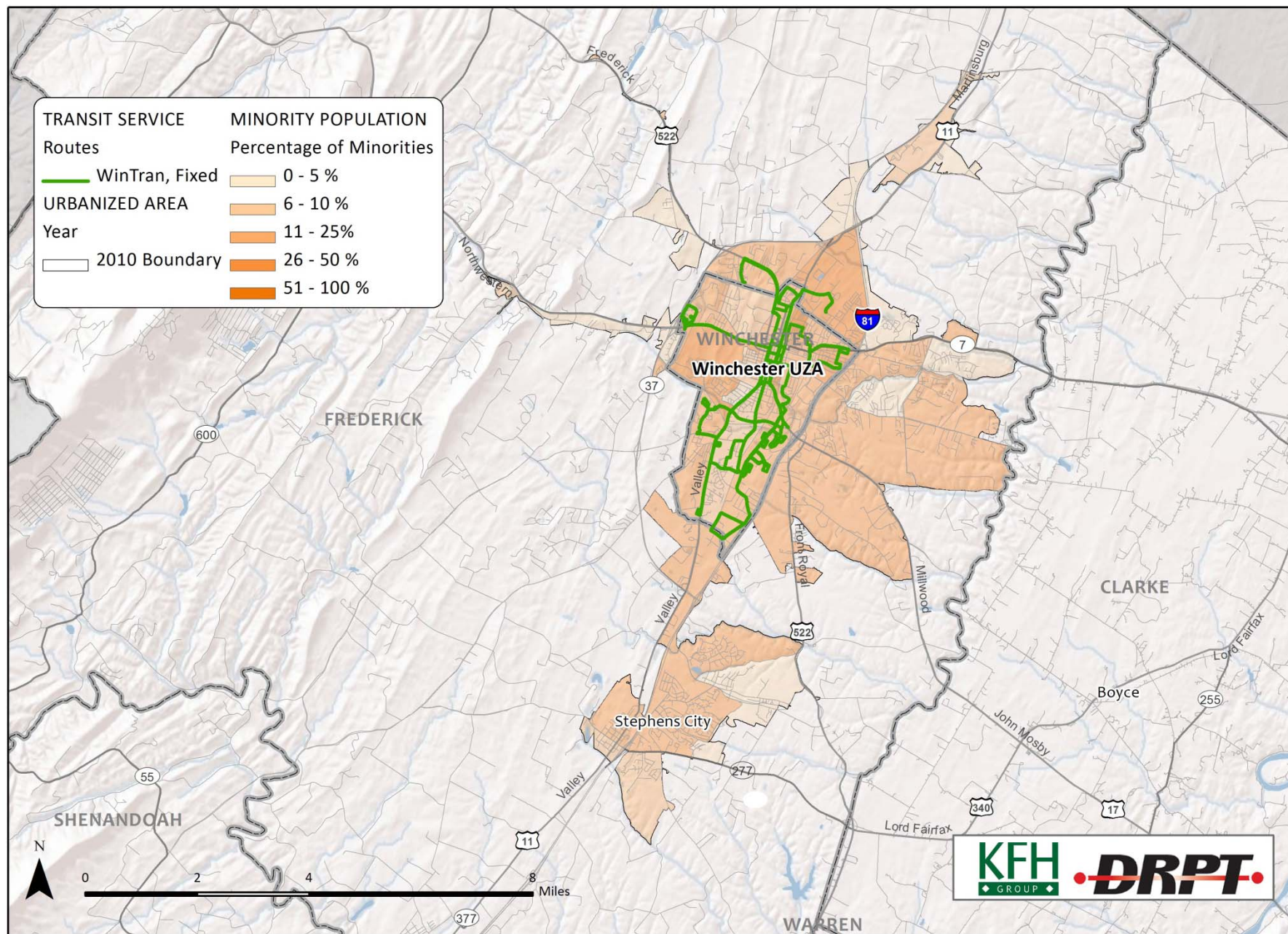


Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

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Figure 15c: Winchester UZA Minority Population



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Figure 15d: Winchester UZA Profile Summary

Type of Urbanized Area: Small Urban (Population 50,000 - 199,000)

Jurisdictions: Winchester, Frederick

Demographics and Land Area for UZA

	2000	2010	Change	Change %
UZA Population	53,559	69,449	15,890	29.7%
UZA Land Area (sq. mi.)	33.21	37.18	3.97	12.0%
Population Density (people per sq. mi.)	1,612	1,867	255	13.66%
Low Income Population	-	9,215	-	-
Minority Population	-	11,071	-	-

Information about Transit Service Provided in UZA

	Winchester Transit (WinTran)			
Total Route Summary				
Total # of Routes	8			
Total Route Miles	55.02			
% Route Miles in UZA	100.00%			
% Route Miles in Non-UZA	0%			
Fixed-Routes (FR)				
Total # of FR	8			
Total Route Miles	55.02			
UZA (# / %)	55.02/100%			
Non-UZA (# / %)	0/0%			
Deviated Fixed-Routes (DFR)				
Total # of DFR	0			
Total Route Miles	0			
UZA (# / %)	0/0%			
Non-UZA (# / %)	0/0%			
General Public Demand Response (DR)				
Total DR Area (sq. mi.)	0			
UZA (# / %)	0/0%			
Non-UZA (# / %)	0/0%			
Notes:				

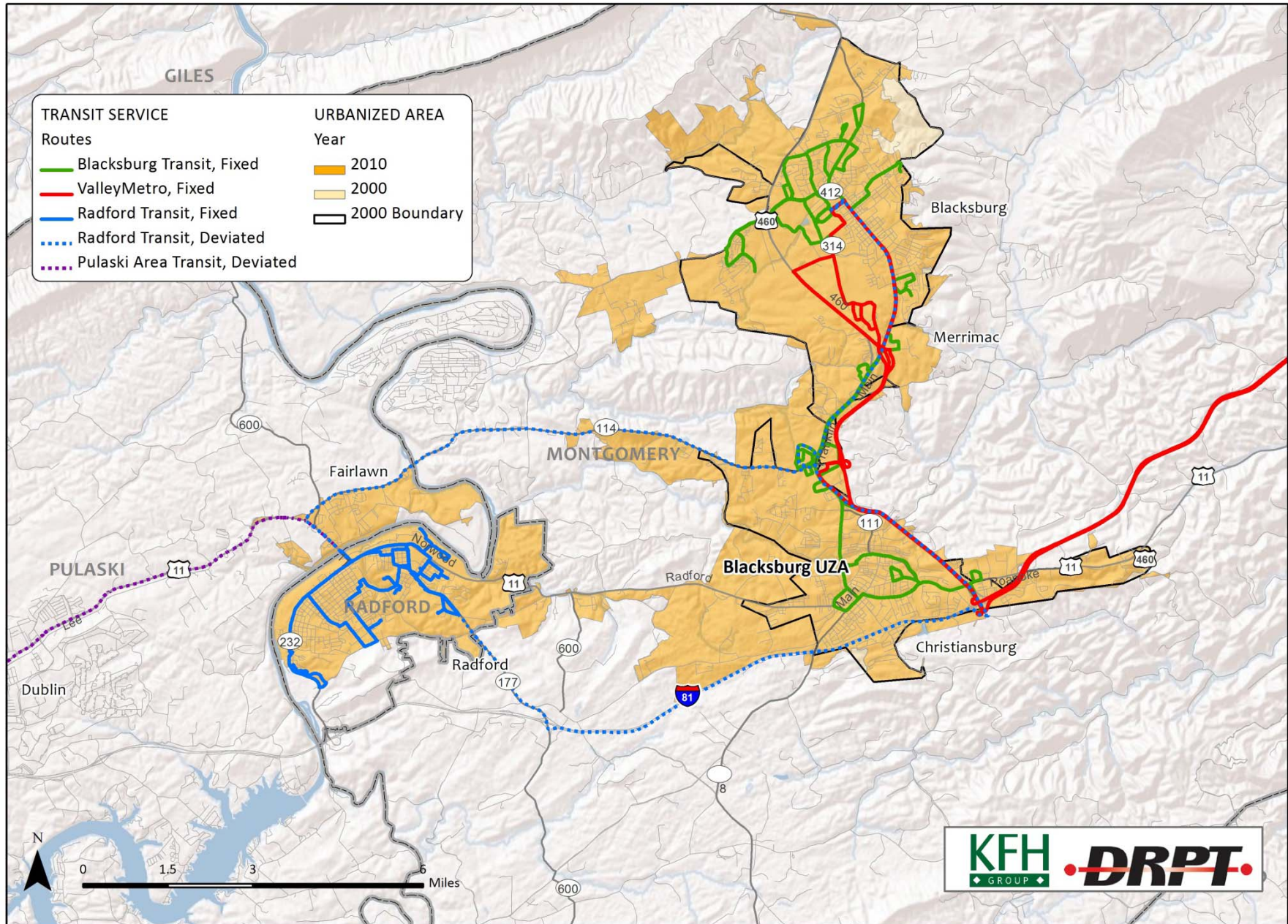
APPENDIX A

UZA Boundary Changes

Between 2000 and 2010 Census

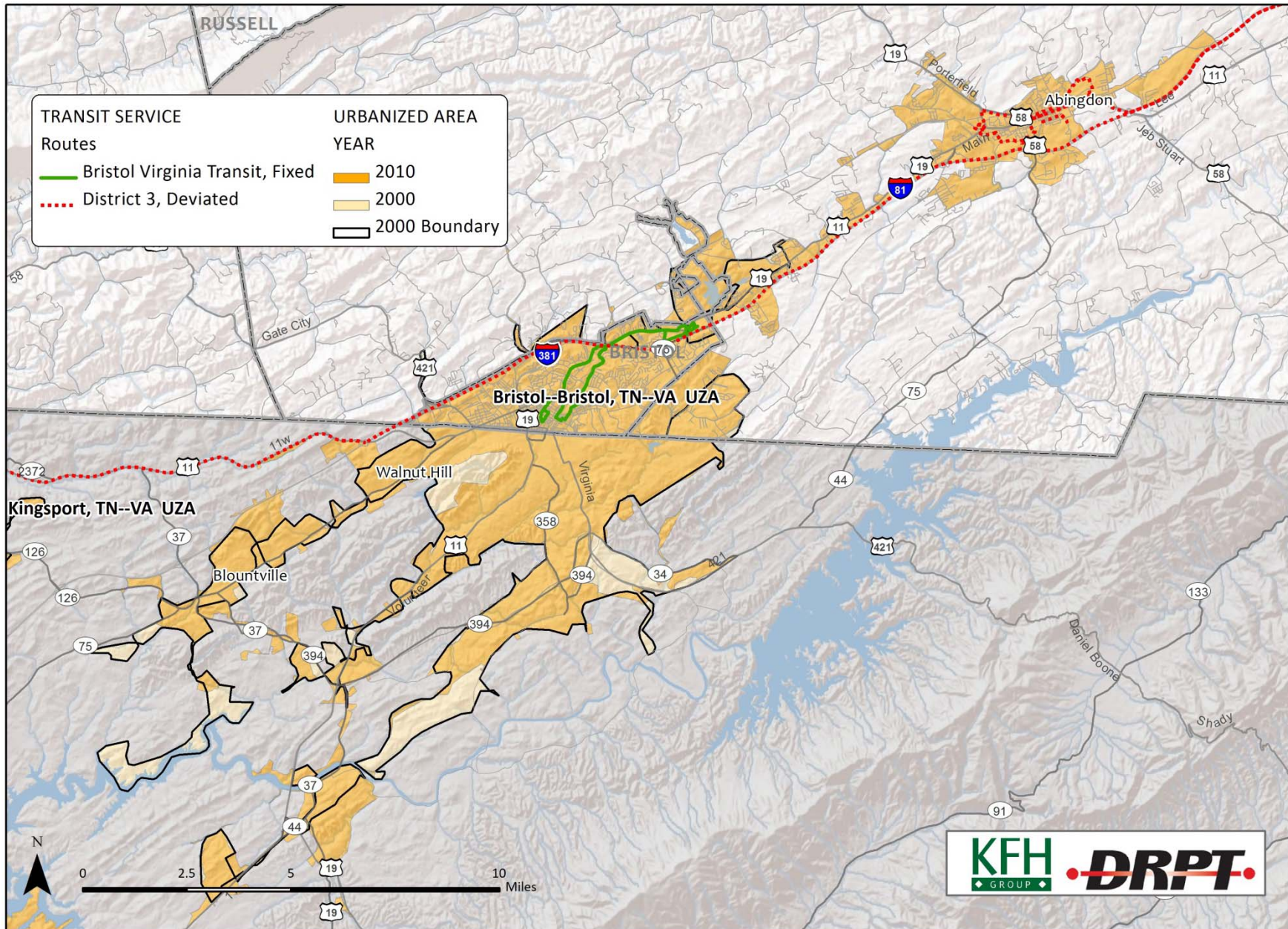
- Blacksburg UZA
- Bristol TN-VA UZA
- Charlottesville UZA
- Fredericksburg UZA
- Harrisonburg UZA
- Kingsport TN-VA UZA
- Lynchburg UZA
- Richmond UZA
- Roanoke UZA
- Staunton-Waynesboro UZA
- Virginia Beach UZA
- Washington, DC UZA
- Williamsburg UZA
- Winchester UZA

Blacksburg UZA



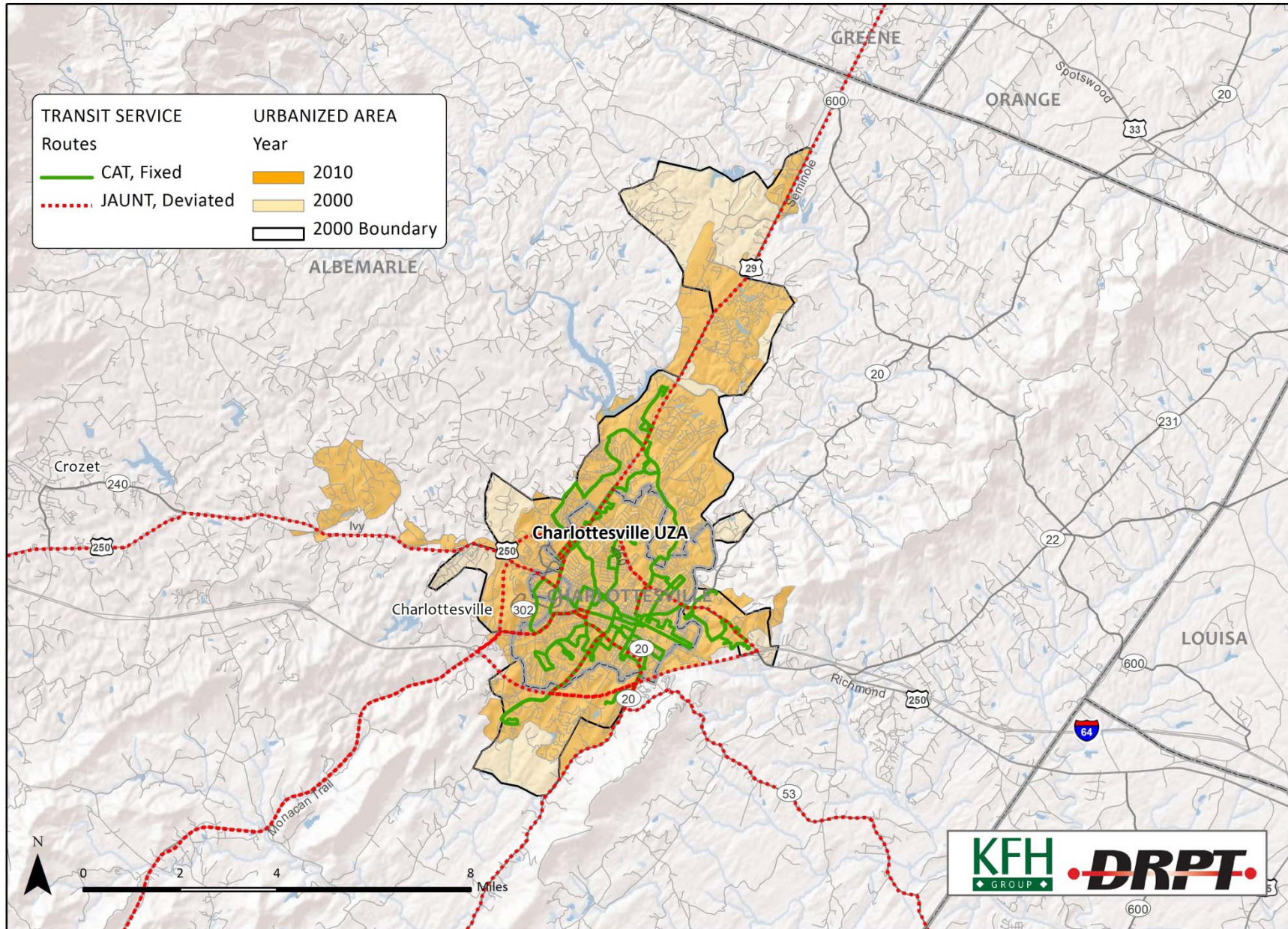
Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Bristol TN-VA UZA



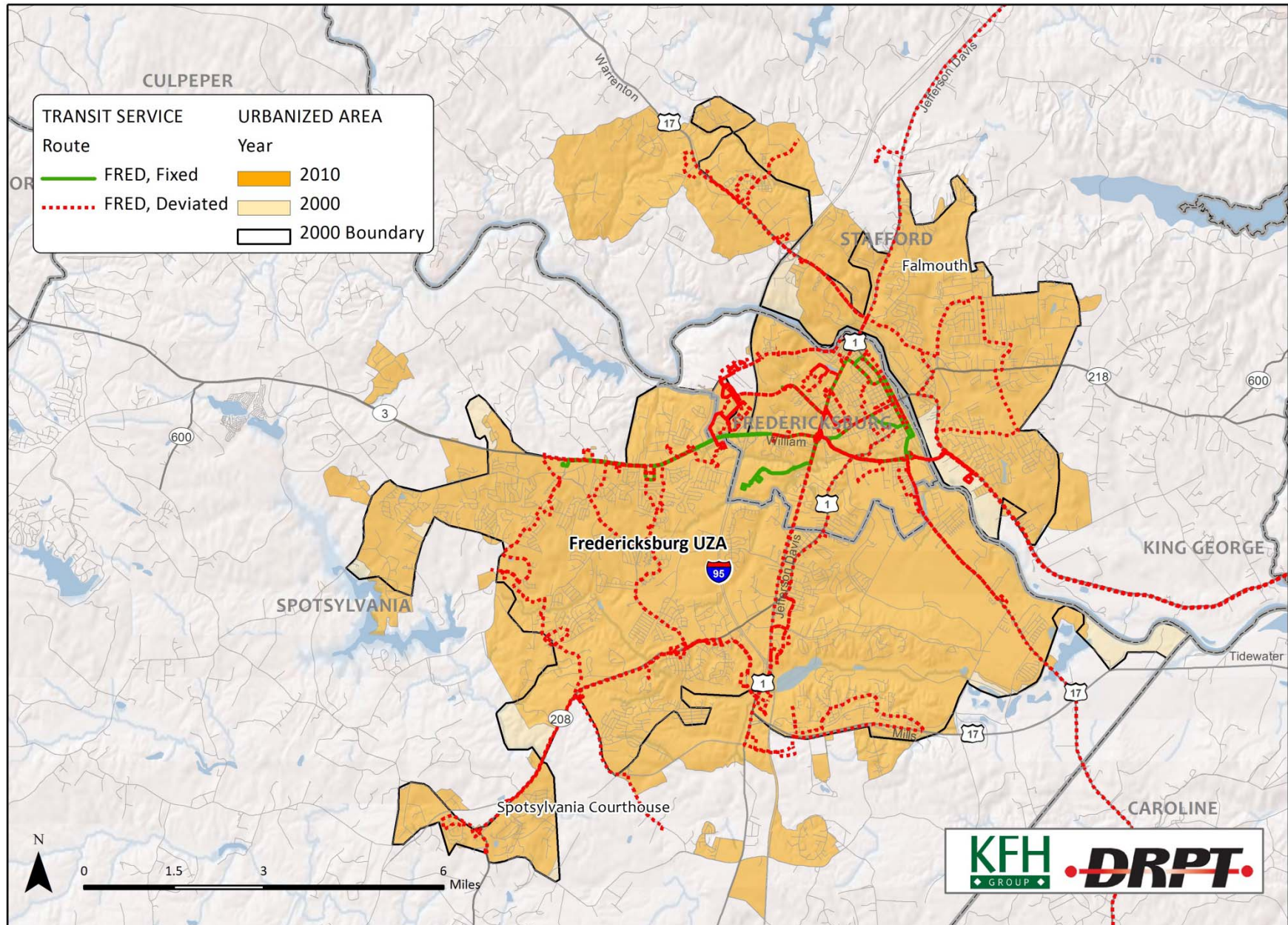
Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Charlottesville UZA



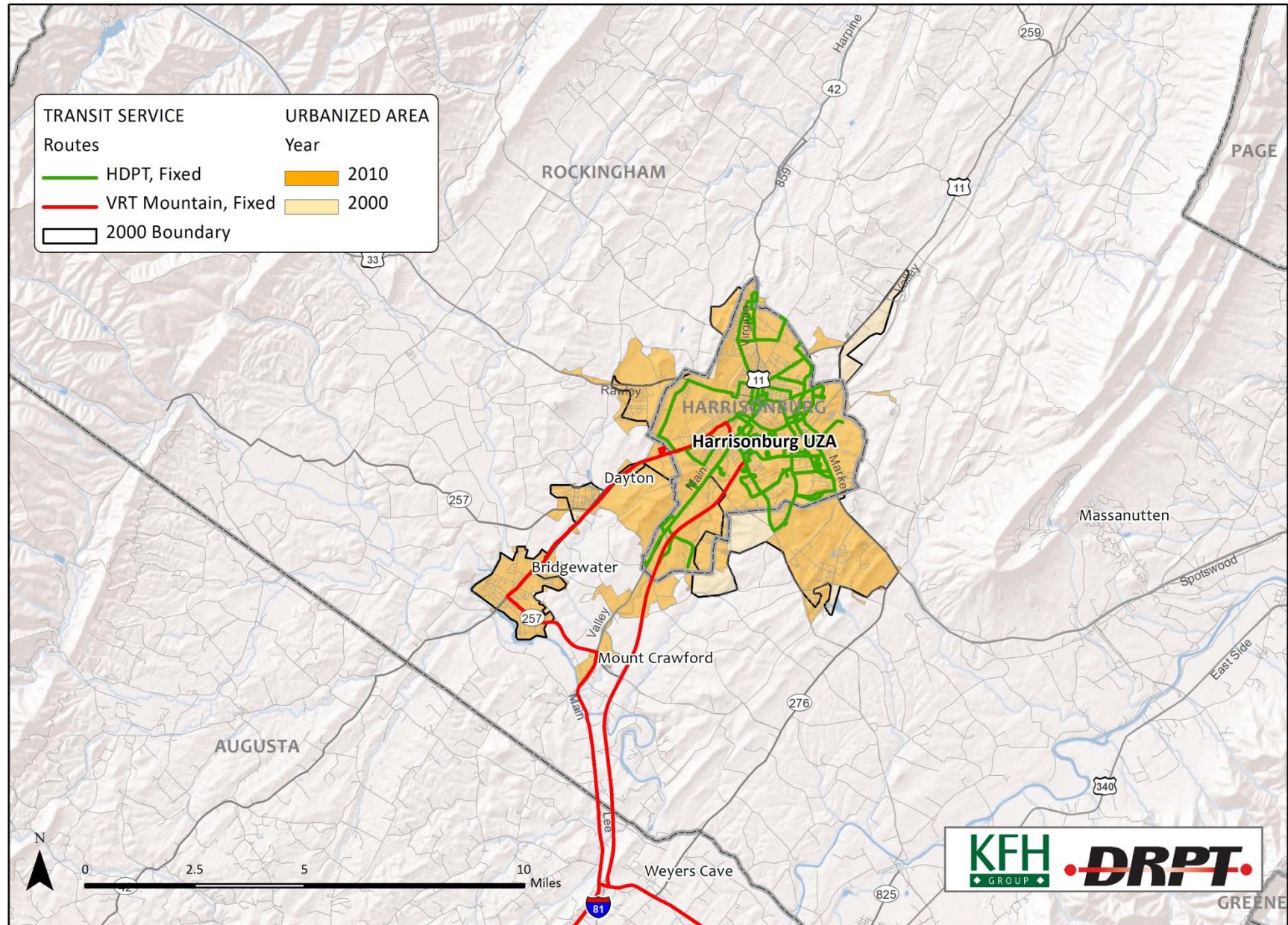
Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Fredericksburg UZA



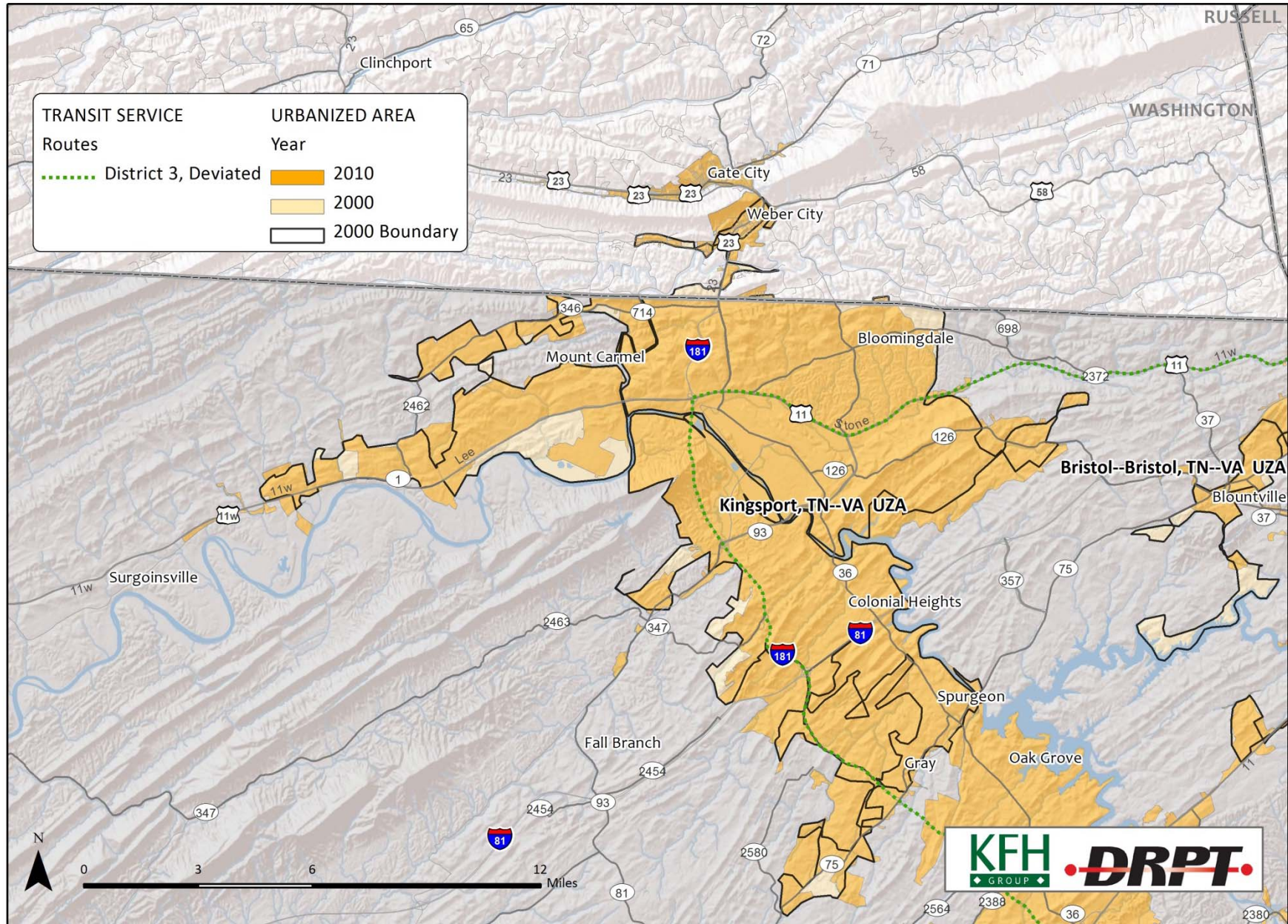
Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Harrisonburg UZA



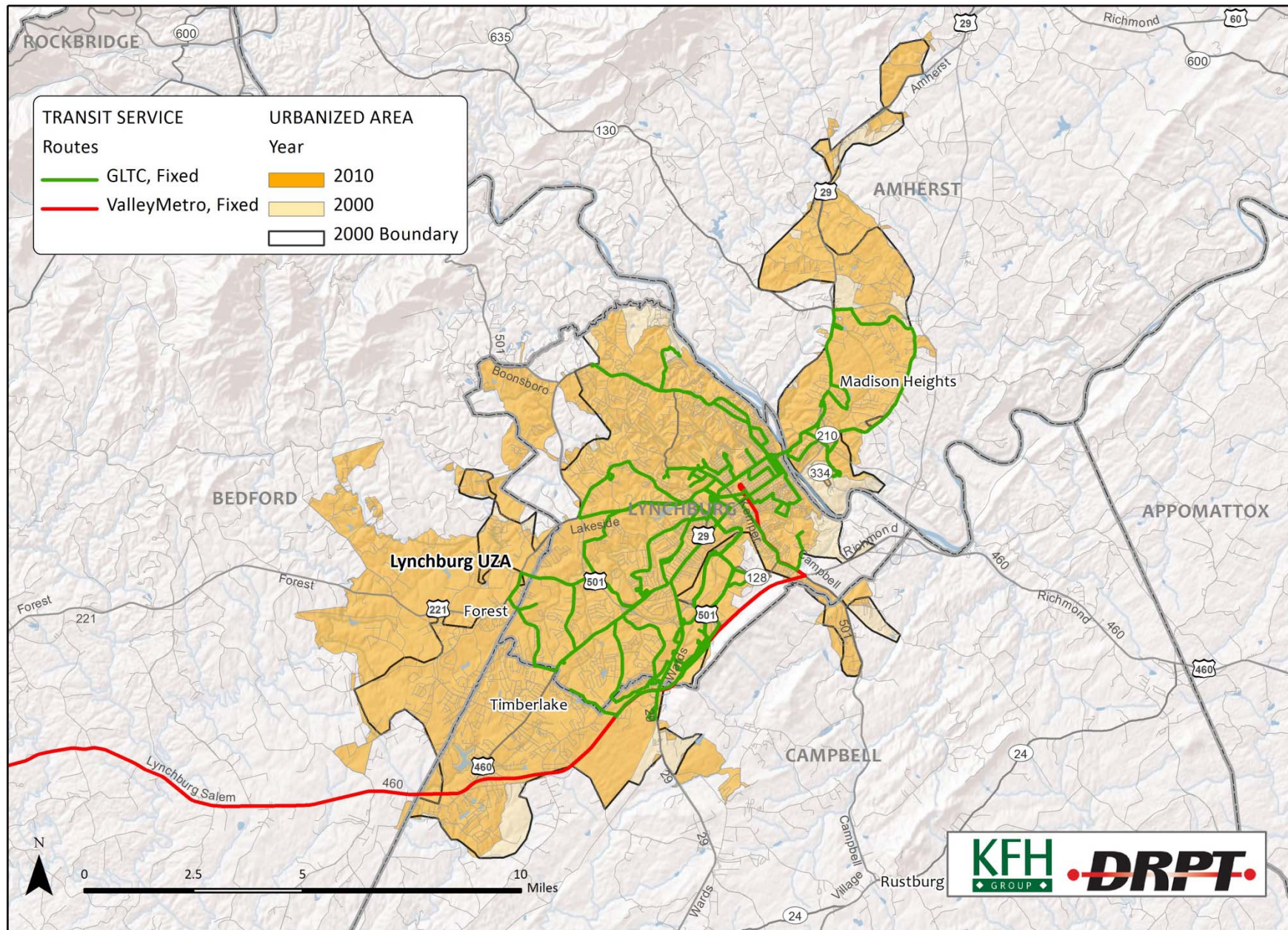
Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Kingsport TN-VA UZA



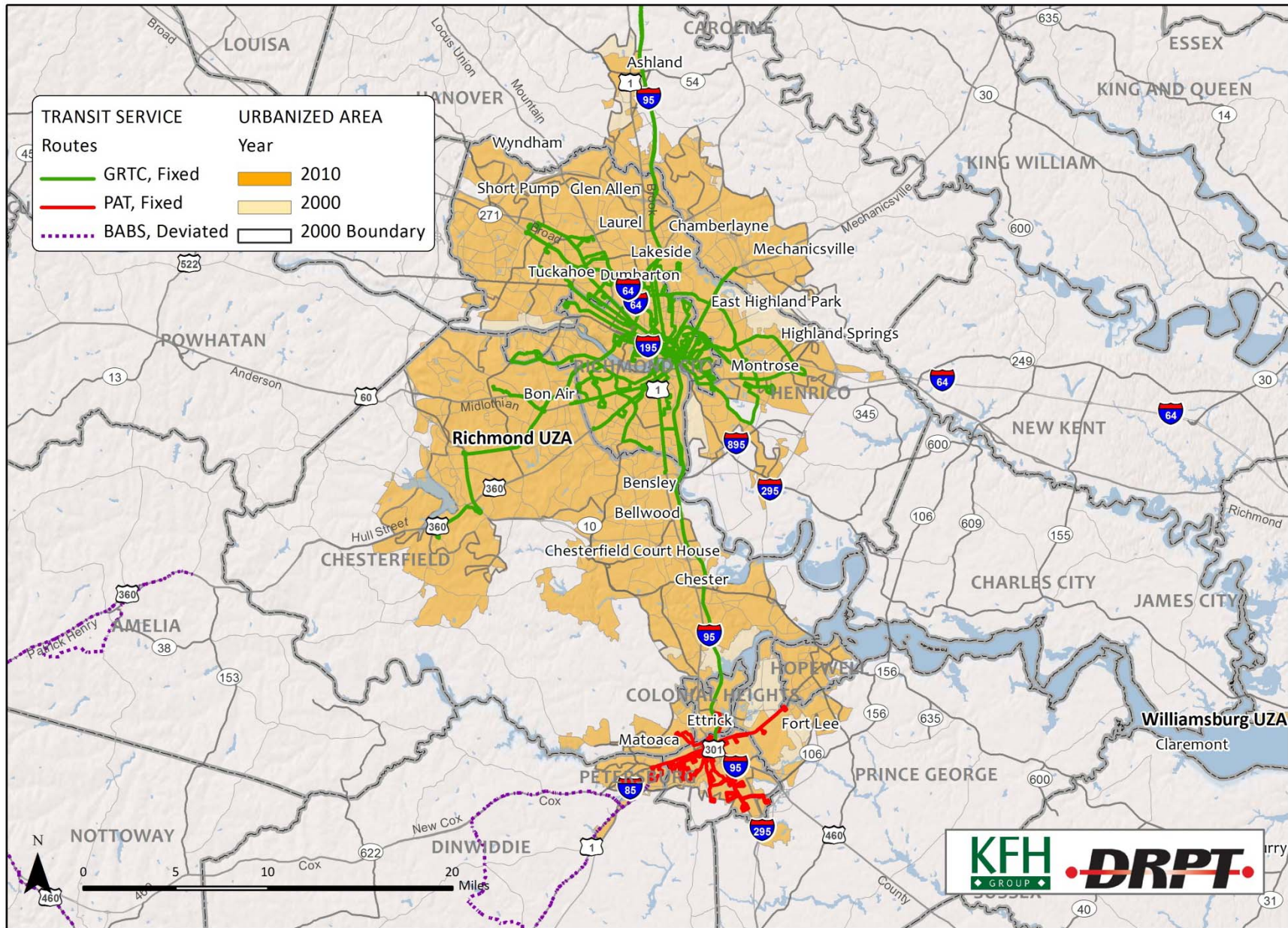
Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Lynchburg UZA



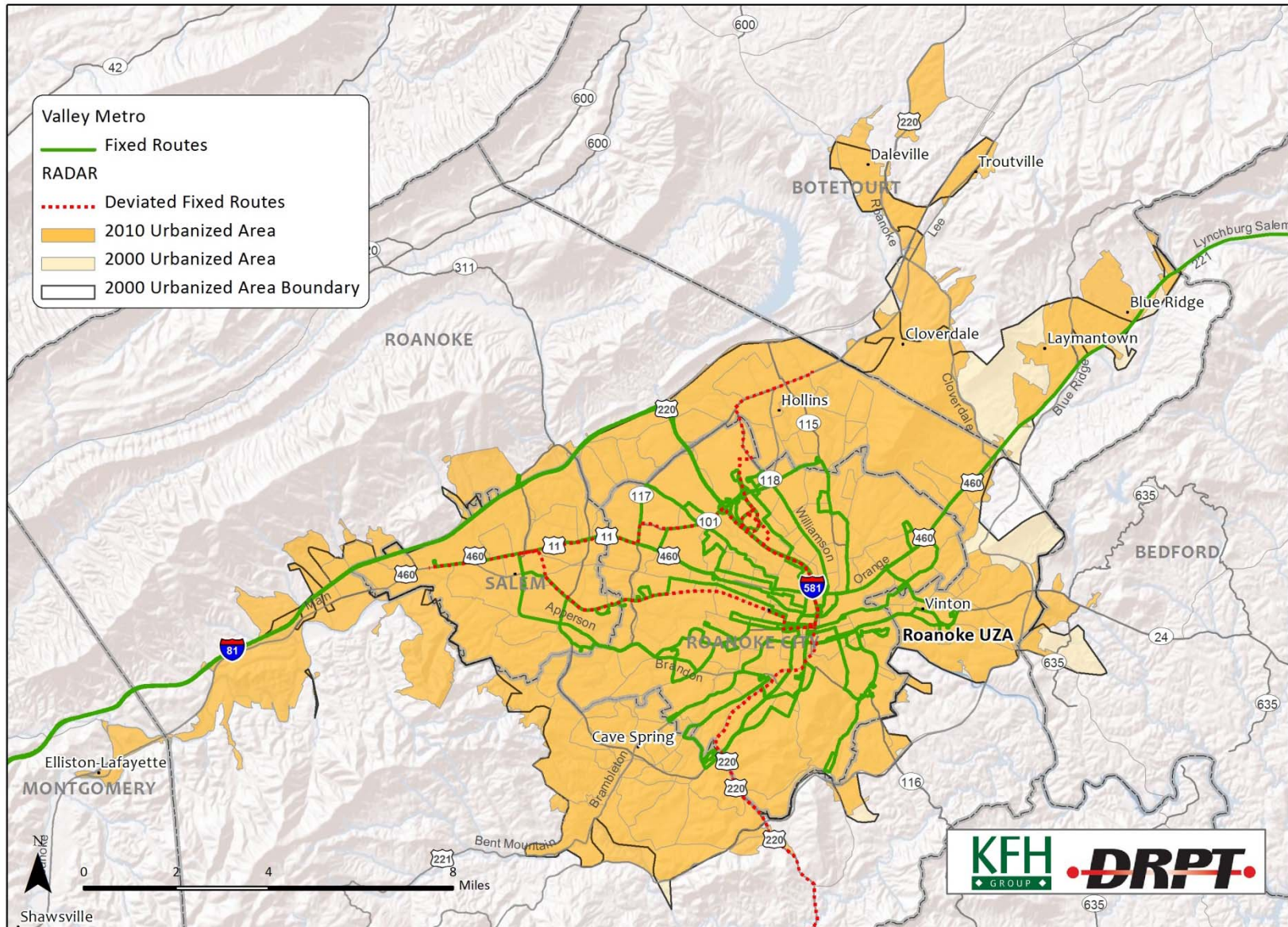
Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Richmond UZA



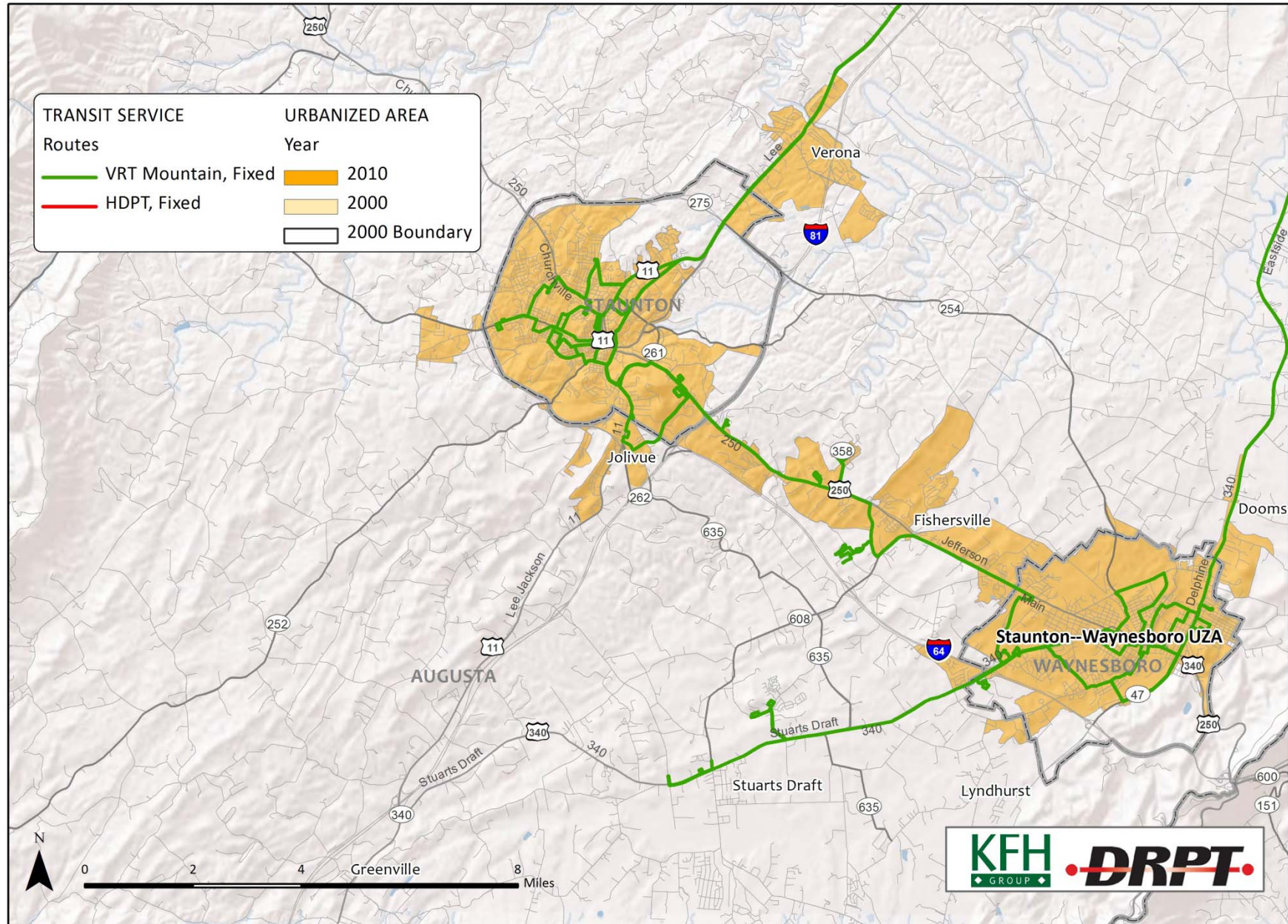
Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Roanoke UZA



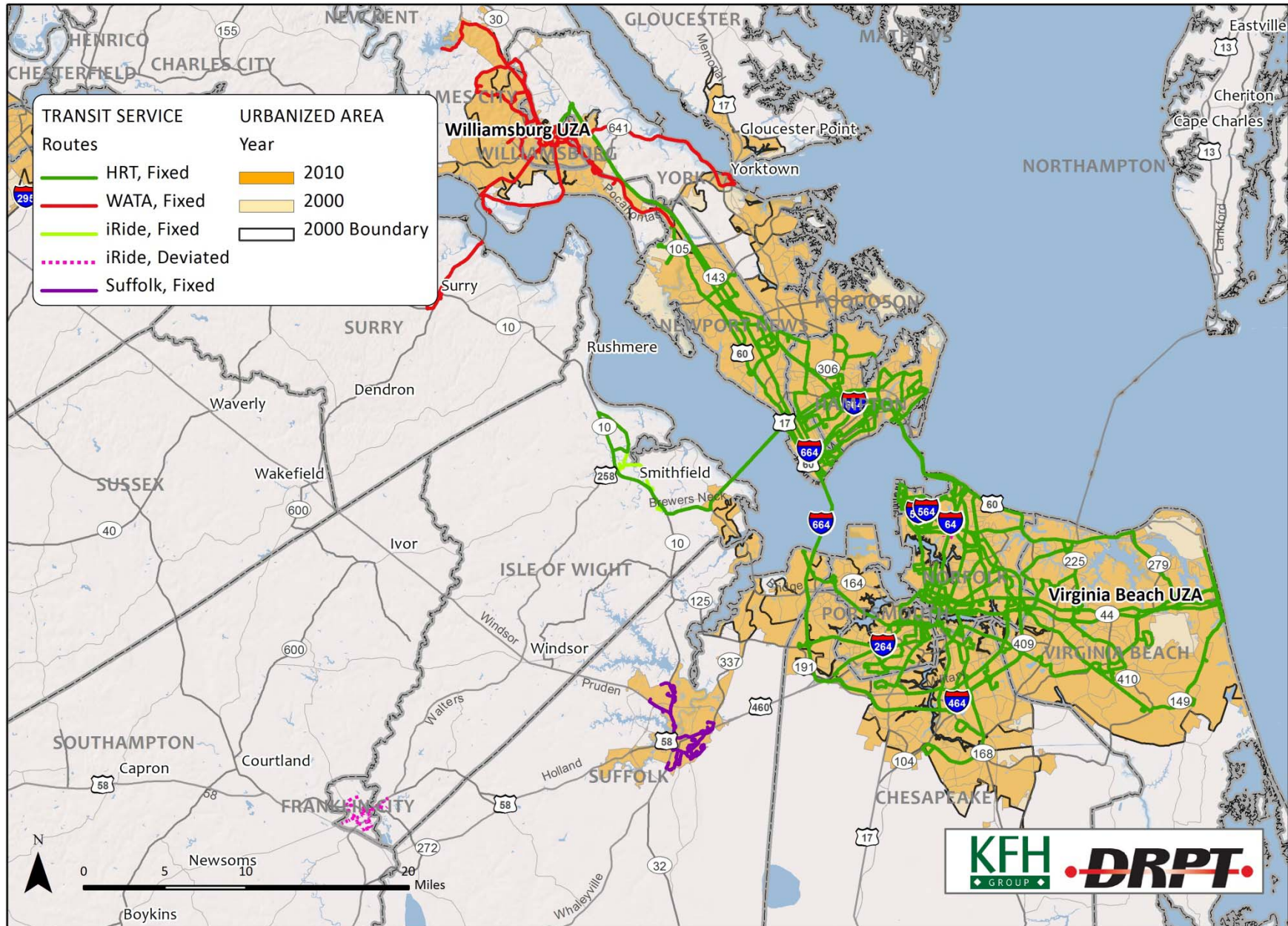
Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Staunton - Waynesboro UZA



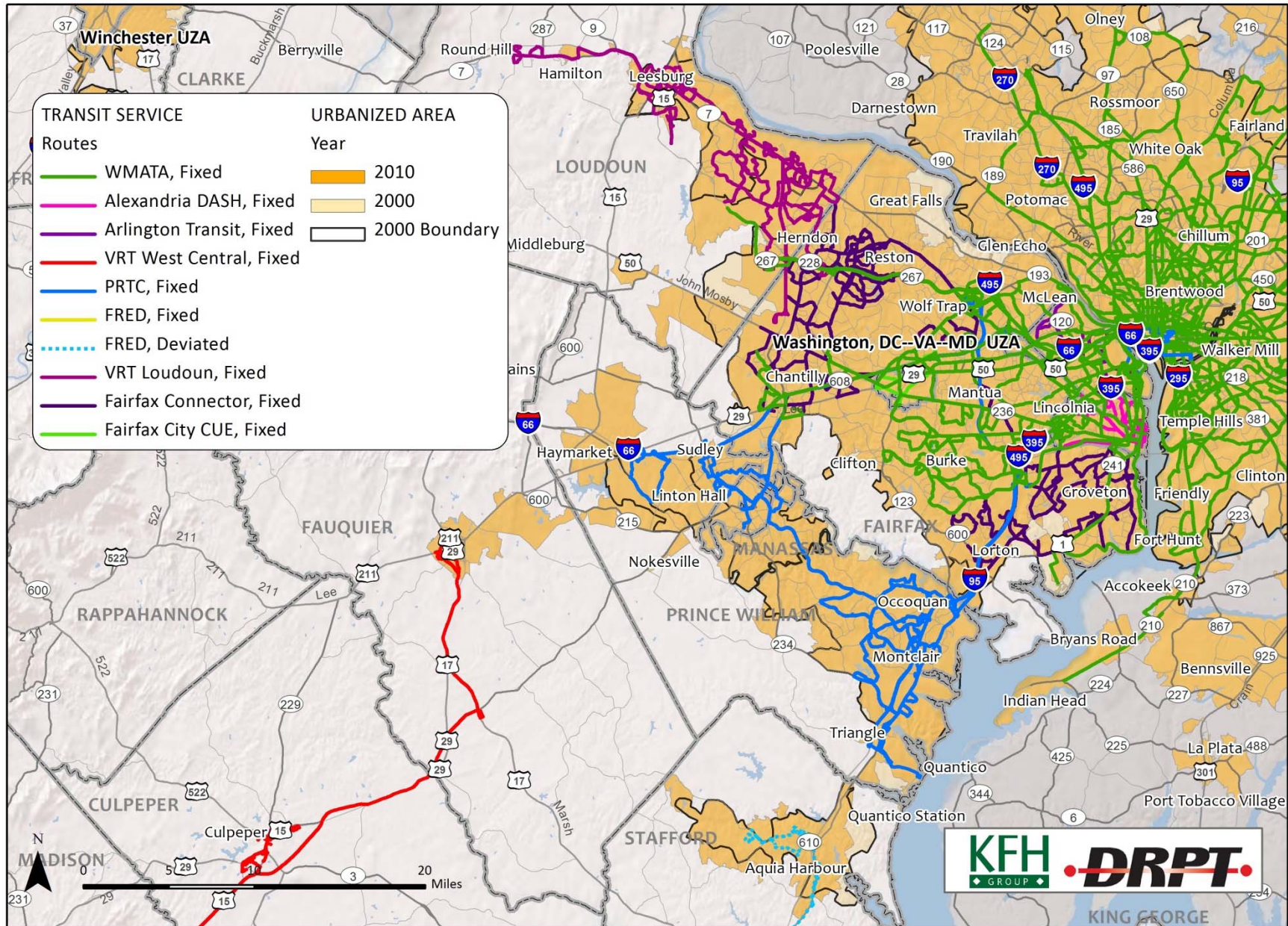
Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Virginia Beach UZA



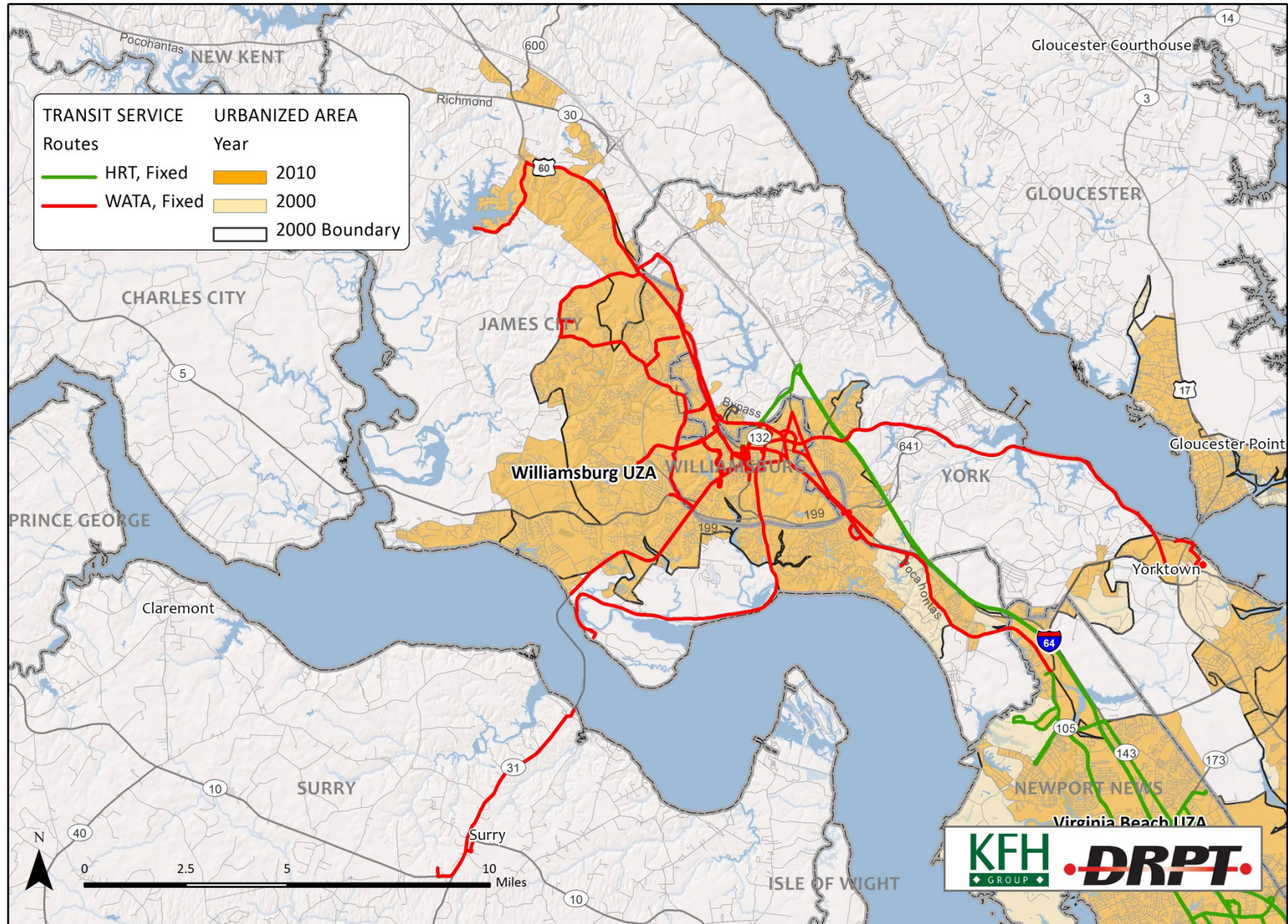
Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Washington, DC UZA



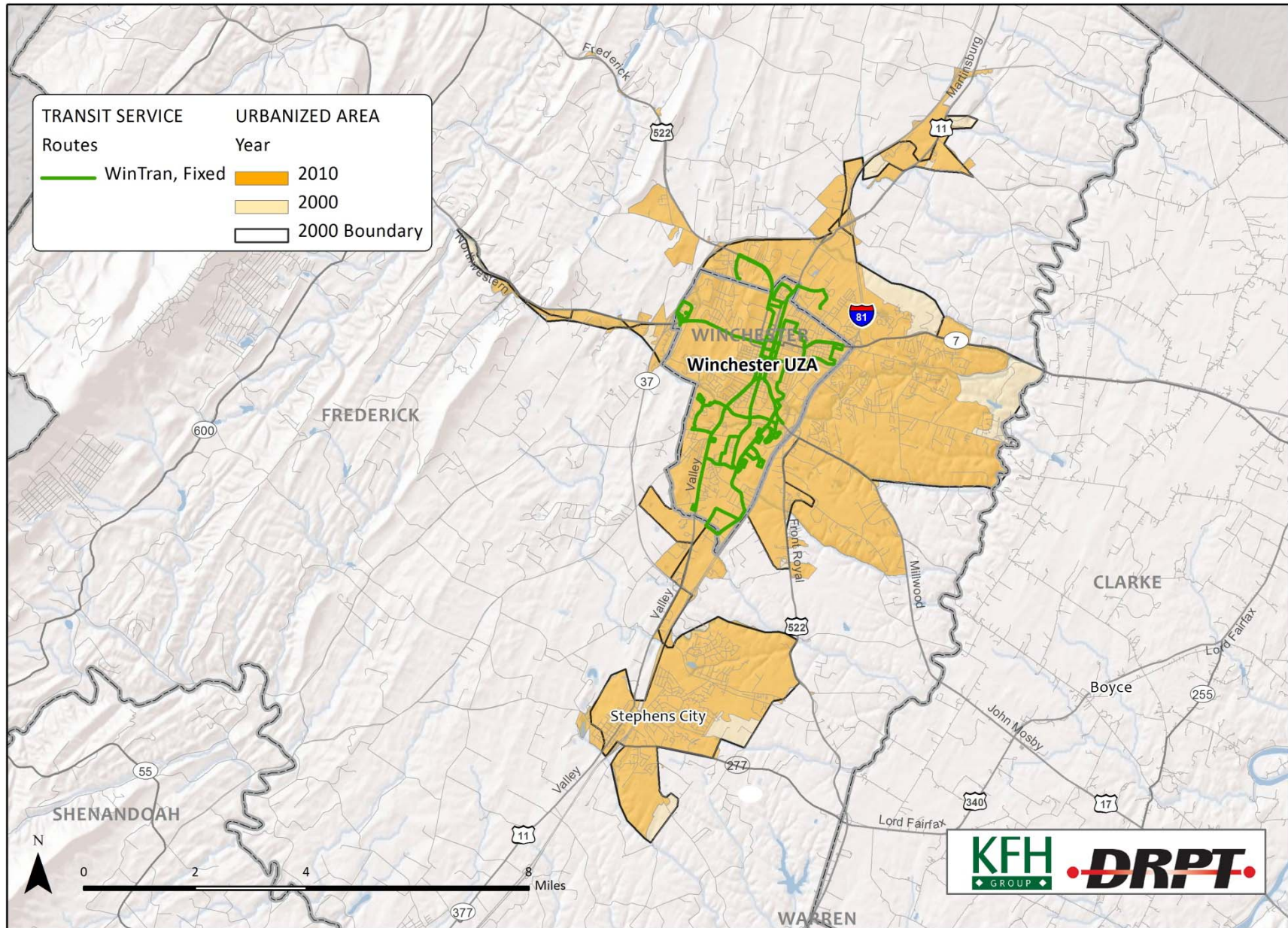
Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Williamsburg UZA



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers

Winchester UZA



Source: Census 2000, Census 2010, ACS 2007 - 2011, Local Transit Providers