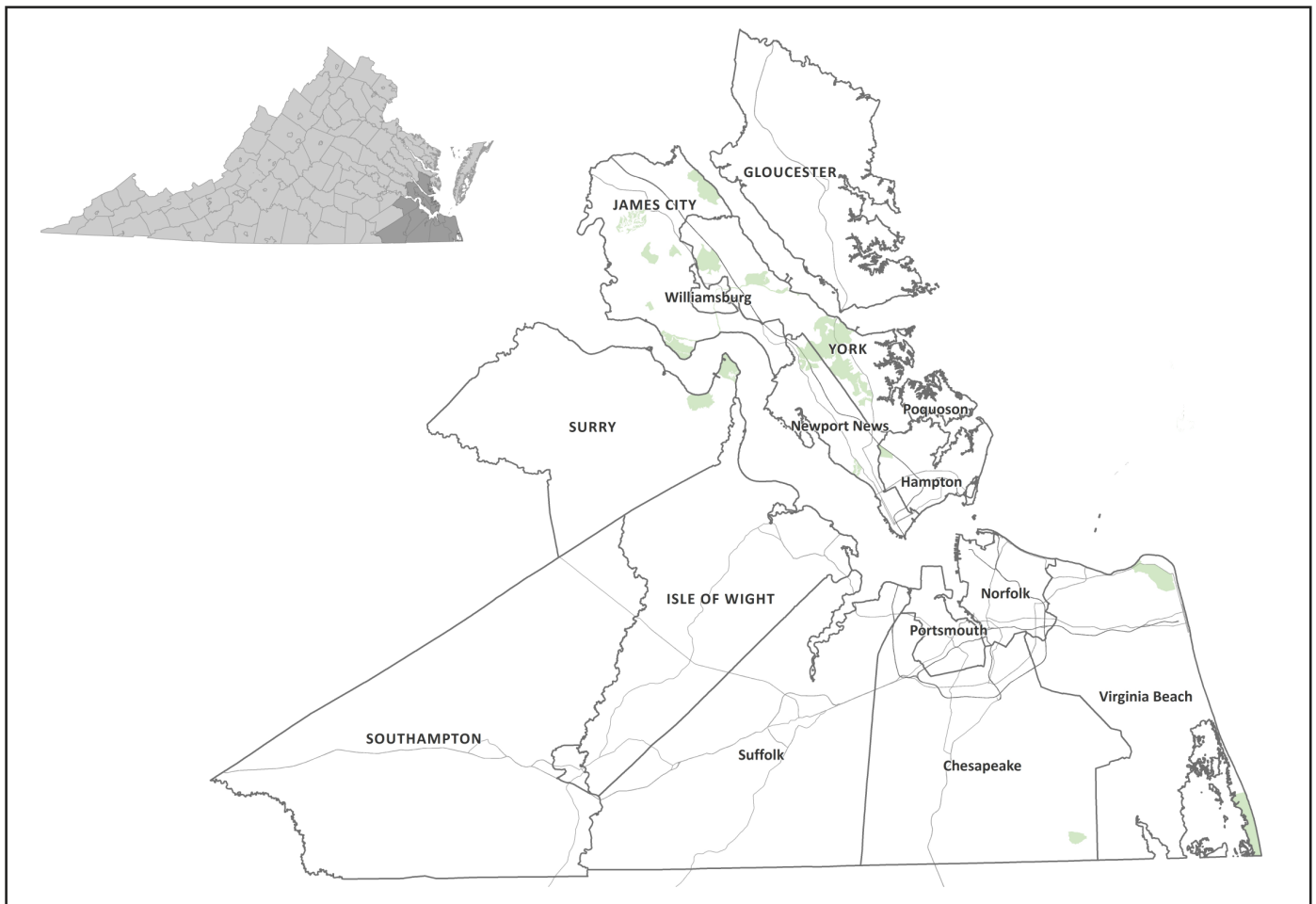


Hampton Roads Planning District Commission (PDC 23) Coordinated Human Service Mobility Plan

June 2014

Counties: Gloucester, Isle of Wight, James City, Southampton, Surry, and York
Cities: Chesapeake, Franklin, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg



Prepared for Virginia Department of Rail and Public Transportation
Prepared by KFH Group, Inc.



**Hampton Roads Planning District Commission (PDC 23)
Coordinated Human Service Mobility Plan**

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Introduction

On July 6, 2012, President Obama signed into law *Moving Ahead for Progress in the 21st Century* (MAP-21) that went into effect on October 1, 2012. The program changes in this legislation included the repeal of the Federal Transit Administration's (FTA) Section 5316 (Job Access and Reverse Commute - JARC Program) and Section 5317 (New Freedom Program) and the establishment of an enhanced Section 5310 that serves as a single formula program to support the mobility of seniors and individuals with disabilities.

The MAP-21 legislation continued the coordinated transportation planning requirements established in previous law. Specifically, the current Federal legislation notes that the projects selected for funding through the Section 5310 Program must be "included in a locally developed, coordinated public transit-human services transportation plan" and this plan must be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers, and other members of the public."

The Virginia Department of Rail and Public Transportation (DRPT) has supported the development of Coordinated Human Service Mobility (CHSM) Plans to meet these coordinated transportation planning requirements. Plans are organized geographically around Planning District Commissions (PDC's), which have been chartered by the local governments of each planning district under the Regional Cooperation Act to conduct planning activities on a regional basis. With the enactment of the MAP-21 legislation, DRPT began a process of consultation with local stakeholders to update the CHSM Plans for their respective regions. This process included extensive discussion of MAP-21 changes to human service transportation funding and careful review and updating of local and regional transportation needs and issues.

This CHSM Plan is for Hampton Roads PDC 23, and is an update to the April 2008 Plan that was developed in partnership by the Hampton Roads Planning District Commission (HRPDC), Hampton Roads Transit (HRT), and Williamsburg Area Transit Authority (WATA), in consultation with DRPT. HRT took the lead in the 2007-2008 process. For this CHSM plan update, DRPT worked with the above stakeholders, among others, as detailed further in the Outreach Efforts chapter.

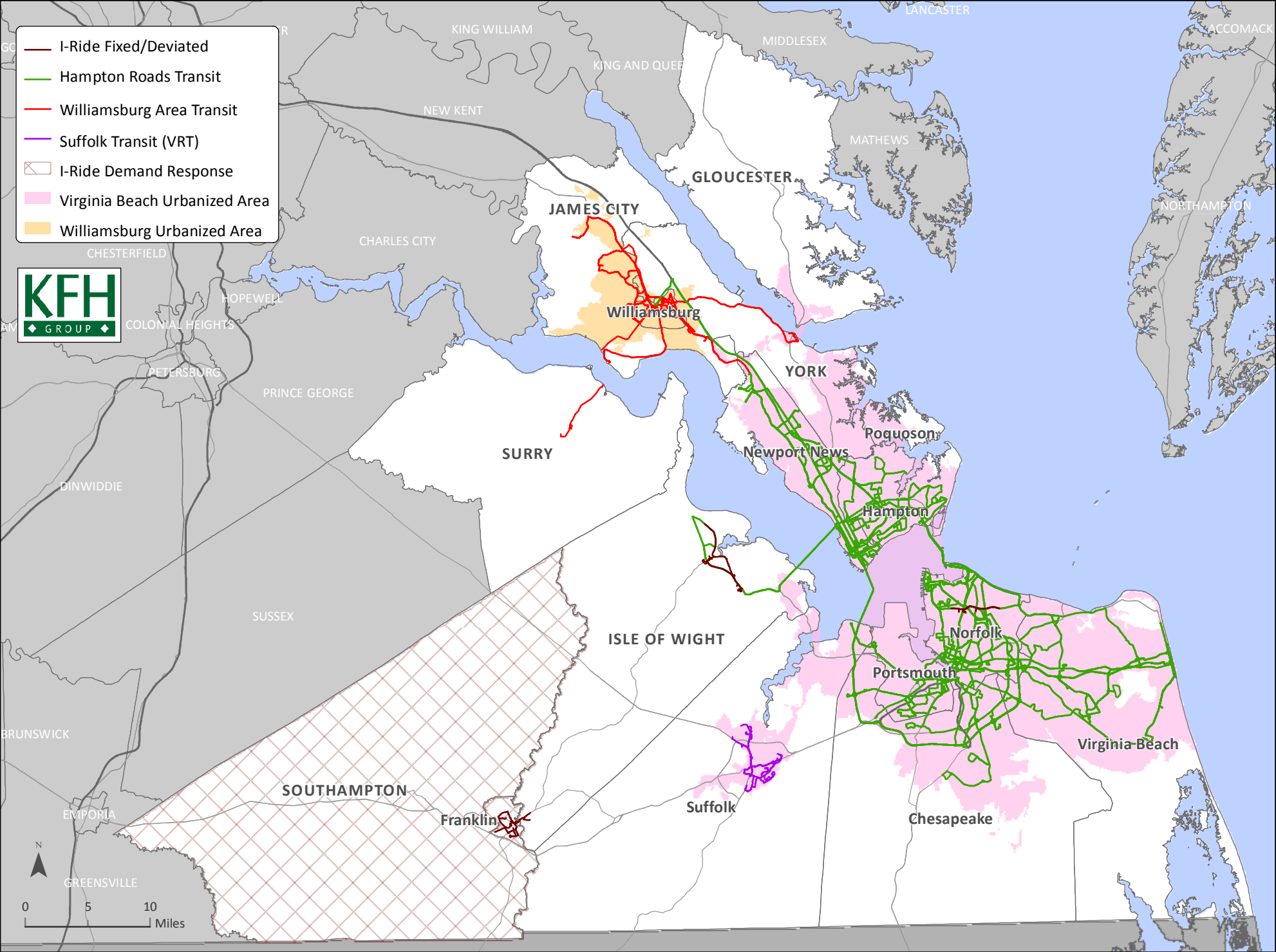
As shown in Figure 1, PDC 23 is located in the southeastern portion of the Commonwealth and includes the Virginia Beach UZA and the Williamsburg UZA, as well as the surrounding area. It has 16 member localities: Gloucester, Isle of Wight, James City, Southampton, Surry, and York Counties, and the cities of Chesapeake,

Franklin, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg. Public transit providers in the PDC include the Transportation District Commission of Hampton Roads (Hampton Roads Transit or HRT), WATA, and Suffolk Transit.

Through a series of meetings held from January through June 2014, Virginia's CHSM planning effort for the Hampton Roads region provided a structure and process intended to:

- Provide a forum to gain consensus on the transportation priorities in the region and facilitate input from seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers, and others,
- Take into account previous transportation planning efforts,
- Foster local partnerships and provide an opportunity for the development of new ones,
- As appropriate, identify examples of projects and programs initiated since issuance of 2008 plans which demonstrate human service transportation enhancements and coordination efforts, i.e. mobility management efforts and new services,
- Continue an ongoing structure to support coordination efforts or help establish new coordination structures,
- Serve as a tool for educating local decision makers, elected officials, and other stakeholders on unmet transportation needs in the region,
- Conclude with a plan that meets coordinated transportation planning requirements and facilitates access to critical FTA monies.

Figure 1: Base/Route Map, Hampton Roads PDC 23



Background/Requirements

This section provides background information on the coordinated transportation planning process based on Section 5310 final FTA guidance released in June 2014.

Coordinated Plan Elements

FTA guidance defines a coordinated public transit human service transportation plan as one that identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services for funding and implementation. In total, there are four required plan elements:

- An assessment of available services that identifies current providers (public, private, and non-profit);
- An assessment of transportation needs for individuals with disabilities and seniors. It can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service;
- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
- Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

FTA's Section 5310 circular, finalized and published in June 2014, modifies coordinated plan elements. Modifications include removing specific reference to people with low incomes and using the term "seniors" in place of the term "older adults." See Appendix A for further details.

Section 5310 Program (Enhanced Mobility for Seniors and Individuals with Disabilities Program)

MAP-21 established a modified FTA Section 5310 Program that consolidates the previous New Freedom and Elderly and Disabled Programs. The purpose of the Section 5310 Program is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Section 5310 Program recipients must continue to certify that projects selected are included in a locally developed, coordinated public transit-human services transportation plan. The plan must undergo a development and approval process that includes seniors and people

with disabilities, transportation providers, among others, and is coordinated to the maximum extent possible with transportation services assisted by other federal departments and agencies.

Funding

Funds through the Section 5310 Program are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities, with 60 percent of the funds apportioned to designated recipients in urbanized areas with populations larger than 200,000, 20 percent to states for use in urbanized areas of fewer than 200,000 persons, and 20 percent to states for use in rural areas. The federal share for capital projects is 80 percent, and for operating grants is 50 percent. (Note: designated recipients in large urban areas can include the state. By mutual agreement, DRPT will serve as the designated recipient for Hampton Roads, Richmond/Petersburg, and Roanoke).

The local share for Section 5310 Program projects can be derived from other federal non-DOT transportation sources. Examples of these programs that are potential sources of local match include employment training, aging, community services, vocational rehabilitation services, and Temporary Assistance for Needy Families (TANF). More information on these programs is available in Appendix B, and on the United We Ride Website at <http://www.unitedweride.gov>. United We Ride is the Federal initiative to improve the coordination of human services transportation.

Eligible Subrecipients and Activities

Under MAP-21, eligible subrecipients for the Section 5310 Program include states or local government authorities, private non-profit organizations, or operators of public transportation services that receive a grant indirectly through a recipient. MAP-21 also modified eligible activities under the Section 5310 Program:

- At least 55% of program funds must be used on capital projects that are:
 - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
 -
- The remaining 45% may be used for purposes including:
 - Public transportation projects that exceed ADA requirements,
 - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit,
 - Alternatives to public transportation that assist seniors and individuals with disabilities.

Outreach Efforts and Plan Development

FTA guidance notes that states and communities may approach the development of a coordinated transportation plan in different ways. Potential approaches suggested by FTA include community planning sessions, focus groups, and surveys. Virginia has taken a broad approach through the initial coordinated transportation planning process, and through the updating of the plans that resulted from this process, to help ensure the participation of key stakeholders at the local level. These efforts have included the development of an extensive mailing list, a series of local meetings, and numerous opportunities for input and comments on unmet transportation needs and potential strategies and projects to improve mobility in the region.

Overall, eight broad categories of agencies were included in initial outreach efforts:

- **Community Services Boards (CSBs) and Behavioral Health Authorities (BHAs).** These boards provide or arrange for mental health, mental retardation, and substance abuse services within each locality.
- **Employment Support Organizations (ESOs).** These organizations provide employment services for persons with disabilities.
- **Area Agencies on Aging (AAAs).** These organizations offer a variety of community-based and in-home services to seniors, including senior centers, congregate meals, adult day care services, home health services, and Meals-on-Wheels.
- **Transportation Providers.** These include publicly or privately-owned operators that provide transportation services to the general public on a regular and continuing basis.
- **Disability Services Boards.** These boards provide information and referrals to local governments regarding the Americans with Disabilities Act, and assess local needs and priorities of people with physical and sensory disabilities.
- **Centers for Independent Living (CILs).** These organizations serve as educational/resource centers for persons with disabilities.
- **Brain Injury Programs.** These programs serve as clubhouses and day programs for persons with brain injuries.

- **Other appropriate associations and organizations.** These include Alzheimer's Chapters, AARP, and the VA Association of Community Services Boards.

With the enactment of MAP-21 in mid-2012, DRPT began working with stakeholders in each PDC, including participants in initial plan development meetings, to update the existing CHSM plans. This process included:

- In the winter of 2014, DRPT hosted a local planning session for PDC 23, with the goal of gathering up-to-date data and information, including perspectives from local seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers, and other transportation providers and organizations and agencies.
- In the winter 2014 meeting participants reviewed the issues and strategies included in the original CHSM Plan, and discussed how transportation needs, gaps, and services have changed in recent years. Participants identified current services and resources, shared best practices, and prioritized strategies and potential projects going forward.
- In the spring and summer of 2014, DRPT conducted follow-up meetings to gather additional input and finalize the draft updated plan. In correspondence and communications announcing the stakeholder meetings, DRPT emphasized the importance of soliciting and incorporating perspectives from local seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers, and other transportation providers, and encouraged all recipients to broadly disseminate meeting notices and encourage community participation.

Participant comments and recommendations were extensively discussed during the regional meetings, and consensus was developed regarding specific additions and amendments to the plan. Incorporating such feedback into the plan was a crucial component in updating and improving the plan and the willingness of stakeholders to participate in this process and share their perspectives is sincerely appreciated.

Demographic Analysis

The following section provides an extensive overview of the demographic composition of PDC 23. It examines population density as well as data on potentially transit dependent populations, including seniors, individuals with disabilities, those living below the federal poverty level, and autoless households. It also presents two indices based on the density and percentage of transit dependent persons.

The analysis in this section draws on recent data from American Community Survey five-year estimates (2008-2012) and the 2010 Decennial Census. The underlying data, at the block group level, are included in Appendices C and D. For each potentially transit dependent population, block groups are classified relative to the PDC as a whole, using a five-tiered scale of very low to very high.¹ Mapped and summarized below, the results of the analysis highlight those geographic areas of the PDC with the greatest transportation need.

Population Density

Population density is an important indicator of how rural or urban an area is, which in turn affects the types of transportation that may be most viable. While fixed-route transit is more practical and successful in areas with 2,000 or more persons per square mile, specialized transportation services are typically a better fit for rural areas with less population density. As shown in Figure 2, the areas of highest density in PDC 23 occur along I-64 and throughout the Hampton Roads Beltway. In contrast, the more western jurisdictions like Southampton County and Surry County have densities of 100 persons per square mile or less.

Seniors, Persons with Disabilities, and Low-Income Individuals

Seniors (65 and above), persons with disabilities (18 and above), and low-income individuals (living below the federal poverty level) must be identified and accounted for when considering transit need. Figures 3, 4, and 5 display the relative concentrations of these populations in the PDC. The scale of “very low” to “very high” is based on the average for the PDC. A block group classified as “very low” can still have a significant number of potentially transit dependent persons; “very low” only means below the PDC average. At the other end of the spectrum, “very high” means greater than twice the PDC average.

As shown in Figure 3, the block groups classified as having a very high number of seniors are primarily located in James City County. They are also scattered throughout places like Virginia Beach and Newport News. Figure 4 displays the relative

¹ Due to changes in Census and American Community Survey reporting, data on individuals with disabilities is displayed at the tract level instead of the block group level.

number of individuals with disabilities. The tracts classified as very high are dispersed, particularly in Hampton, Chesapeake, and James City County. As shown in Figure 5, areas with the highest relative number of low-income persons are clustered in Norfolk, Portsmouth, and northern Chesapeake, as well as Hampton, Newport News, and Southampton County.

Number/Percentage of Vulnerable Persons or Households	Score Based on Potential Transit Dependence
\leq the PDC average	1 (Very Low)
> average and \leq 1.33 times average	2 (Low)
> 1.33 times average and \leq 1.67 times average	3 (Moderate)
> 1.67 times average and \leq 2 times average	4 (High)
> 2 times the PDC average	5 (Very High)

Autoless Households

Households without at least one personal vehicle are more likely to depend on the mobility offered by public transit and human service organizations than those households with access to a car. Figure 6 displays the relative number of autoless households for the PDC. Block groups with a classification of very high occur near central Hampton Roads as well as in Southampton County and James City County.

Transit Dependence Indices

For each block group in the PDC, the socioeconomic characteristics described above were combined into aggregate measures of transportation need: the Transit Dependence Index (TDI) and the Transit Dependence Index Percentage (TDIP). Both measures are based on the prevalence of the vulnerable populations in the PDC (seniors, youth, low-income persons, and autoless households). However, the TDI accounts for population density and the TDIP does not. By removing the persons per square mile factor, the TDIP measures degree rather than amount of vulnerability. Both the TDI and the TDIP follow the same “very low” to “very high” classification scale as the maps described above.

Figures 7 and 8 display the overall TDI and TDIP rankings for the PDC. As shown in Figure 7, the block groups that have a TDI classification of very high are located in the major population centers of central Hampton Roads, as well as places like Franklin, Suffolk, and James City County. Figure 8 displays the TDIP. The areas classified as very high or high based on their percentage of potentially transit dependent persons are located throughout the PDC.

Origins and Destinations

Origins and destinations are places where residents live and where they are attracted to for business, services, education, and recreation. Potential origins and destinations include multi-unit housing, major employers, medical facilities, educational facilities, human services agencies, and shopping centers. Comparing the locations of potential destinations with areas of high population density is another method to identify unmet transportation need. Though not included in this plan, it is recommended that stakeholders evaluate the benefits which may result from documenting and mapping these locations in future plan updates. Potential destinations can be identified using stakeholder knowledge, online searches, and various telephone directories. This exercise will help advocates and planners to prioritize proposed projects, allowing targeted populations, especially those in areas with high population density, to better access critical services.

Figure 2: Population Density, Hampton Roads PDC 23

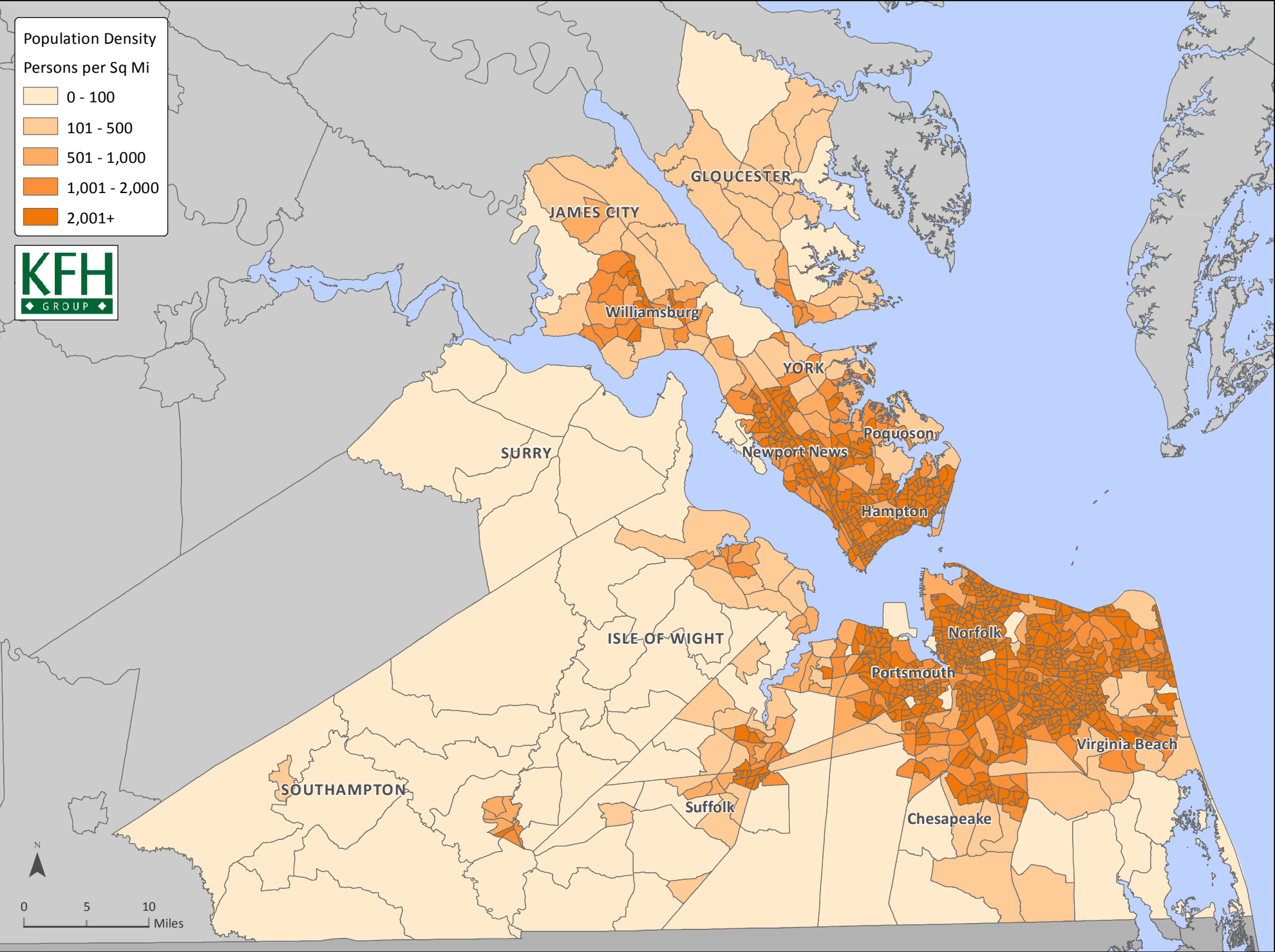


Figure 3: Seniors (65+), Hampton Roads PDC 23

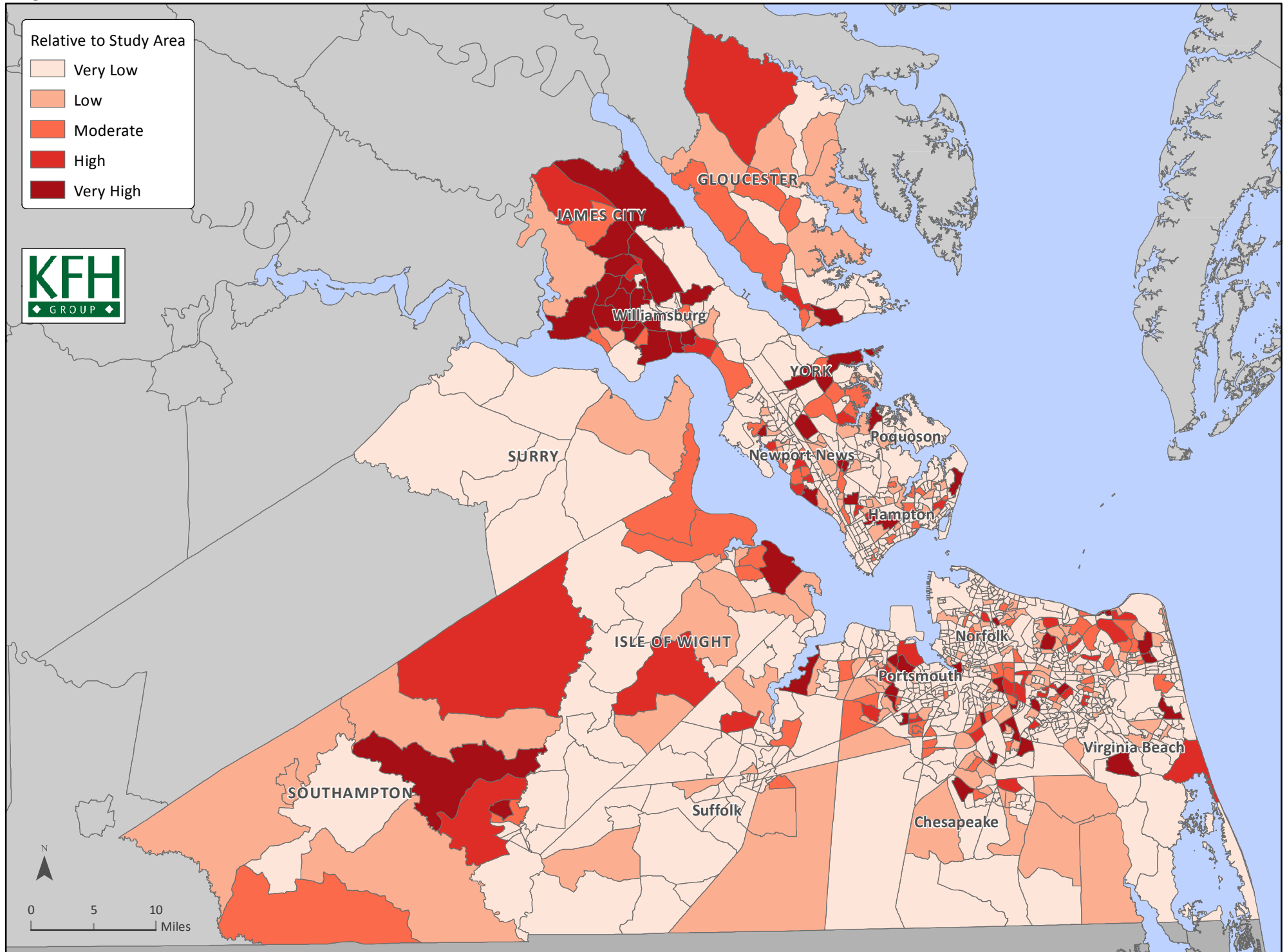


Figure 4: Individuals with Disabilities, Hampton Roads PDC 23

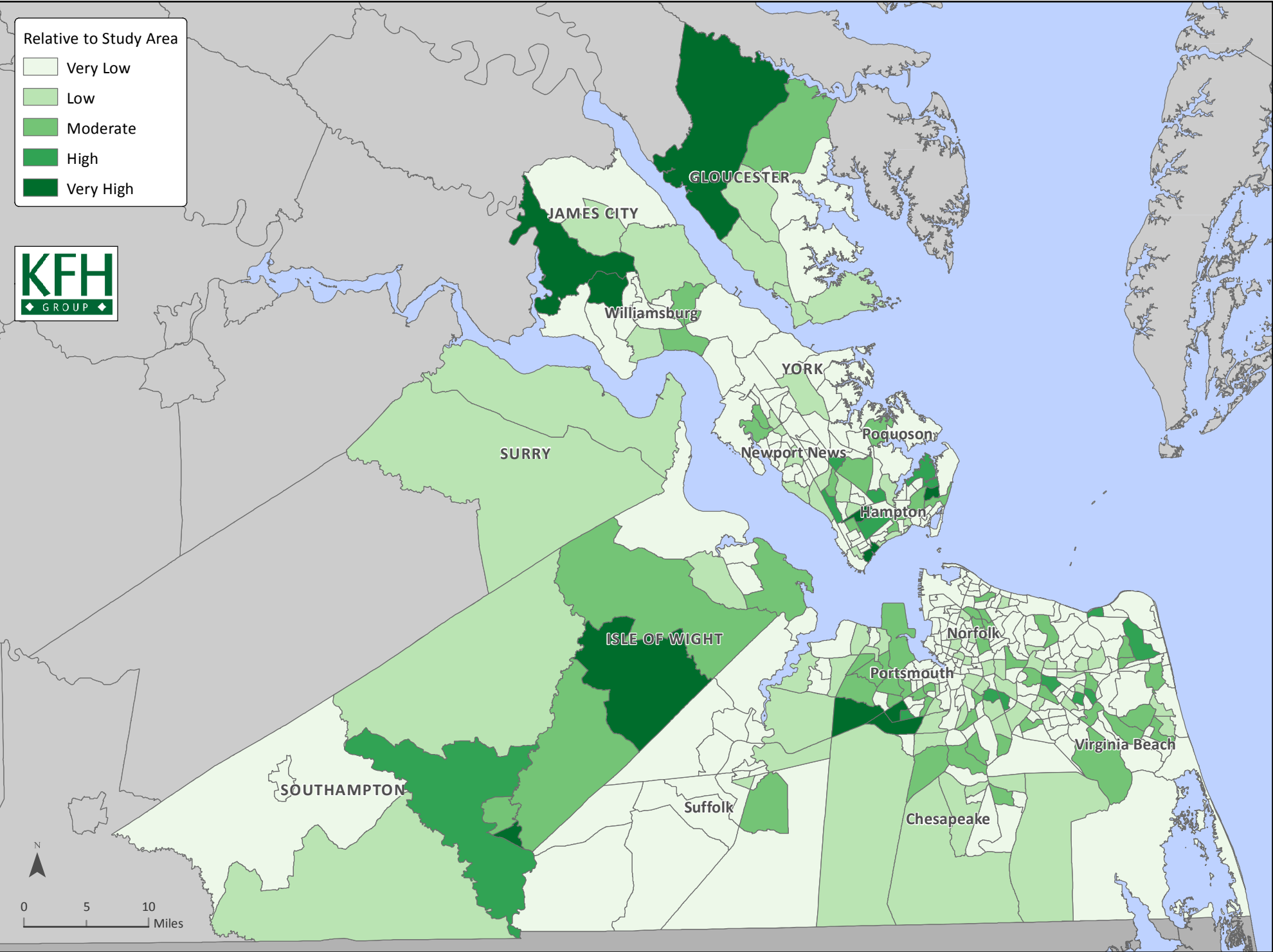


Figure 5: Persons Below Poverty, Hampton Roads PDC 23

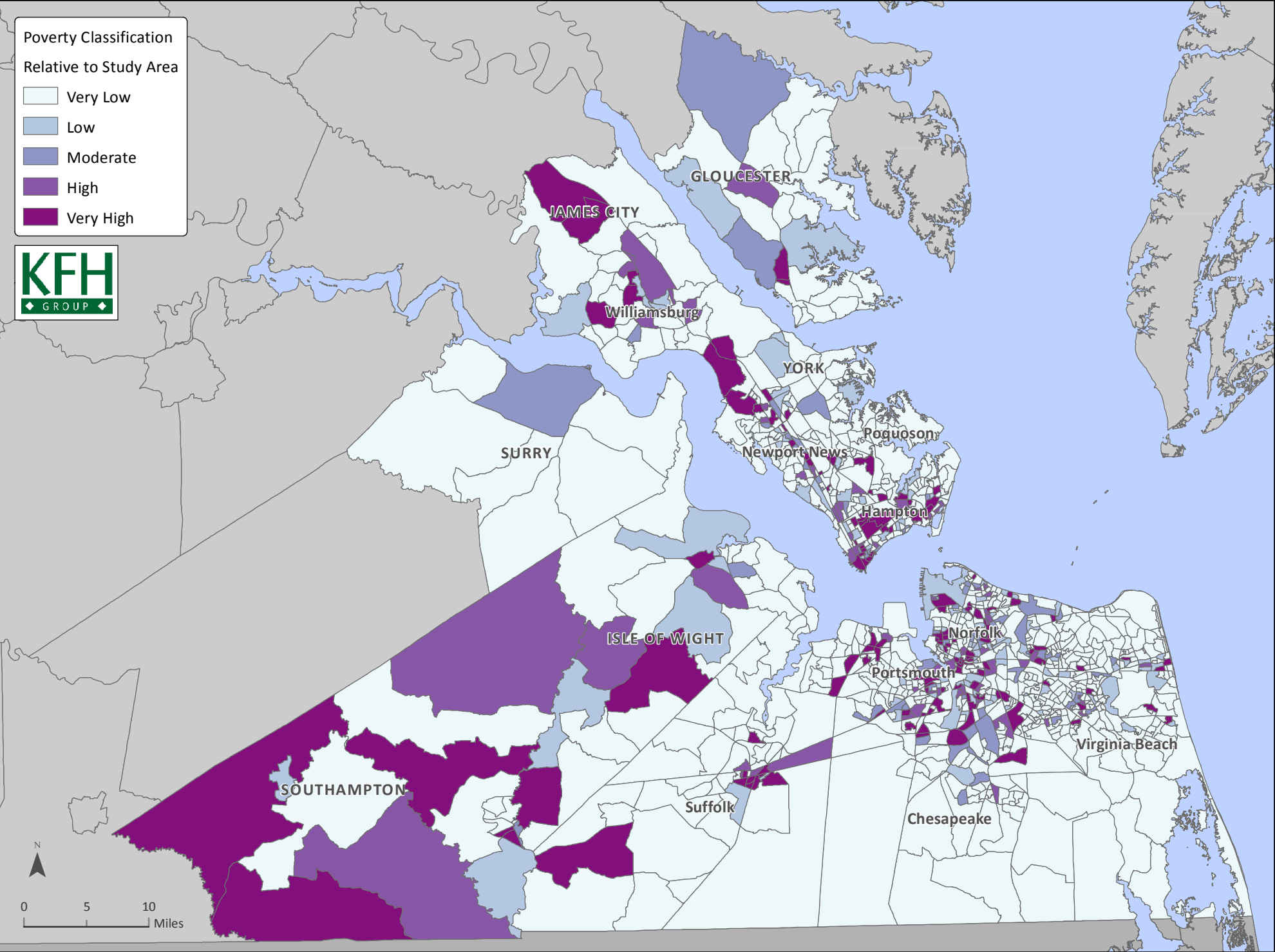


Figure 6: Autoless Households, Hampton Roads PDC 23

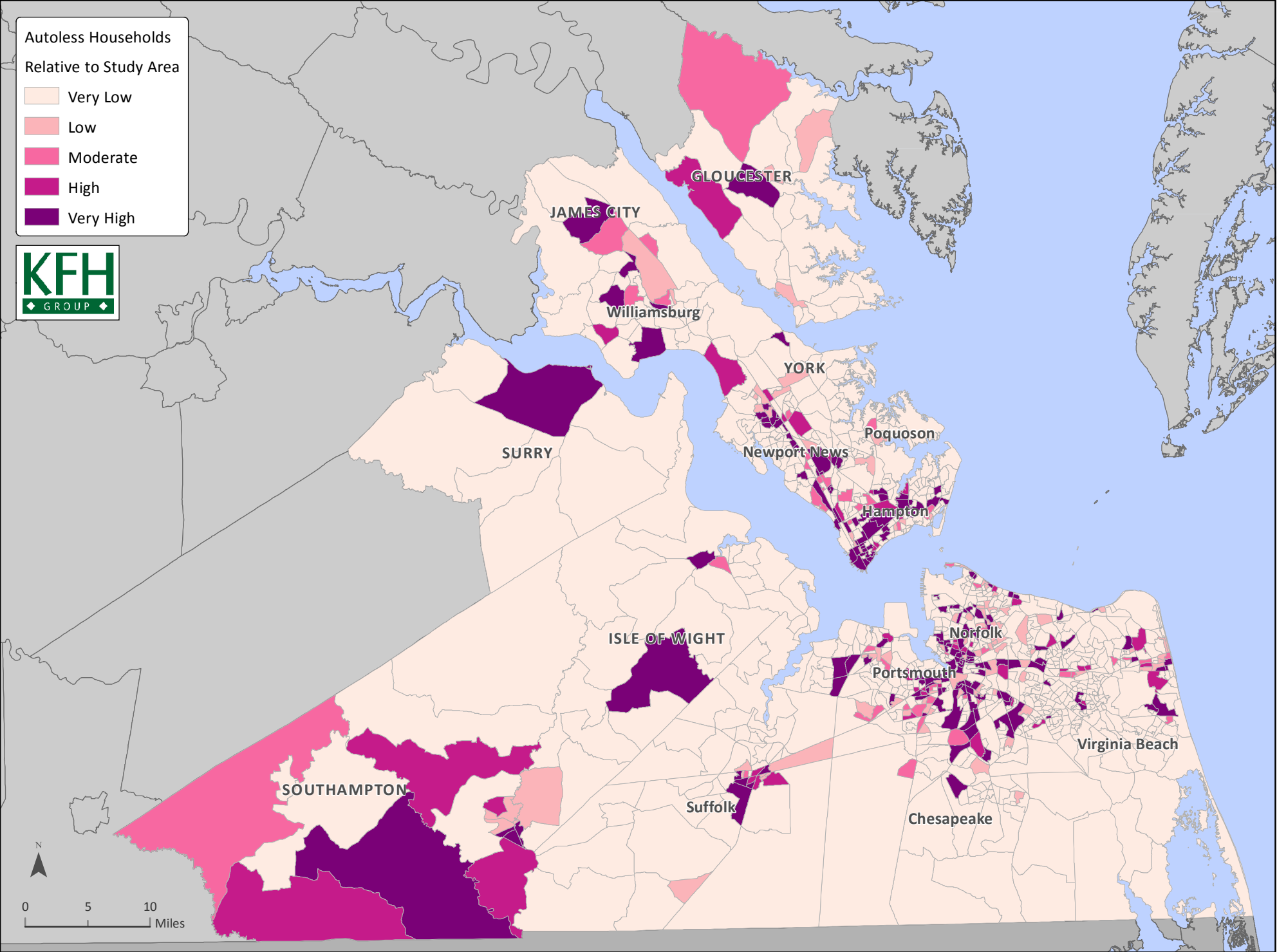


Figure 7: Transit Dependence Index, Hampton Roads PDC 23

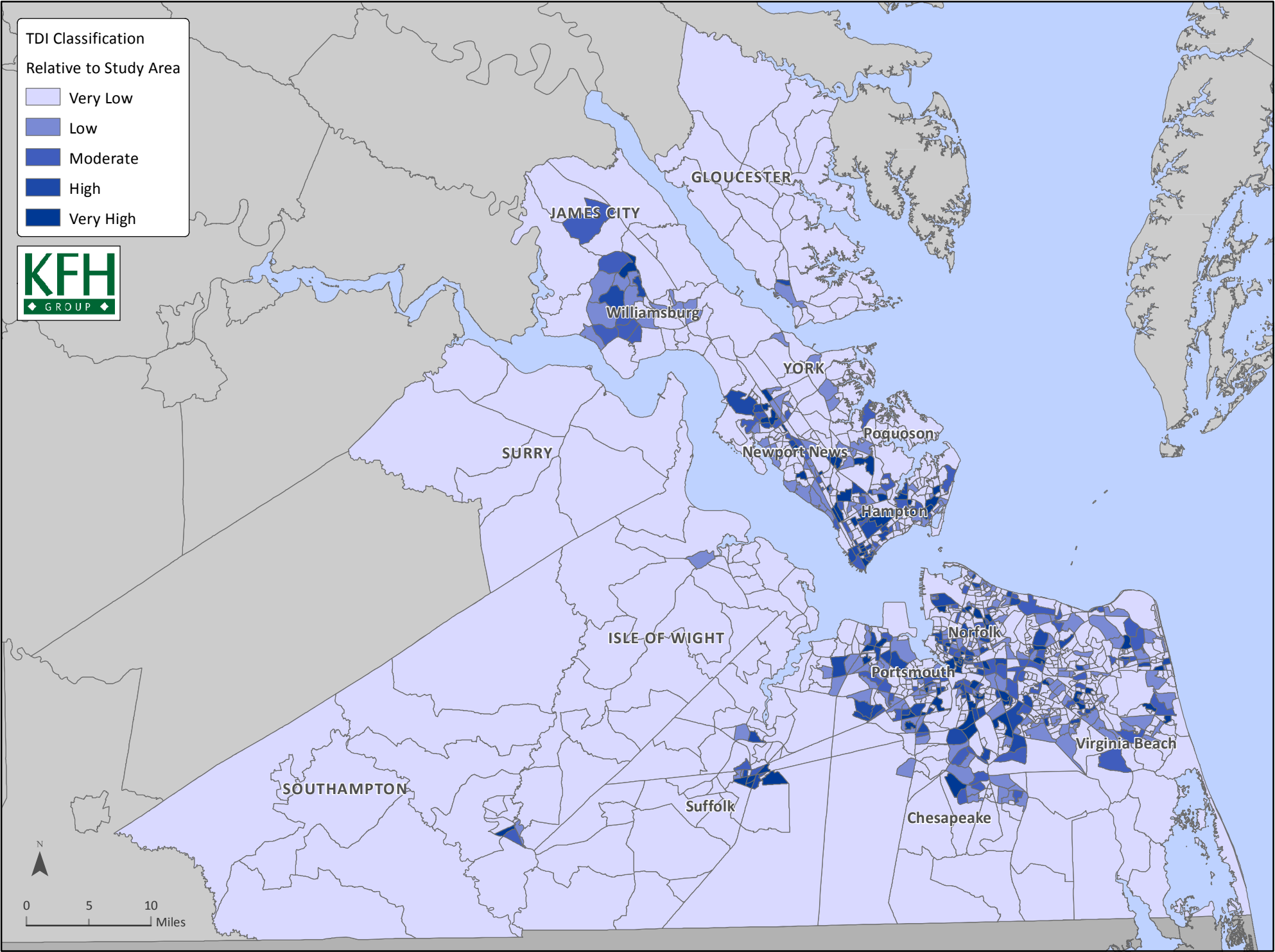
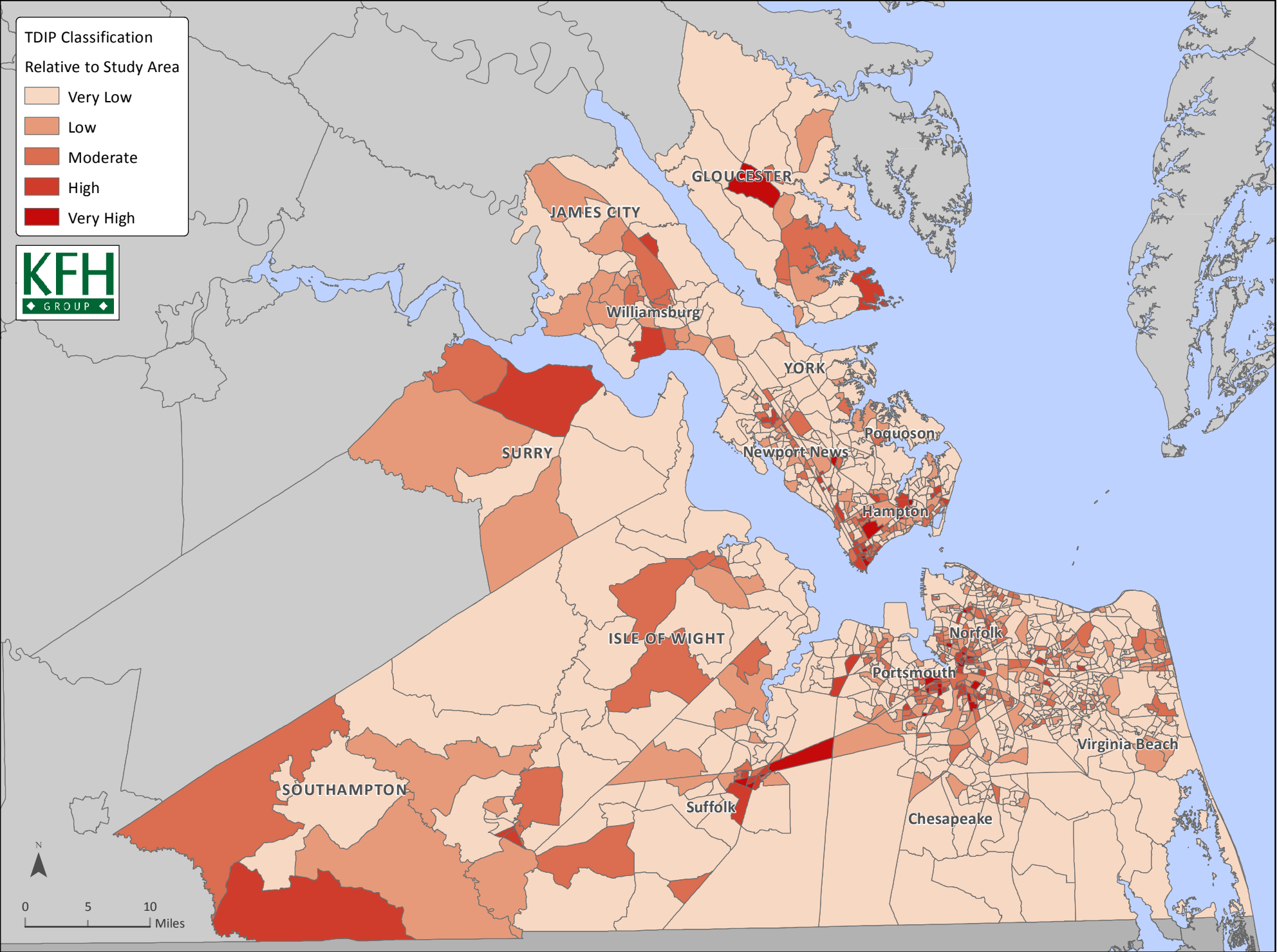


Figure 8: Transit Dependence Index Percentage, Hampton Roads PDC 23



Assessment of Available Transportation Services and Resources

In planning for the development of future strategies to address service gaps, it is important to first perform an assessment of available transportation services. This process included the collection of basic descriptive and operational data for all known programs/providers. The table below highlights the identified public, human service, and private transportation providers in the region:

Agency/ Provider	Provider Type	Client Type	# of Vehicles	Trip Characteristics (Times, Fees, etc.)	# of Trips	Service Area	Provide Medicaid Trips?	Contact Information
ARC of the Virginia Peninsula (Versability Resources)	Human Service	Individuals with developmental and other disabilities	3 buses and 1 van	Transportation for clients.	10,550 In FY 2013	Hampton, Newport News, Poquoson, York County, Middle Peninsula, Northern Neck		Phone: (757) 896-6461 Website: http://arcvap.org/
Black and White Cabs	Private	General public	72 vehicles	Taxi service.	24/7	Norfolk, throughout Hampton Roads	Yes	Phone: (757) 855-4444 Website: www.norfolkblackandwhitecabs.com/
Chesapeake Service Systems	Human Service	Individuals with disabilities	6 vehicles (1 bus, 4 vans, 1 sedan)	Supported employment for clients includes transportation.	~1,000 per month	Located in Chesapeake, with sites across Hampton Roads	Yes	Phone: (757) 312-0456 Website: http://css-online.org/
Colonial Behavioral Health	Human Service	Individuals with mental health or substance abuse issues, and/or intellectual disabilities		Transportation for clients participating in day programs.		James City County, City of Poquoson, City of Williamsburg, and York County		Phone: (757) 220-3200 Website: www.colonialbh.org/

Agency/ Provider	Provider Type	Client Type	# of Vehicles	Trip Characteristics (Times, Fees, etc.)	# of Trips	Service Area	Provide Medicaid Trips?	Contact Information
Colonial Transit	Private	General public and Medicaid recipients		Non-emergency medical transportation and personal transportation services. Flat rates within Williamsburg and James City County, other trips based on mileage.		Primary service area is Williamsburg and James City County	Yes	Phone: 757-565-1966 Website: www.colonialtransit.com/
Curbside Services, Inc.	Private			Medical transportation with lift equipped vehicles.		Located in Williamsburg	Yes	Phone: (757) 713-7770
Eggleston Services	Human Service	Individuals with disabilities		Transportation for clients.		Norfolk		Phone: (757) 858-8011 Website: www.egglestonservices.org/
First Transportation	Private			Medical transportation with lift equipped vehicles.		Located in Yorktown	Yes	Phone: (757)875-1055
FISH, Inc.	Human Service	Individuals younger than 55 (55+ served by RIDES) lacking transportation for medical trips	Volunteer drivers use their own vehicles	Volunteer drivers provide transportation to scheduled medical appointments. Requests must be made at least 2 days in advance.		Williamsburg, James City County, and upper York County		Phone: (757) 208-0444 Website: williamsburgfish.weebly.com/
Guardian Angel Medical Transport, LLC	Private	Individuals with mental/physical disabilities, seniors, and those needing transport to medical appointments, social/rec events, and day treatment programs	Lift equipped vehicles	Medical transportation and personal transportation services. Rates based on mileage or flat rates. Request 2 days in advance.	400 per month	Northern Suffolk, Portsmouth, Hampton, Chesapeake, Norfolk, and Virginia Beach	Yes	Phone: (757) 686-4480 Website: www.guardianangelmedicaltransport.com

Agency/ Provider	Provider Type	Client Type	# of Vehicles	Trip Characteristics (Times, Fees, etc.)	# of Trips	Service Area	Provide Medicaid Trips?	Contact Information
Hampton Newport News Community Services Board (HNNCSB)	Human Service	Individuals with mental health or substance abuse issues, and/or intellectual disabilities	1 van and 3 14 passenger buses	Transportation for all HNNCSB services.	21,072 in FY 2013	Hampton and Newport News	Through other entities	Phone: (757) 788-0300 Website: www.hnncsb.org/
Hampton Roads Transportation, Inc.	Private	General public		Dispatch service and administration for taxi companies.		Hampton Roads	Yes	Phone: (757) 853-1255 Website: http://www.hrtitaxi.com/
Hampton Roads Transit – HRT (Transportation District Commission of Hampton Roads)	Public	General public	240 buses, 7 light rail cars, 52 vanpool vehicles (operated directly). 159 demand response vehicles (purchased transportation)	Fixed route bus service, passenger ferry service, Handi-Ride ADA paratransit, Metro Area Express commuter service, VB Wave shuttle service (Virginia Beach), and The Tide light rail (Norfolk). \$1.50 standard one way fare on bus and light rail, \$.75 discounted fare. Mon/Thurs/Fri. 5am – 9pm, Tues/Wed 5am – 7pm, Sat 7am – 7pm, Sun 9am – 5pm.	18,618,294 in FY 2013	Chesapeake, Hampton, Norfolk, Newport News, Portsmouth, and Virginia Beach	Yes	Phone: (757) 222-6100 Website: http://www.gohrt.com/
Heart Havens, Inc.	Human Service	Individuals with intellectual and/or developmental disabilities	2 vehicles	Transportation for Heart Havens residents only		Newport News, Norfolk, and Virginia Beach	Yes	Phone: (804) 237-6097 Website: www.hearthavens.org
Insight Enterprises, Inc. Peninsula Center for Independent Living (IEPCIL)	Human Service	Individuals with disabilities		Part of the Peninsula Transportation Coalition, providing transportation for those who are ineligible for HRT or WATA.		Hampton, Newport News, York County		Phone: (757) 827-0275 Website: www.hvacil.org/

Agency/ Provider	Provider Type	Client Type	# of Vehicles	Trip Characteristics (Times, Fees, etc.)	# of Trips	Service Area	Provide Medicaid Trips?	Contact Information
Livi Medical Transportation	Private	General public		Medical transportation with lift equipped vehicles.		Located in Hampton	Yes	Phone: (757) 896-6161
LogistiCare (serves all of VA through 7 regions)	Private	Broker for non- emergency transportation; only transports eligible Medicaid recipients and some Medicare		Reservations 24/7 by call center; some volunteer based transportation.	60,000 trips per week statewide	Statewide	Yes	Phone: (434) 973-3310 Website: www.logisticare.com
Norfolk Community Services Board	Human Service	Individuals with mental health or substance abuse issues, and/or intellectual disabilities		Transportation for CSB clients only.		Norfolk		Phone: (757) 664-4000 Website: http://www.norfolk.gov/ Index.aspx?NID=996
Peninsula Agency on Aging (PAA)	Human Service	Seniors and individuals with disabilities	23 vehicles	Transportation to adult daycare, medical facilities, and to other PAA sponsored activities. 60+. No fee, contributions requested. PAA's Medtran Program utilizes volunteer drivers to transport non-Medicaid seniors 60+ to non- emergency medical appointments. Weekdays 8am to 5pm. PAA also operates the RIDES program: non- emergency medical transportation for seniors in Greater Williamsburg. 60+ and individuals with disabilities of any age. \$4 one way fare.	15,416	Cities of Hampton, Newport News, Williamsburg, and Poquoson along with York County and James City County.	No	Phone: (757) 873-0541 Website: www.paainc.org/
PORTCO, Inc.	Human Service	Individuals with disabilities	7 vans (8 and 14 passenger) with lifts	Supported employment for clients includes transportation.	7,497 in FY 2013	Locations in Virginia Beach, Norfolk, and Portsmouth	Through other entities	Website: http://portco.org/

Agency/ Provider	Provider Type	Client Type	# of Vehicles	Trip Characteristics (Times, Fees, etc.)	# of Trips	Service Area	Provide Medicaid Trips?	Contact Information
Senior Services of Southeastern VA, SSSEVA (I-Ride)	Human Service	Seniors, individuals with disabilities, and the general public	60	Medical rides for seniors 60+ and individuals with disabilities, \$4 suggested contribution. Semi-fixed general public routes in Smithfield, Franklin, and Norfolk. \$1 fare. Demand response general public transportation to the Franklin Walmart. \$1 fare. Schedule at least 24 hrs ahead. Demand response to the Western Tidewater Free Clinic from Franklin Mon/Tues/Thurs; to the Ivor Medical Center from Smithfield Thurs. Demand response to wellness centers for seniors 60+. \$1 suggested contribution.	65,599 in FY 2013	Hampton Roads and Western Tidewater	Yes	Phone: (757) 461-9481 Website: www.ssseva.org/ services/transportation.shtml
SET Transportation Services	Private	General public		Car service		Norfolk Int. Airport and Hampton Roads		Phone: (757) 567-0353 Website: http://getsetgo.us/
The STOP Organization	Human Service	Households at or below 125% of the poverty level		Demand response transportation through the Chesapeake Dept. of Social Services VA Initiative for Employment not Welfare.		Chesapeake, Franklin, Norfolk, Portsmouth, Suffolk, Virginia Beach, Isle of Wight County, Southampton County		Phone: (757) 858-1377 Website: www.stopinc.org/
Suffolk Transit	Public	General public	4 accessible vehicles	Four fixed bus routes in the city of Suffolk. Monday – Friday, 6:30am to 6:30pm. One way fare \$1.50. Provided by VRT. ADA paratransit provided by SSSEVA.	25,295 in FY 2012	Suffolk		Phone: (757) 214-6442 Website: www.suffolkva.us/ pub_wks/transit/

Agency/ Provider	Provider Type	Client Type	# of Vehicles	Trip Characteristics (Times, Fees, etc.)	# of Trips	Service Area	Provide Medicaid Trips?	Contact Information
Transitions Family Violence Services	Human Service	Domestic violence victims and their families		Transportation of victims of domestic violence.		Hampton, Newport News, Poquoson, and York County		Phone: (757) 723-7774 Website: www.transitionsfvs.org/
The Up Center (formerly Child & Family Services of Eastern VA)	Human Service	Children, families, those in crisis, individuals with disabilities		Transportation for clients.		Offices throughout Hampton Roads		Phone: (757) 622.7017 Website: http://theupcenter.org/
Williamsburg Area Faith in Action	Human Service	Seniors and individuals with disabilities		Volunteers provide transportation for medical appointments, shopping, and other trip purposes.		Williamsburg, James City County, Bruton District- York County		Phone: (757)258-5890 Website: www.wfia.org/
Williamsburg Area Transit Authority (WATA)	Public	General public	25 buses and 2 demand response vehicles	Fixed and deviated routes and ADA Paratransit service Mon to Sat, 6am – 11pm (off peak) and 6am – 12pm (summer); Sun 8am – 6pm. One way fare \$1.25; \$.25 transfers. \$2.00 all-day pass. College of William and Mary and Thomas Nelson Community College students ride free with ID. Paratransit scheduled one day in advance; one way fare \$2.00.	3,048,736 in FY 2013	James City County, City of Williamsburg, Bruton District-York County, the College of William and Mary, and a Newport News connector		Phone: (757) 220-5493 Website: http://gowata.org Email: info@GoWATA.org
Western Tidewater Community Services Board	Human Service	Those with mental health, intellectual disabilities, and substance abuse issues	3 vehicles	Transportation for CSB clients.	~150 trips per day	Franklin, Suffolk, Isle of Wight County, and Southampton County	Yes	Phone: 757-255-7133 Website: www.wtcsb.org/
Yellow Cab	Private	General Public	Accessible vehicles available	Taxi service within Newport News (rate set by city) and outside Hampton Roads (flat rate).	24/7	Newport News and all of Hampton Roads	Yes	Phone: (757) 885-1111 Website: www.yellowcabof newportnews.com/

Other Agencies/Organizations

In addition, the following other agencies and organizations were identified (not providers of transportation):

American Red Cross-Hampton Roads Chapter
Big Brothers Big Sisters of Greater Williamsburg
Bon Secours Health System
City of Newport News Planning Dept.
City of Virginia Beach Human Services Dept.
City of Virginia Beach Planning Dept.
Commonwealth Council on Aging
County of York/Community Services
Department for the Blind and Vision Impaired
Endependence Center
Friends of the Homeless, Inc.
Good Seed Good Ground
Hampton City Schools
Hampton Roads Planning District Commission (HRPDC)
HRT ADA/Paratransit Advisory Committee
Isle of Wight Dept. of Social Services
James City County DSS
Newport News DSS
Poquoson City Schools
South Hampton Roads Disability Services Board
Thomas Nelson Community College, Workforce Training and Continuing Education
Urban League of Hampton Roads
VA Council for Blind
VA Medical Transportation Association
VDOE Training & Technical Assistance Centers, VA Commonwealth University VCU
Williamsburg AIDS Network
Williamsburg Dept. of Human Services
York County Food Closet

Assessment of Unmet Transportation Needs and Gaps

While an analysis of demographic data is important for understanding overall mobility needs, it is vital to gain the insight of local stakeholders who are acutely aware of the transportation challenges faced by residents. Participants from the initial CHSM planning process provided input on specific unmet needs in the region. This information was gained by focusing on the targeted population groups for the Section 5310, JARC, and New Freedom Programs (seniors, people with disabilities, people with lower incomes) and specific need characteristics (trip purpose, time, place/destination, information/ outreach, travel training/orientation, or others). The vast majority of needs identified were described as cross-cutting—needs of all three population groups.

DRPT convened meetings of local stakeholders to review and discuss unmet needs and gaps in transportation services. The following list provides an update of unmet needs based on the group's comments. The list also incorporates needs and gaps identified in the 2012 Western Tidewater Coordinated Transportation Plan and the 2014 City of Suffolk Transit Development Plan.

Trip Purpose

- Seniors need transportation for independence and socialization, as well as medical services & meals.
- Need for transportation options to access services, work, and school.
- Need for employment transportation extending to more rural areas of the region (e.g. between Surry County, Suffolk, and the Virginia Beach area).
- Need for employment transportation for individuals with disabilities.
- Some passengers require door to door assistance.
- Citizens who qualify for multiple transportation services have to use each independently, creating inefficiencies and challenges for those least able to handle them.
- Greater accountability for on-time transportation.
- Need for expanded hours of transit service, especially during evenings and weekends.

Place/Destination

- Need for demand response service in low-density and rural areas.
- Difficult service area for transportation due to low densities, long distances, and spatial mismatch between residents and major destinations.
- Expand paratransit outside ADA area; expand hours in all areas (e.g. Virginia Beach, Historic Triangle).

- Need for better connections within and among cities.
- Need for rural transportation (currently limited options for the general public).
- Need for service to the Veterans Administration in Hampton (some now provided by Owl, Inc.).
- Lack of public transit in the North Williamsburg area.
- Improve connections between providers (e.g. better connect HRT & WATA with increased frequency, locations, and marketing). Many transfers are inconvenient or impossible.
- Offer new HRT and WATA services in rural areas, 1 or 2 days a week.
- Need for higher frequencies on existing fixed routes.
- Need for neighborhood buses or vans.
- Need for trips outside the PDC.

Information/Outreach

- Need to communicate/share information on what is available for whom.
- Need for increased marketing; many residents are not aware of existing services.
- Provide more information at libraries and social service agencies.
- Address perceptions and attitudes about “those people;” buses/cities as scary.
- Need to conduct origin and destination studies for Hampton Roads/Peninsula on a routine basis.
- Need for a consolidated/comprehensive information and referral program (or a program coordinated by area) to maximize data gathering and provide comprehensive service referrals.
- Need for a mobility manager/central point of contact so residents can learn about transportation options and obtain information through one entity.
- Need to present regional information to many local and regional officials/boards to educate them on impacts to their communities.
- Lack of effective methods (e.g. surveys) to document unmet needs and convey that information to providers.

Travel Training/Orientation

- Travel training for individuals, groups, families.
- Adjust travel training for customer preferences and institutional programs.
- Training for drivers on passenger assistance and sensitivity.

Capital/Technology

- Need for vehicle lifts that accommodate wheelchairs of greater size/weight.
- Need for central dispatch systems, advanced communications, and mobile data terminals (MDTs).
- User-friendly, “community friendly” accessible buses, taxis, and/or kneelers; vehicles that match the community’s needs.
- Need for curb cuts, shelters, sidewalks, and other infrastructure.

- Need for motor pools, using vehicles from WATA or HRT.
- Better scheduling of people and vehicles.
- Need better ID for HRT's Handi-Ride vans, and for WATA's paratransit. Need to coordinate for those customers wanting to transfer between systems.
- Need to coordinate software among providers; integrated IT to allow real time scheduling and integrated passenger eligibility, billing, and reporting.
- Charter type trips cannot be accomplished affordably using HRT or WATA due to charter regulations. Need to explore a low cost program (e.g. "VA Rides" private non-profit charter company in Culpeper).
- Address rising maintenance costs due to distance to mechanics and the high cost of specialized commercial mechanics.

Limited Resources (Riders and Providers)

- Need to address fares/discounted rides; individual ability to pay can be problem. Transportation is prohibitively costly for some residents.
- Need for a regional voucher program that uses local cabs.
- Need to address staffing shortages.
- Address funding restrictions caused by insurance.
- Need for sustainable funding for transit.

Other

- Need better city design, layout, planning; address planning problems (NIMBYs).
- Serve mid-level needs, not just the most needy.
- Liability and insurance (especially for volunteers) is an issue for private providers and CSBs; it is affected by Individualized Support Plans.
- Need to address barriers for accessible taxicabs (insurance, lifts vs. ramps, litigation, level of service, drug & alcohol testing, different cab rules/regulations in each city).
- Need for better use of excess capacity (e.g. employing resources that are unused due to same day circumstances like passenger cancellations).
- The public perceives some services as unreliable.
- Need for Medicaid representatives to be involved in planning and coordination.
- Need for transportation/transit advocacy.

Identified Strategies

Coupled with the need to identify unmet needs and gaps in transportation services is the need to identify corresponding strategies to improve mobility. Local stakeholders generated a variety of strategies through the original coordinated transportation planning process. These strategies were reassessed during the 2014 CHSM meetings, updated accordingly, and prioritized into three tiers.

The strategies are intended to broadly describe how needs and gaps could be addressed. Specific project proposals would require identification of agency sponsors, specific expenditures, etc., and therefore more details would be provided through the application process for appropriate funding.

First Tier Strategies

- Continue to support and maintain capital needs of coordinated human service/public transportation providers.
- Continue to expand coordination and collaboration among existing public, private, and human service transportation providers (e.g. Handi-Ride, PORTCO, SSSEVA, CSBs, taxi companies, etc.).
- Expand availability of demand-response and specialized transportation services to provide additional trips for seniors, people with disabilities, veterans, and people with lower incomes.
- Support a dedicated funding stream for public transit services.

Second Tier Strategies

- Expand education, outreach, and information on available transportation options in the region through a centralized point of access.
- Bring new funding partners to public transit/human service transportation (e.g. through public-private partnerships).
- Continue to support mobility management efforts and existing organizational structures (e.g. Western Tidewater Community Transportation Collaborative).

- Expand the provision of targeted transportation services to access employment opportunities.

Third Tier Strategies

- Establish or expand programs that train customers, human service agency staff, medical personnel, and others in the use/availability of transportation services.
- Provide flexible transportation options and more specialized or one-to-one services through the appropriate and expanded use of volunteers.
- Implement new public transportation services or operate existing public transit services on more frequent basis.
- Establish a ride-sharing program for long-distance medical transportation and other trip purposes.
- Expand access to taxi services and other private transportation operators.

Priorities for Implementation and Potential Projects

Through the initial coordinated transportation planning process the region identified various projects as priorities for implementation. These included (but were not limited to) mobility management, improved ADA paratransit, travel training, employment transportation, improved pedestrian infrastructure, and voucher and/or shared ride programs.

These priorities were updated to reflect the revised list of strategies provided in the previous section and the three tier prioritization supported by regional stakeholders. In addition, they account for changes to the funding programs that resulted from the MAP-21 legislation. This section details the prioritized strategies by noting the multiple unmet transportation needs or issues that they address, along with potential projects. It should be noted that the listing is not comprehensive, and other projects that meet the strategy would also be considered.

FIRST TIER STRATEGIES

Strategy: Continue to Support and Maintain Capital Needs of Coordinated Human Service/Public Transportation Providers
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Maintaining and building upon current capital infrastructure is crucial to expanding mobility options for seniors, people with disabilities, and people with lower incomes in the region. This strategy involves appropriate vehicle replacement, vehicle rehabilitation, vehicle equipment improvements, and acquisition of new vehicles to support development of a more coordinated community transportation network.

Unmet Need/Issue Strategy Will Address:

- Need for vehicle lifts that accommodate wheelchairs of greater size/weight.
- User-friendly, “community friendly” accessible buses, taxis, and/or kneelers; vehicles that match the community’s needs.
- Need for neighborhood buses or vans.

Potential Projects:

- Capital expenses to support the provision of transportation services to meet the special needs of seniors, people with disabilities, and people with lower incomes.

- Capital needs to support new mobility management and coordination programs among public transportation providers and human service agencies providing transportation.

<p>Strategy: Continue to Expand Coordination and Collaboration Among Existing Public, Private, and Human Service Transportation Providers</p>
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Once existing services are inventoried, opportunities may exist to improve connections among providers and expand access both within and outside the region. A mobility management strategy can be employed that provides the support and resources to explore these possibilities and put into action the necessary follow-up activities. Through this strategy PDC 23 can build upon the coordination efforts already occurring through the Western Tidewater Community Transportation Collaborative and other groups.

Unmet Needs/Issues Strategy Will Address:

- Citizens who qualify for multiple transportation services have to use each independently, creating inefficiencies and challenges for those least able to handle them.
- Need for better connections within and among cities.
- Improve connections between providers (e.g. better connect HRT & WATA with increased frequency, locations, and marketing). Many transfers are inconvenient or impossible.
- Need to communicate/share information on what is available for whom.
- Need for a consolidated/comprehensive information and referral program (or a program coordinated by area) to maximize data gathering and provide comprehensive service referrals.
- Need for a mobility manager/central point of contact so residents can learn about transportation options and obtain information through one entity.

Potential Projects:

- A PDC-wide mobility management program to facilitate cooperation between transportation providers, including: helping establish inter-agency agreements for connecting services or sharing rides; arranging trips for customers; exploring technologies that simplify access to information on services; and coordinating services among providers with wheelchair accessible vans to better utilize these resources.
- Implementing a PDC-wide voucher programs through which human service agencies are reimbursed for trips provided for other agencies based on pre-determined rates or contractual arrangements.

Strategy: Expand Availability of Demand-Response Service and Specialized Transportation Services to Provide Additional Trips for Older Adults, People with Disabilities, Veterans, and People with Lower Incomes

The expansion of current demand-response and specialized transportation services is a logical strategy for improving mobility for seniors, people with disabilities, and people with lower incomes. This strategy would meet multiple unmet needs and issues while taking advantage of existing organizational structures. Operating costs—driver salaries, fuel, vehicle maintenance, etc.—would be the primary expense for expanding services, though additional vehicles may be necessary for providing same-day transportation services or serving larger geographic areas.

Unmet Needs/Issues Strategy Will Address:

- Seniors need transportation for independence and socialization, as well as medical services & meals.
- Need for employment transportation for individuals with disabilities.
- Some passengers require door to door assistance.
- Need for expanded hours of transit service, especially during evenings and weekends.
- Need for demand response service in low-density and rural areas.
- Expand paratransit outside ADA area; expand hours in all areas.
- Need for rural transportation (currently limited options for the general public).
- Need for service to the Veterans Administration in Hampton.

Potential Projects:

- Expand current demand-response system to serve additional trips (within same hours of operation/service).
- Expand hours and days of current demand-response system to meet additional service needs.
- Implement voucher programs to support specialized transportation.

Strategy: Support a Dedicated Funding Stream for Public Transit Services

Through the CHSM planning process regional stakeholders expressed the need for a dedicated funding stream for public transit services. They concurred that it was important to have a coordinated and concerted effort to act in support of these dedicated monies. Building on related coordination and mobility management efforts, a campaign can be developed to educate elected officials and the general public on the need for funding.

A 2013 quality of life survey by Old Dominion University highlighted a continued increase in transit use in the region, demonstrating the growing importance of dedicated funding; about 10 percent of Hampton Roads residents reported using buses, light rail, or taxis in the previous week, up from 6 percent in 2010.²

In addition, a campaign should note that while public transportation is not self-sufficient financially, ultimately it pays for itself through the following benefits as documented by the American Public Transportation Association (APTA):

- For every \$1 invested in public transportation, \$4 in economic returns is generated.
- The average household spends 18 cents of every dollar on transportation, 94 percent of this goes to buying, maintaining, and operating cars, the largest expenditure after housing.
- Each year an individual can achieve an average annual savings of over \$8,000 by taking public transportation instead of driving and by living with one less car.
- Public transportation provides mobility and freedom for people.
- Access to public transportation gives people transportation options to get to work, go to school, and to reach medical care.

Unmet Needs/Issues Strategy Will Address:

- Need to present regional information to many local and regional officials/boards to educate them on impacts to their communities.
- Need to address staffing shortages.
- Need for sustainable funding for transit.

Potential Projects:

- A dedicated funding for public transit campaign can be based on efforts in other communities, and can use available resources through APTA and additional guidance materials. For instance, Smart Growth America provides a strategy template for community members looking to organize such a campaign (see www.smartgrowthamerica.org/documents/transit-campaign-planning.pdf).

SECOND TIER STRATEGIES

Strategy: Expand Education, Outreach, and Information on Available Transportation Options in the Region Through a Centralized Point of Access

² More information can be found at http://al.odu.edu/ssrc/doc/LIHR_Report2013WithComparisons.pdf, "Life in Hampton Roads Report: The Fourth Annual Life in Hampton Roads Survey."

A greater emphasis can be placed not just on the coordination of actual services, but also on outreach and information sharing to ensure people with limited mobility are aware of the transportation services available to them. This strategy also presents an opportunity for the regional mobility management project noted in several potentials strategies by incorporating greater promotion of available transportation services as one of the core objectives.

Unmet Needs/Issues Strategy Will Address:

- Need to communicate/share information on what is available for whom.
- Need for increased marketing; many residents are not aware of existing services.
- Provide more information at libraries and social service agencies.
- Need for a mobility manager/central point of contact so residents can learn about transportation options and obtain information through one entity.
- Travel training for individuals, groups, families.
- Adjust travel training for customer preferences and institutional programs.

Potential Projects:

- Implement new or expand outreach programs that provide customers and human service agency staff with training and assistance in use of current transportation services.
- Implement mentor/advocate program to connect current riders with potential customers for training in use of services.

<p>Strategy: Bring New Funding Partners to Public Transit/Human Service Transportation</p>

The demand for public transit-human service transportation is growing daily. One of the key obstacles the industry faces is how to pay for additional service. This strategy would meet multiple unmet needs and issues by tackling non-traditional sources of funding. Hospitals, supermarkets, and retailers who want the business of the region's riders may be willing to pay for part of the cost of transporting those riders to their sites. This approach is applicable to both medical and retail establishments already served, as well as new businesses. It can also be tied to the campaign for dedicated public transit funding by highlighting the economic impact of public and human service transportation and the need for the community to support these forms of mobility as critical parts of the transportation network and infrastructure.

Unmet Needs/Issues Strategy Will Address:

- Need to address fares/discounted rides; individual ability to pay can be a problem. Transportation is prohibitively costly for some residents.
- Need for transportation/transit advocacy.

Potential Projects:

- Employer funding programs, either directly for services and/or for local share.
- Employer sponsored transit pass programs that allow employees to ride at reduced rates.
- Partnerships with private industry, i.e. retailers and medical centers.
- Partnerships with private providers of transportation, i.e. intercity bus operators and taxi operators.

Strategy: Continue to Support Mobility Management Efforts and Existing Organizational Structures

Mobility management is a concept that stresses cooperation between transportation providers and the better use of existing transportation resources. As described in the next section, PDC 23 is already implementing mobility management strategies through entities like the Western Tidewater Community Transportation Collaborative. Through this strategy the PDC can take advantage of this existing organizational structure, building on recent accomplishments and expanding the geographic scope of current mobility management efforts.

Unmet Needs/Issues Strategy Will Address:

- Need for a consolidated/comprehensive information and referral program (or a program coordinated by area) to maximize data gathering and provide comprehensive service referrals.
- Need for a mobility manager/central point of contact so residents can learn about transportation options and obtain information through one entity.

Potential Projects:

- Expand scope of current mobility management efforts to include the entire PDC region.
- Possible areas for focus through the greater regional efforts would include marketing and outreach, transportation planning and connectivity, and advocacy for dedicated public transit funding.

Strategy: Expand the Provision of Targeted Transportation Services to Access Employment Opportunities
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Limited transportation services to employment opportunities could be addressed through the implementation of shuttle services designed around concentrated job centers. Locating a critical mass of workers is the key for this strategy to be effective. This strategy may also provide a mechanism for employer partnerships.

Unmet Needs/Issues Strategy Will Address:

- Need for transportation options to access services, work, and school.
- Need for employment transportation extending to more rural areas of the region.
- Need for employment transportation for individuals with disabilities.
- Need for trips outside the PDC.

Potential Projects:

- Operating assistance to fund specifically-defined, targeted shuttle services.
- Capital assistance to purchase vehicles to provide targeted shuttle services.

THIRD TIER STRATEGIES

Strategy: Establish or Expand Programs that Train Customers, Human Service Agency Staff, Medical Personnel, and Others in the Use/Availability of Transportation Services

In addition to expanding transportation options in the region, it is important that customers, as well as caseworkers, agency staff, and medical facility personnel are familiar with available transportation services. Efforts can include travel training programs to help individuals use public transit services, and outreach programs to ensure people helping others with their transportation issues are aware of mobility options in the region. In addition, the demand for transportation services to dialysis treatment facilities necessitates the need for a strong dialogue between transportation providers and dialysis locations so that treatment openings and available transportation are considered simultaneously.

Unmet Needs/Issues Strategy Will Address:

- Need to communicate/share information on what is available for whom.
- Travel training for individuals, groups, families.
- Adjust travel training for customer preferences and institutional programs.
- Need for Medicaid representatives to be involved in planning and coordination.

Potential Projects:

- Implement new or expand outreach programs that provide customers and human service agency staff with training and assistance in use of current transportation services.
- Implement mentor/advocate program to connect current riders with potential customers for training in use of services.

Strategy: Provide Flexible Transportation Options and More Specialized or One-To-One Services through the Appropriate and Expanded Use of Volunteers

A variety of transportation services are needed to meet the mobility needs of seniors, people with disabilities, veterans, and people with lower incomes in the region. Customers may need more specialized services beyond those typically provided through general public transit services, especially in rural portions of the region. The use of volunteers may offer transportation options that are difficult to otherwise provide. Volunteers can also provide a more personal and one-to-one transportation service for customers who may require additional assistance.

Unmet Needs/Issues Strategy Will Address:

- Seniors need transportation for independence and socialization, as well as medical services & meals.
- Some passengers require door to door assistance.
- Need for demand response service in low-density and rural areas.
- Difficult service area for transportation due to low densities, long distances, and spatial mismatch between residents and major destinations.
- Need for rural transportation (currently limited options for the general public).
- Need for service to the Veterans Administration in Hampton.
- Need for trips outside the PDC.

Potential Projects:

- Implement new or expanded volunteer driver programs to meet specific geographic, trip purpose, or time frame needs.
- Implement escort/aide program for customers who may need additional assistance to travel.

Strategy: Implement New Public Transportation Services or Operate Existing Public Transit Services on a More Frequent Basis
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The service hours for public transit are limited in some portions of the PDC. New or expanded services in the evenings and weekends should be considered to improve mobility in the region, especially to work locations. Previous planning efforts can inform the implementation of this strategy. Specific service improvements should be considered in conjunction with recommendations in transit development plans completed for PDC 23 public providers.³

³ Transit development plans for WATA (2009), HRT (2011), Southampton County/the City of Franklin (2011), and the City of Suffolk (2014) are available at <http://www.drpt.virginia.gov/activities/transitdevplan.aspx>.

Unmet Needs/Issues Strategy Will Address:

- Need for transportation options to access services, work, and school.
- Need for employment transportation extending to more rural areas of the region.
- Greater accountability for on-time transportation.
- Need for expanded hours of transit service, especially during evenings and weekends.
- Need for better connections within and among cities.
- Lack of public transit in the North Williamsburg area.
- Offer new HRT and WATA services in rural areas, 1 or 2 days a week.
- Need for higher frequencies on existing fixed routes.

Potential Projects:

- Increase frequency of public transit services as possible.
- Convert demand-response services to fixed schedule or fixed-route services if possible and appropriate.

Strategy: Establish a Ride-Sharing Program for Long Distance Medical Transportation and Other Trip Purposes
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This strategy involves using the commuter-oriented model as a basis for developing a ride-sharing program for long distance trips. A database of potential drivers and riders could be kept by the mobility manager who would match the trip needs with the available participating drivers. The riders would share the expenses with the drivers on a per-mile basis (i.e. similar to mileage reimbursement). This strategy could be a cost-effective way to provide long-distance medical trips without sending a human service or public transit vehicle out of the region for a day.

Unmet Needs/Issues Strategy Will Address:

- Need for transportation options to access services, work, and school.
- Need for employment transportation extending to more rural areas of the region.
- Need for service to the Veterans Administration in Hampton.
- Need for trips outside the PDC.

Potential Projects:

- Development of a ride-share matching database that could be used to effectively match potential drivers with people who need rides.
- Development of volunteer driver programs to provide long distance trips.
- Funding of new inter-regional routes or connecting services to link with the national network of intercity bus services.

Strategy: Expand Access to Taxi Services and Other Private Transportation Operators

Several taxi services and private transportation providers serve the region. For evenings and weekends and for same-day transportation needs, these services may be the best options for area residents; albeit one that is more costly to use. By subsidizing user costs, possibly through a voucher program, there can be expanded access to taxis and other private transportation services.

This approach has been employed successfully in other areas of the country, particularly as a means to provide people with disabilities with more flexible transportation services. In addition, it should build upon current efforts through the Western Tidewater Community Transportation Collaborative to implement a pilot transit voucher program.

Unmet Needs/Issues Strategy Will Address:

- Greater accountability for on-time transportation.
- Need for a regional voucher program that uses local cabs.

Potential Projects:

- Implement voucher programs to subsidize rides for taxi trips or trips provided by private operators.

Coordinated Human Service Mobility Projects

Over the past six years, PDC 23 has embraced the opportunities outlined in the 2008 CHSM Plan. A selection of recent projects is listed below, for insight on best practices.

Western Tidewater Coordinated Transportation Plan (2012)

Senior Services of Southeastern Virginia (SSSEVA) operates programs for seniors and is a resource center for adults with disabilities. SSSEVA obtained a grant from the Obici Healthcare Foundation to develop a plan focused on the Western Tidewater Region, a subset of PDC 23 (Suffolk, Isle of Wight County, Southampton County, the City of Suffolk, and the City of Franklin).

The Western Tidewater Coordinated Transportation Plan covers many of the same elements as this CHSM plan; it documented demographics, transportation programs and resources, unmet needs, and recommended strategies. The plan identified three action items for implementation and four priority strategies:

- 1) Form a regional coordinating council
- 2) Hire a regional mobility manager
- 3) Conduct marketing/education campaign

- 1) Implement a centralized information directory
- 2) Implement a flex travel voucher program
- 3) Implement joint procurement for providers
- 4) Coordinate volunteer driver programs

Since the completion of the plan in 2012, the Western Tidewater Community Transportation Collaborative (WTCTC) was formed. WTCTC hired a mobility manager (grant funded through December 2013 by the Virginia Board for Persons with Disabilities) and began meeting monthly. Other accomplishments include:

- Received \$5,000 in funding to pilot a transit voucher program.
- Received funding from Isle of Wight County to add an additional route to the Ivor Courthouse/Social Services, with extended service to the Ivor Medical and Dental Clinic.
- Trained 117 drivers on various topics including safety, efficiency, first aid, and how to assist disabled passengers.
- Updated system information and expanded 211 Virginia to identify calls about transportation and refer callers to appropriate transportation providers.

- Communicated information about transportation assistance to increase ridership (a 17% increase in I-Ride rides in July-Sept. 2013 compared to July-Sept. 2012).
- Secured competitive bids for vehicle washing, and identified an effective vendor for wheelchair lift repair and maintenance.

Senior Transportation Services in the Greater Williamsburg Area: Senior Transportation Subcommittee Review and Recommendations (2013)

This report documents a series of targeted discussions held by the Senior Transportation Subcommittee of the Senior Services Coalition's Transportation Taskforce. Meeting between September 2012 and May 2013, the Subcommittee was composed of area service providers and funders, including Williamsburg Faith in Action, the Historic Triangle Senior Center, Peninsula Agency on Aging, WATA, United Way of Greater Williamsburg, Williamsburg Community Health Foundation, and the Senior Services Coalition.

The report includes an operations matrix of current transportation resources in Greater Williamsburg, projections of future service needs, a SWOT analysis, and a review of best practices. It also provides a list of prioritized recommendations developed by the group broken into three broad areas:

- Operating Efficiencies
- Volunteer Coordination and Utilization
- Rider Training/Communications/Awareness

Hampton Roads Mobility Coalition

In 2013, the Hampton Roads Mobility Coalition (Hampton Roads Transportation, Inc., PORTCO, Tidewater Medical Transportation, and SSSEVA) organized to assess an HRT request for proposals for paratransit services. Though the Coalition ultimately did not respond, it participated in HRT's Paratransit Symposium in September 2013 and provided feedback on the information discussed at the event. Among other points, the Coalition stressed the benefits of using local, community-based paratransit providers, the importance of provider collaboration with other stakeholders, and the need for an integrated HRT information technology system for scheduling, billing, reporting, and rider eligibility.

The Coalition hopes to continue to investigate the possibility of working with HRT in the future, as well as conducting some form of paratransit demonstration project in a specific jurisdiction. The Coalition hopes to realize the cost advantages of a combined paratransit service structure for the Hampton Roads region, one that would

use both dedicated vehicles (owned internally by the lead agencies and used exclusively for serving their customers) and non-dedicated services (i.e. taxi companies or community transit agencies). As documented by TCRP Report 121, “Toolkit for Integrating Non-Dedicated Vehicles in Paratransit Service,” supplementing non-dedicated services to cover peak overflow trips or low-demand periods allows for fewer dedicated vehicles overall. For more information, see http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_121.pdf.

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Appendix A – FTA Guidance on Coordinated Planning Requirements

The following excerpt is from the U.S. DOT/FTA Circular: Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions – FTA C 9070.1 G – posted by FTA on June 6, 2014.

COORDINATED PLANNING

1. THE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN. Federal transit law, as amended by MAP-21, requires that projects selected for funding under the Section 5310 program be “included in a locally developed, coordinated public transit-human services transportation plan” and that the plan be “developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public.” The experiences gained from the efforts of the Federal Interagency Coordinating Council on Access and Mobility (CCAM), and specifically the United We Ride (UWR) initiative, provide a useful starting point for the development and implementation of the local public transit-human services transportation plan required under the Section 5310 program.

Many states have established UWR plans that may form a foundation for a coordinated plan that includes the required elements outlined in this chapter and meets the requirements of 49 U.S.C. 5310. In addition, many states and designated recipients may have coordinated plans established under SAFETEA-LU, and those plans may be updated to account for new stakeholders, eligibility, and MAP-21 requirements. FTA maintains flexibility in how projects appear in the coordination plan. Projects may be identified as strategies, activities, and/or specific projects addressing an identified service gap or transportation coordination objective articulated and prioritized within the plan.

2. DEVELOPMENT OF THE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN.
 - a. *Overview.* A locally developed, coordinated public transit-human services transportation plan (“coordinated plan”) identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services and projects for funding and implementation. Local plans may be developed on a local, regional, or statewide level. The decision as to the boundaries of the local

planning areas should be made in consultation with the state, designated recipient, and the MPO, where applicable. The agency leading the planning process is decided locally and does not have to be the state or designated recipient.

In UZAs where there are multiple designated recipients, there may be multiple plans and each designated recipient will be responsible for the selection of projects in the designated recipient's area. A coordinated plan should maximize the programs' collective coverage by minimizing duplication of services. Further, a coordinated plan must be developed through a process that includes participation by seniors, individuals with disabilities, representatives of public, private and nonprofit transportation and human service transportation providers, and other members of the public. While the plan is only required in communities seeking funding under the Section 5310 program, a coordinated plan should incorporate activities offered under other programs sponsored by federal, state, and local agencies to greatly strengthen its impact.

- b. *Required Elements.* Projects selected for funding shall be included in a coordinated plan that minimally includes the following elements at a level consistent with available resources and the complexity of the local institutional environment:
 - (1) An assessment of available services that identifies current transportation providers (public, private, and non-profit);
 - (2) An assessment of transportation needs for individuals with disabilities and seniors. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service;
 - (3) Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
 - (4) Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.
- c. *Local Flexibility in the Development of a Local Coordinated Public Transit-Human Services Transportation Plan.* The decision for determining which agency has the lead for the development and coordination of the planning process should be made at the State, regional, and local levels. FTA recognizes the importance of local flexibility in developing plans for human service transportation. Therefore, the lead agency for the coordinated planning process may be different from the State or the agency that will serve as the designated recipient for the Section 5310

program. Further, FTA recognizes that many communities have conducted assessments of transportation needs and resources regarding individuals with disabilities and seniors. FTA also recognizes that some communities have taken steps to develop a comprehensive, coordinated, human service transportation plan either independently or through United We Ride efforts. FTA supports communities building on existing assessments, plans, and action items. As new Federal requirements must be met, communities may need to modify their plans or processes as necessary to meet these requirements. FTA encourages communities to consider inclusion of new partners, new outreach strategies, and new activities related to the targeted programs and populations.

Plans will vary based upon the availability of resources and the existence of populations served under these programs. A rural community may develop its plans based on perceived needs emerging from the collaboration of the planning partners, whereas a large urbanized community may use existing data sources to conduct a more formal analysis to define service gaps and identify strategies for addressing the gaps.

This type of planning is also an eligible activity under four other FTA programs – the Metropolitan Planning (Section 5303), Statewide Planning (Section 5304), Formula Grants for Rural Areas (Section 5311), and Urbanized Area Formula (Section 5307) programs, all of which may be used to supplement the limited (10 percent) planning and administration funding under this program. Other resources may also be available from other entities to fund coordinated planning activities. All “planning” activities undertaken in urbanized areas, regardless of the funding source, must be included in the Unified Planning Work Program (UPWP) of the applicable MPO.

- d. *Tools and Strategies for Developing a Coordinated Plan.* States and communities may approach the development of a coordinated plan in different ways. The amount of available time, staff, funding, and other resources should be considered when deciding on specific approaches. Regardless of the method chosen, seniors; individuals with disabilities; representatives of public, private, and nonprofit transportation and human service providers; and other members of the public must be involved in the development and approval of the coordinated plan. The following is a list of potential strategies for consideration:

- (1) *Community planning session.* A community may choose to conduct a local planning session with a diverse group of stakeholders in the community. This session would be intended to identify needs based on personal and professional experiences, identify strategies to address the needs, and set priorities based on time, resources, and feasibility for implementation. This process can be done in one meeting or over several sessions with the same group. It is often helpful to identify a facilitator to lead this process.

Also, as a means to leverage limited resources and to ensure broad exposure, this could be conducted in cooperation, or coordination, with the applicable metropolitan or statewide planning process.

- (2) *Self-assessment tool.* “The Framework for Action: Building the Fully Coordinated Transportation System,” developed by FTA and available at www.unitedweride.gov, helps stakeholders realize a shared perspective and build a roadmap for moving forward together. The self-assessment tool focuses on a series of core elements that are represented in categories of simple diagnostic questions to help groups in States and communities assess their progress toward transportation coordination based on standards of excellence. There is also a *Facilitator’s Guide* that offers detailed advice on how to choose an existing group or construct an ad hoc group. In addition, it describes how to develop elements of a plan, such as identifying the needs of targeted populations, assessing gaps and duplications in services, and developing strategies to meet needs and coordinate services.
- (3) *Focus groups.* A community could choose to conduct a series of focus groups within communities that provides opportunity for greater input from a greater number of representatives, including transportation agencies, human service providers, and passengers. This information can be used to inform the needs analysis in the community. Focus groups also create an opportunity to begin an ongoing dialogue with community representatives on key issues, strategies, and plans for implementation.
- (4) *Survey.* The community may choose to conduct a survey to evaluate the unmet transportation needs within a community and/or available resources. Surveys can be conducted through mail, e-mail, or in-person interviews. Survey design should consider sampling, data collection strategies, analysis, and projected return rates. Surveys should be designed taking accessibility considerations into account, including alternative formats, access to the Internet, literacy levels, and limited English proficiency.
- (5) *Detailed study and analysis.* A community may decide to conduct a complex analysis using inventories, interviews, Geographic Information Systems (GIS) mapping, and other types of research strategies. A decision to conduct this type of analysis should take into account the amount of time and funding resources available, and communities should consider leveraging State and MPO resources for these undertakings.

3. PARTICIPATION IN THE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLANNING PROCESS. Recipients shall certify that

the coordinated plan was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers, and other members of the public. Note that the required participants include not only transportation providers but also providers of human services, and members of the public who can provide insights into local transportation needs. It is important that stakeholders be included in the development and implementation of the local coordinated public transit-human services transportation plan. A planning process in which stakeholders provide their opinions but have no assurance that those opinions will be considered in the outcome does not meet the requirement of “participation.” Explicit consideration and response should be provided to public input received during the development of the coordinated plan. Stakeholders should have reasonable opportunities to be actively involved in the decision-making process at key decision points, including, but not limited to, development of the proposed coordinated plan document. The following possible strategies facilitate appropriate inclusion:

- a. *Adequate Outreach to Allow for Participation.* Outreach strategies and potential participants will vary from area to area. Potential outreach strategies could include notices or flyers in centers of community activity, newspaper or radio announcements, e-mail lists, website postings, and invitation letters to other government agencies, transportation providers, human services providers, and advocacy groups. Conveners should note that not all potential participants have access to the Internet and they should not rely exclusively on electronic communications. It is useful to allow many ways to participate, including in-person testimony, mail, e-mail, and teleconference. Any public meetings regarding the plan should be held in a location and time where accessible transportation services can be made available and adequately advertised to the general public using techniques such as those listed above. Additionally, interpreters for individuals with hearing impairments and English as a second language and accessible formats (e.g., large print, Braille, electronic versions) should be provided as required by law.
- b. *Participants in the Planning Process.* Metropolitan and statewide planning under 49 U.S.C. 5303 and 5304 require consultation with an expansive list of stakeholders. There is significant overlap between the lists of stakeholders identified under those provisions (e.g. private providers of transportation, representatives of transit users, and representatives of individuals with disabilities) and the organizations that should be involved in preparation of the coordinated plan.

The projects selected for funding under the Section 5310 program must be “included in a locally developed, coordinated public transit-human services transportation plan” that was “developed through a process that included

participation by seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers and participation by other members of the public.” The requirement for developing the local public transit-human services transportation plan is intended to improve services for people with disabilities and seniors. Therefore, individuals, groups, and organizations representing these target populations should be invited to participate in the coordinated planning process. Consideration should be given to including groups and organizations such as the following in the coordinated planning process if present in the community:

(1) *Transportation partners:*

- (a) Area transportation planning agencies, including MPOs, Councils of Government (COGs), Rural Planning Organizations (RPOs), Regional Councils, Associations of Governments, State Departments of Transportation, and local governments;
- (b) Public transportation providers (including ADA paratransit providers and agencies administering the projects funded under FTA urbanized and rural programs);
- (c) Private transportation providers, including private transportation brokers, taxi operators, van pool providers, school transportation operators, and intercity bus operators;
- (d) Non-profit transportation providers, including volunteer programs;
- (e) Past or current organizations funded under the Section 5310, JARC, and/or the New Freedom programs; and
- (f) Human service agencies funding, operating, and/or providing access to transportation services.

(2) *Passengers and advocates:*

- (a) Existing and potential riders, including both general and targeted population passengers (individuals with disabilities and seniors);
- (b) Protection and advocacy organizations;
- (c) Representatives from independent living centers; and
- (d) Advocacy organizations working on behalf of targeted populations.

(3) *Human service partners:*

- (a) Agencies that administer health, employment, or other support programs for targeted populations. Examples of such agencies include but are not limited to Departments of Social/Human Services, Employment One-Stop Services, Vocational Rehabilitation, Workforce Investment Boards, Medicaid, Community Action Programs (CAP), Agency on Aging (AoA); Developmental Disability Council, Community Services Board;
 - (b) Non-profit human service provider organizations that serve the targeted populations;
 - (c) Job training and placement agencies;
 - (d) Housing agencies;
 - (e) Health care facilities; and
 - (f) Mental health agencies.
- (4) *Other:*
- (a) Security and emergency management agencies;
 - (b) Tribes and tribal representatives;
 - (c) Economic development organizations;
 - (d) Faith-based and community-based organizations;
 - (e) Representatives of the business community (e.g., employers);
 - (f) Appropriate local or State officials and elected officials;
 - (g) School districts; and
 - (h) Policy analysts or experts.

Note: Participation in the planning process will not bar providers (public or private) from bidding to provide services identified in the coordinated planning process. This planning process differs from the project selection process, and it differs from the development and issuance of a request for proposal (RFP) as described in the common grant rule (49 CFR part 18 and part 19).

- c. *Levels of Participation.* The suggested list of participants above does not limit participation by other groups, nor require participation by every group listed. Communities will have different types of participants depending on population and size of community, geographic location, and services provided at the local

level. FTA expects that planning participants will have an active role in the development, adoption, and implementation of the plan. Participation may remain low even though a good faith effort is made by the lead agency to involve passengers, representatives of public, private, and non-profit transportation and human services providers, and others. The lead agency convening the coordinated planning process should document the efforts it utilized, such as those suggested above, to solicit involvement.

In addition, federal, state, regional, and local policy makers, providers, and advocates should consistently engage in outreach efforts that enhance the coordinated process because it is important that all stakeholders identify the opportunities that are available in building a coordinated system. To increase participation at the local levels from human service partners, state department of transportation offices are encouraged to work with their partner agencies at the state level to provide information to their constituencies about the importance of partnering with human service transportation programs and the opportunities that are available through building a coordinated system.

- d. *Adoption of a Plan.* As a part of the local coordinated planning process, the lead agency in consultation with participants should identify the process for approving and adopting the plan, and this process must include participation by stakeholders identified in the law: seniors; individuals with disabilities; representatives of public, private, and nonprofit transportation and human service providers; and other members of the public. A strategy for adopting the plan could also be included in the state's SMP and the designated recipient's PMP, further described in Chapter VII.

FTA will not formally review and approve coordinated plans. The recipient's grant application (see Appendix A) will document the plan from which each project listed is included, including the lead agency, the date of adoption of the plan, or other appropriate identifying information. This may be done by citing the section of the plan or page references from which the project is included.

4. RELATIONSHIP TO OTHER TRANSPORTATION PLANNING PROCESSES.

- a. *Relationship Between the Coordinated Planning Process and the Metropolitan and Statewide Transportation Planning Processes.* The coordinated plan may either be developed separately from the metropolitan and statewide transportation planning processes and then incorporated into the broader plans, or be developed as a part of the metropolitan and statewide transportation planning processes. If the coordinated plan is not prepared within the broader process, the lead agency for the coordinated plan should ensure coordination and consistency between the coordinated planning process and metropolitan or statewide

planning processes. For example, planning assumptions should not be inconsistent.

Projects identified in the coordinated planning process and selected for FTA funding must be incorporated into both the TIP and STIP in UZAs with populations of 50,000 or more; and incorporated into the STIP for rural areas under 50,000 in population. Depending on the projects resulting from the coordinated planning and selection process, a single line item on the TIP/STIP for capital or operating projects may be sufficient. However, given the expanded project and subrecipient eligibility under MAP-21, a designated recipient and state may need to consider more detailed programming, such as categorizing the projects based on the types of projects (capital or operating) and/or types of subrecipients, e.g., nonprofit, public entity, etc.

In some areas, where the coordinated plan or project selection is not completed in a time frame that coincides with the development of the TIP/STIP, the TIP/STIP amendment processes will need to be utilized to include selected projects in the TIP/STIP before FTA grant award.

The lead agency developing the coordinated plan should communicate with the relevant MPOs, state departments of transportation or regional planning agencies at an early stage in plan development. States with coordination programs may wish to incorporate the needs and strategies identified in local coordinated plans into statewide coordination plans.

Depending upon the structure established by local decision makers, the coordinated planning process may or may not become an integral part of the metropolitan or statewide transportation planning processes. State and local officials should consider the fundamental differences in scope, time horizon, and level of detail between the coordinated planning process and the metropolitan and statewide transportation planning processes. However, there are important areas of overlap between the planning processes, as well. Areas of overlap represent opportunities for sharing and leveraging resources between the planning processes for such activities as: (1) needs assessments based on the distribution of targeted populations and locations of employment centers, employment related activities, community services and activities, medical centers, housing, and other destinations; (2) inventories of transportation providers/resources, levels of utilization, duplication of service, and unused capacity; (3) gap analysis; (4) any eligibility restrictions; and (5) opportunities for increased coordination of transportation services. Local communities may choose the method for developing plans that best fits their needs and circumstances.

- b. *Relationship Between the Requirement for Public Participation in the Coordinated Plan and the Requirement for Public Participation in Metropolitan and Statewide*

Transportation Planning. Title 49 U.S.C. 5303(i)(6) and 5304(f)(3), as amended by MAP-21, require MPOs and States to engage interested parties in preparing transportation plans, TIPs, and STIPs. “Interested parties” include, among others, affected public agencies, private providers of transportation, representatives of users of public transportation, and representatives of individuals with disabilities.

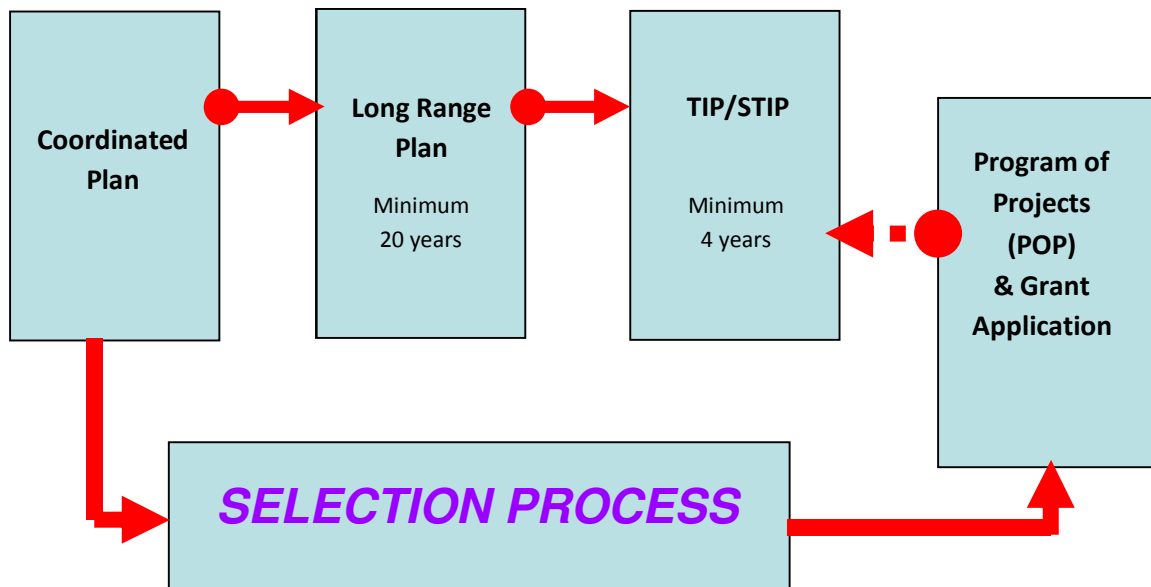
MPOs and/or States may work with the lead agency developing the coordinated plan to coordinate schedules, agendas, and strategies of the coordinated planning process with metropolitan and statewide planning in order to minimize additional costs and avoid duplication of efforts. MPOs and States must still provide opportunities for participation when planning for transportation related activities beyond the coordinated public transit-human services transportation plan.

- c. *Cycle and Duration of the Coordinated Plan.* At a minimum, the coordinated plan should follow the update cycles for MTPs (i.e., four years in air quality nonattainment and maintenance areas and five years in air quality attainment areas). States, MPOs, designated recipients, and public agencies that administer or operate major modes of transportation should set up a cycle that is conducive to and coordinated with the metropolitan and statewide planning processes, to ensure that selected projects are included in the TIP and STIP, to receive funds in a timely manner.

Role of Transportation Providers that Receive FTA Funding Under the Urbanized and Rural Area Formula Grant Programs in the Coordinated Planning Process. Recipients of Section 5307 and Section 5311 assistance are the “public transit” in the public transit-human services transportation plan and their participation is assumed and expected. Further, 49 U.S.C. 5307(b)(5), as amended by MAP-21, requires that, “Each recipient of a grant shall ensure that the proposed program of projects (POP) provides for the coordination of public transportation services ... with transportation services assisted from other United States Government sources.” In addition, 49 U.S.C. 5311(b)(2)(C)(ii) requires the Secretary of DOT to determine that a state’s Section 5311 projects “provide the maximum feasible coordination of public transportation service ... with transportation service assisted by other federal sources.” Finally, under the Section 5311 program, states are required to expend 15 percent of the amount available to support intercity bus service.

FTA expects the coordinated planning process in rural areas to take into account human service needs that require intercity transportation.

The schematic here illustrates the relationship between the coordinated plan and the metropolitan and statewide planning processes.



Appendix B - Federal Programs Available for Use in Coordinated Transportation Arrangements

FEDERAL PROGRAMS AVAILABLE FOR USE IN COORDINATED TRANSPORTATION ARRANGEMENTS

In its 2003 report, the Government Accountability Office (GAO) identified 62 federal programs as having the greatest extent or potential for being used in partnership with Federal Transit Administration programs for serving “transportation disadvantaged” populations. In 2011, GAO revisited this question, and identified 80 such programs in that year’s report and testimony to Congress. On the following pages is a table summarizing salient information about these programs as of FY 2010, plus a dozen others, including the following elements:

- Agency and program name, and web site for additional program information
- Outlays of federal funds in FY 2010, as reported by the Office of Management and Budget, and the amount of federal funds spent specifically on transportation in FY 2009, if known, as reported by GAO.
- Indications as to primary target populations (key: “D” = individuals with disabilities, “E” = elderly persons, “L” = low-income persons or households, “V” = veterans, “Y” = children or youth)
- Indication as to whether the program has a planning mechanism at either a state or metropolitan level
- Indication as to whether the program’s funds can be used for mobility management activities as defined at 49 USC 5302(3)(K)
- Indication as to whether the program’s funds can be used to support call centers or one-call services
- Indication as to whether the program’s funds can be used to purchase transit fares, vouchers, or similar media
- Indication as to whether the program’s funds can be used to help purchase vans, buses or other vehicles

In reviewing and updating this table, these points emerge:

- The GAO 2003 methodology may not be perfect (for instance, it excludes a few agencies and programs, such as Indian Health Service, Indian Reservation Roads and other FHWA programs, that have documented histories of coordinated transit-human services partnerships), but has become a widely referenced basis of discussion.
- Most of the programs identified in 2003 by GAO are still in place (four have dropped, the United We Ride initiative identified two programs that have been added, and the 2011 GAO study identified 18 additional programs which have been added to this inventory).
- Aside from FTA programs, all others are restricted in the populations to be served, such as: persons at poverty or in low-income households (9 programs), youth and children (9

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programs), clientele of specific public health programs (7 programs), persons with disabilities (6 programs), veterans (4 programs), elderly individuals (3 programs), Native Americans (3 programs), and adult job-seekers (3 programs).

- Most of these programs are administered by states, with varying degrees of decision-making at local level. Some programs have planning structures that could, in theory, mesh with DOT statewide transportation planning (18 programs, not including DOT programs), and only 3 non-DOT programs have planning structures that could theoretically mesh with DOT metropolitan planning processes and DOT coordinated human services transportation plans.
- Mobility management activities are at least theoretically allowable under 40 of these programs.
- The establishment and provision of “one-call” coordinated service delivery is allowable under 34 of these programs.
- Transit passes, vouchers, or other forms of fare payment are allowed uses of 35 of these programs’ federal funds.
- Vehicles or other transit-related capital assets can be purchased with 18 of these programs’ federal funds.

<i>Agency & Program</i>	<i>FY2010 Funding (& transportation amount, if known)</i>	<i>Primary Target Population</i>	<i>Who are the main direct recipients of Federal funds?</i>	<i>Statewide and/or Metropolitan (or equiv) Planning?</i>	<i>Is Mobility Management Eligible?</i>	<i>Can One-Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purchased?</i>	<i>Can Vehicles be Purchased?</i>
U.S. DEPARTMENT OF AGRICULTURE								
<i>Food and Nutrition Service</i>								
SNAP Employment and Training Program (formerly Food Stamp Employment and Training Program) http://www.fns.usda.gov/snap/rules/Memo/Support/employment-training.htm State nutrition agencies may receive grants from USDA to provide employment and training services for participants in their Supplemental Nutrition Assistance Program (formerly known as “Food Stamps”). Transportation services connected with participants’ job search, job training and job retention can be eligible uses of these funds, at a state’s discretion.	\$344m	L	States	N	N	N	N	N
Hunger-Free Communities http://www.fns.usda.gov/outreach/grants/hfc_grants.htm The Hunger-Free Communities grants are a one-time opportunity for funds aimed at helping communities increase food access by promoting coordination and partnerships between public, private and non-profit partners.	\$5m	L	Local entities	N	N	Y	Y	Y
<i>USDA Rural Development</i>								
Community Facilities Loans and Grants http://www.rurdev.usda.gov/HCF_CF.html Community Facilities Programs provide loans and grants and loan guarantees for water and environmental projects, as well as community	\$490m (in lending authority)	Other	Local entities	N	N	N	N	Y

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
facilities projects. Community facilities projects develop essential community facilities for public use in rural areas and may include hospitals, fire protection, safety, as well as many other community-based initiatives, including rural transit facilities.								
DEPARTMENT OF EDUCATION								
<i>Office of Elementary and Secondary Education</i>								
21st Century Community Learning Centers http://www2.ed.gov/programs/21stcccl/index.html This program supports the creation of community learning centers that provide academic enrichment opportunities during non-school hours for children, particularly students who attend high-poverty and low-performing schools. The program helps students meet state and local student standards in core academic subjects, such as reading and math; offers students a broad array of enrichment activities that can complement their regular academic programs, including transportation services related to these activities; and offers literacy and other educational services to the families of participating children.	\$1.2b	Y	States	N	N	N	N	N
<i>Office of Innovation and Improvement</i>								
Voluntary Public School Choice http://www2.ed.gov/programs/choice/index.html This program supports efforts to establish or expand intradistrict, interdistrict, and open enrollment public school choice programs to provide parents, particularly parents whose children attend low-performing public schools, with expanded education options. Programs and projects assisted are required to use a portion of the grant funds to provide the students selected to participate in the program with transportation services, or the cost of transportation, to and from the public elementary schools and secondary schools, including charter schools, which the students choose to attend under the program. The nature of how funds may be spent on transportation services will hinge, in large part, on each state's unique requirements concerning school bus transportation.	\$26m	Y	States, local entities	N	N	N	N	N
<i>Office of Special Education and Rehabilitative Services</i>								
Special Education State Grants (Assistance for Education of All Children with Disabilities) Special Education Pre-School Grants Special Education Grants for Infants and Families http://www2.ed.gov/about/offices/list/osep/osep/programs.html The Office of Special Education Programs (OSEP) supports a comprehensive array of	\$11.5b	Y	States	State	N	N	N	Y

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
programs and projects authorized by the <i>Individuals with Disabilities Education Act (IDEA)</i> that improve results for infants, toddlers, children and youth with disabilities. Transportation is a critical element to these programs' success, but the nature of how these funds may be spent on transportation services will hinge, in large part, on each state's unique requirements concerning school bus transportation.								
Centers for Independent Living Independent Living State Grants http://www.rsa.ed.gov/programs.cfm?pc=CIL&sub=purpose Independent Living Services for Older Individuals Who Are Blind http://www2.ed.gov/programs/rsailob/index.html Supported Employment Services for Individuals with Most Significant Disabilities http://www.rsa.ed.gov/programs.cfm?pc=SE&sub=purpose Through a combination of formula-based grants to states' independent living councils, grants to individual centers for independent living, grants to states to provide independent living for older persons who are blind, and grants to help support employment opportunities for individuals with significant disabilities, persons with disabilities receive training, counseling, advocacy and supportive services that enable them to be more fully integrated into the mainstream of American society.	\$255m	D	States	N	Y	Y	Y	Y
Vocational Rehabilitation Grants http://www.rsa.ed.gov/programs.cfm?pc=BASIC-VR&sub=purpose Vocational rehabilitation grants are distributed to state rehabilitation agencies on a formula basis to provide a full range of rehabilitative services. Funds may be used for transportation to these services.	\$3.1b Trans- port: \$79.4m	D	States	State	Y	N	Y	N
Vocational Rehabilitation Projects for American Indians with Disabilities http://www2.ed.gov/programs/vramerind/index.html The purpose of this program is to assist tribal governments to develop or to increase their capacity to provide a program of vocational rehabilitation services, in a culturally relevant manner, to American Indians with disabilities residing on or near federal or state reservations. Funds may be used for transportation to these services.	\$43m	D	Tribes	N	Y	N	Y	N
DEPARTMENT OF HEALTH AND HUMAN SERVICES								
<i>Administration for Children and Families</i>								
Social Services Block Grant http://www.acf.hhs.gov/programs/ocs/ssbg/index.html Also known as Title XX, this program provides formula funds to state welfare agencies for the provision of social services, often including	\$1.7b	L	States	State	Y	Y	Y	Y

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
transportation, that help individuals reduce welfare dependency, achieve economic self-sufficiency, or forestall unnecessary use of institutional care. Many states rely of this program to fill programmatic gaps that cannot be addressed through TANF (see below).								
Child Care and Development Fund http://www.acf.hhs.gov/programs/ccbf/ The CCDF program is authorized by the Child Care and Development Block Grant Act and Section 418 of the Social Security Act and assists low-income families in obtaining child care so that they can work or attend training and/or education activities. The program also improves the quality of child care and promotes coordination among early childhood development and afterschool programs.	\$2.1b	Y	States	State	Y	N	Y	N
Head Start http://www.acf.hhs.gov/programs/ohs/ Head Start is a program of comprehensive services for economically disadvantaged preschool children. Funds are distributed to tribes and local public and nonprofit agencies to provide child development and education services, as well as supportive services such as transportation. Head Start funds are used to provide transportation services, acquire vehicles and provide technical assistance to local Head Start centers.	\$7.2b	Y	Local entities	N	Y	N	Y	Y
Refugee and Entrant Assistance Programs http://www.acf.hhs.gov/programs/orr/ This is a family of programs that distribute funds on reimbursement, formula and discretionary bases for cash medical assistance and social services to refugees. A leading program goal is to help refugees quickly achieve economic self-sufficiency. Transportation is supported when provided as a component of these services.	\$563m	other	States	N	Y	Y	Y	N
Developmental Disabilities Basic Support and Advocacy Grants (State Councils on Developmental Disabilities and Protection and Advocacy Grants) http://www.acf.hhs.gov/programs/add/addprogram.html Developmental Disabilities Projects of National Significance http://www.acf.hhs.gov/programs/add/pns/pns.html The Administration on Developmental Disabilities (ADD) provides formula-based grants to state agencies serving the developmentally disabled, and also awards discretionary grants for demonstrations and special projects that address the unique needs of persons with developmental disabilities. Among the activities supported through these various grants are employment-, training- and housing-related services. Transportation often figures into ADD-funded projects and services.	\$130m	D	States	State	Y	Y	N	N
Temporary Assistance to Needy Families http://www.acf.hhs.gov/programs/ofa/tanf/index.html	\$16.5b Trans-	L	States	State	Y	N	Y	N

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
States receive these formula grants, known as TANF, to provide cash assistance, work opportunities, and necessary support services for needy families with children. States may choose to spend some of their TANF funds on transportation and related services needed by program beneficiaries.	port: \$355.3m							
Community Services Block Grant http://www.acf.hhs.gov/programs/ocs/csbq/index.html Under this family of programs, states and tribes receive funding to provide a broad range of services for low-income persons. Most of the funds in this set of programs are awarded as formula-based grants to states, which pass them on to local community action programs. An important component of these community services programs is the Job Opportunities for Low-income Individuals (JOLI) program, through which the federal Office of Community Services awards discretionary grants to local non-profits who are creating employment and business opportunities for welfare recipients and other low-income individuals. Transportation services are commonly provided in both the block grant and JOLI programs.	\$700m	L	States	N	Y	Y	Y	Y
Transitional Living Program for Older Homeless Youth http://www.acf.hhs.gov/programs/fysb/content/youthdivision/programs/tlpfactsheet.htm The Transitional Living Program provides competitive grants to support projects that provide long-term residential services to homeless youth ages 16-21. The services offered are designed to help young people who are homeless make a successful transition to self-sufficient living. Transitional living programs are required to provide youth with stable, safe living accommodations, and services – sometimes including transportation – that help them develop the skills necessary to become independent.	\$39m	Y	Local entities	N	N	N	Y	N
Native American Programs http://transition.acf.hhs.gov/programs/ana/programs The Administration for Native Americans promotes social and economic self-sufficiency in communities through its Social and Economic Development Services (SEDS) grants. These competitive financial assistance grants support locally determined projects designed to reduce or eliminate community problems and achieve community goals, which can include strategies for addressing transportation and mobility goals.	\$22m	Other	Tribes	N	Y	Y	Y	Y
Native Employment Works (Tribal Work Grants) http://www.acf.hhs.gov/programs/ofa/programs/new The purpose of the Native Employment Works (NEW) program is to make work activities available to Native Americans. Allowable activities include educational activities, training	\$8m	L	Tribes	N	N	N	Y	N

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
and job readiness activities, employment activities, and supportive and job retention services such as transportation; child care; items such as uniforms, clothing, tools, and eyeglasses that are needed for employment or training; medical services; counseling, et al.								
Chafee Foster Care Independence Program http://www.acf.hhs.gov/programs/cb/programs_fund/state_tribal/jh_chafee.htm The John H. Chafee Foster Care Independence Program offers assistance to help current and former foster care youths achieve self-sufficiency. Grants are offered to States and Tribes who submit a plan to assist youth in a wide variety of areas designed to support a successful transition to adulthood. Activities and programs include, but are not limited to, help with education, employment, financial management, housing, emotional support and assured connections to caring adults for older youth in foster care. The program is intended to serve youth who are likely to remain in foster care until age 18, youth who, after attaining 16 years of age, have left foster care for kinship guardianship or adoption, and young adults ages 18-21 who have "aged out" of the foster care system.	\$140m	Y	States Tribes	State Tribal	Y	N	Y	N
Administration on Aging								
Supportive Services and Senior Centers http://www.aoa.gov/AoARoot/AoA_Programs/HCLTC/supportive_services/index.aspx Through this program, authorized under Title III-B of the Older Americans Act, funds are awarded by formula to state units on aging for the purpose of providing supportive services to older persons, including the operation of multi-purpose senior centers. In turn, states award funds to area agencies on aging, most of whom use a portion of their funding allocations to help meet the transportation needs of older persons.	\$368m Trans- port: \$72.3m	E	States	State Metro	Y	Y	Y	Y
Services for Native American Elders (Program for American Indian, Alaskan Native and Native Hawaiian Elders) http://www.aoa.gov/AoARoot/AoA_Programs/HCLTC/Native_Americans/index.aspx Authorized by Title VI of the Older Americans Act, this program supports nutrition, information and referral, multi-purpose senior centers and other supportive services for American Indian Alaskan Natives and Native Hawaiian elders. Transportation is among the supportive services provided through this program. Federally recognized tribes, Alaska native corporations and Native Hawaiian organizations are the only eligible grant recipients.	\$28m	E	Tribes	N	Y	Y	Y	Y
Centers for Disease Control and Prevention								
Communities Putting Prevention to Work http://www.cdc.gov/communitiesputtingpreventionontowork/	\$5m	Other	Local entities	N	Y	N	Y	N

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First established under the American Recovery and Reinvestment Act, and then continued under the Affordable Care Act, Communities Putting Prevention to Work (CPPW) is a locally driven initiative supporting 50 communities to tackle obesity and tobacco use. Through CPPW, these communities are implementing environmental changes to make healthy living easier, such as improving means for safe active transportation for pedestrians, bicyclists and transit users; ensuring provision of healthy food and beverage options in schools; limiting exposure to secondhand smoke; and increasing available tobacco cessation resources.								
Centers for Medicare and Medicaid Services								
Medicaid http://www.cms.gov/home/medicaid.asp Medicaid is a state-federal partnership that ensures medical assistance to qualified low-income persons and persons with disabilities. States are mandated to provide certain categories of health care, and some choose to expand these benefits as appropriate for their beneficiary population. There is a federal mandate for states to arrange the provision of transportation when necessary for accessing health care, but each state may set their own guidelines, payment mechanisms, and participation guidelines for these transportation services. Over the past dozen years, federal legislation has expanded the scope of mandated Medicaid coverage: the 1999 Ticket to Work and Work Incentives Improvement Act required a Medicaid safety net of continued health coverage and related services for qualified persons with disabilities who are entering the workforce. The 2010 Affordable Care Act requires states to extend Medicaid eligibility to all persons at or below 133 percent of the federal poverty line.	\$286.2b Trans- port: \$704.0m	L	States	State	Y	Y	Y	N
Children's Health Insurance Program (State Children's Health Insurance Program) http://www.cms.gov/home/chip.asp States receive formula-based funds under this program to initiate and expand child health assistance for uninsured, low-income children. States may accomplish this goal either by providing health insurance benefits to eligible children, or by expanding the coverage of their Medicaid program (see above) to include these children under those benefits. In either case, state may choose to include transportation as a covered benefit.	\$10.7b Trans- port: \$4.5m	Y	States	State	Y	Y	Y	N
Health Resources and Services Administration								
Health Centers Program (Community Health Centers) http://bphc.hrsa.gov/ Federal funds are allocated to community-based health centers in medically underserved	\$2.1b Trans- port: \$24.3m	L	Local entities	N	N	N	N	Y

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
areas, migrant and seasonal farmworker communities, public housing sites, and at locations provide medical care to homeless persons. Funds may be used to provide transportation services as necessary for the delivery of primary health care services. A few community health centers provide transportation services directly, and some others contract with other providers to meet their transportation needs.								
State Health Access Program (Healthy Communities Access Program) http://www.hrsa.gov/statehealthaccess/index.html This program of competitive grants builds on existing models of health care service integration to help health care providers develop integrated, community-wide health systems that serve the uninsured and underinsured. Grants are designed to increase access to health care by eliminating fragmented service delivery, improving efficiencies among safety net providers, and by encouraging greater private sector investment. To the extent that participating networks choose to include transportation services as part of their funded health care "safety net," such services can be supported with these funds.	\$75.0m	L	States	N	N	Y	N	N
HIV Care ("Ryan White") Formula Grants http://hab.hrsa.gov/ Authorized under the Ryan White AIDS CARE Act, these comprise a set of programs that help communities provide emergency assistance, comprehensive HIV/AIDS care, early intervention, dental services, education and outreach, training, and pediatric services to children with HIV/AIDS. Some of these funds are awarded on a formula basis to state public health agencies, others are awarded directly to health agencies in communities disproportionately affected by HIV/AIDS, and some funds are available for competitive, discretionary grants. In many communities, health agencies use a small portion of these funds to contract for, or reimburse, necessary transportation services.	\$2.3b	Other	States	State	Y	Y	N	Y
Maternal and Child Health Block Grant (Maternal and Child Services Grants) http://mchb.hrsa.gov/programs/default.htm Most of these funds are distributed to states as formula-based block grants to help provide health services to mothers, infants and children. There are particular emphases on caring for children with special health care needs and children in low-income families. Some of these funds are reserved to help support competitive grants for special projects of regional or national significance. Both formula and discretionary grants' funds may be used to support transportation that is part of these grants' services.	\$661m	Other	States	N	N	Y	N	N
Rural Health Program Grants	\$107m	Other	States	N	Y	Y	N	N

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(Rural Health Care, Rural Health Network, and Small Health Care Provider Grants). http://www.hrsa.gov/ruralhealth/grants/index.html Through this initiative, state offices of rural health receive funds for discretionary grants to rural hospitals that then form integrated networks to address community health needs, such as the formation of rural health maintenance organizations, co-located health and social services, telemedicine, or transportation services as needed for rural residents' health care. A portion of these programs' funds are reserved for federally awarded demonstration grants to expand or enhance the availability of health services in rural areas.	Trans- port: \$187K							
Healthy Start Initiative http://mchb.hrsa.gov/healthystart/phase1report/ This initiative supports a community-oriented approach to reducing infant mortality. A total of 94 Healthy Start communities have been designated to demonstrate this program. There are no funds for replication or for additional sites. Transportation services that help link pregnant women and new mothers to necessary health care and related services are provided in some of the initiative's locations.	\$105m	Y	Local entities	N	N	N	Y	Y
Indian Health Service								
Urban Indian Health Program http://www.ihs.gov/nonmedicalprograms/urban/UIHP.asp The Indian Health Service addresses the health care needs of urban American Indian and Alaska Native populations by funding 34 urban Indian health organizations operating at 41 sites located in cities throughout the United States. These health organizations engage in a variety of activities, ranging from the provision of outreach and referral services to the delivery of comprehensive ambulatory health care. Services currently include medical services, dental services, community services, alcohol and drug abuse prevention, education and treatment, AIDS and sexually transmitted disease education and prevention services, mental health services, nutrition education and counseling services, pharmacy services, health education, optometry services, social services (including transportation), and home health care.	\$43m Trans- port: \$27K	Other	Local entities	N	N	N	Y	N
Community Health Representatives http://www.ihs.gov/NonMedicalPrograms/chr/ The Indian Health Service typically does not provide direct transportation services. Instead, it relies on its network of Community Health Representatives (CHRs) to provide not only health outreach and health promotion services, but also to provide transportation as needed for American Indians and Alaska Natives to access the medical services at IHS facilities.	n/a	Other	IHS- em- ployed CHRs	N	N	N	N	N

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DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

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Office of Community Planning and Development								
Community Development Block Grant http://www.hud.gov/offices/cpd/communitydevelopment/programs/ The Community Development Block Grant (CDBG) program supports a wide variety of community and economic development activities, with priorities determined at the local level. Some communities have used CDBG funds to assist in the construction of transportation facilities or for operating expenses and vehicle acquisition for community transportation services. Most CDBG funds are distributed on a formula basis to entitled cities, states and urban counties, but some funds are retained for national community development initiatives.	\$3.9b Trans- port: \$4m	L	States, local entities	State Metro	Y	Y	Y	Y
Emergency Solutions Grants (formerly Emergency Shelter Grants) http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/homeless/programs/esg The purpose of the Emergency Solutions Grant (ESG) program is to assist individuals and families quickly regain stability in permanent housing after experiencing a housing crisis or homelessness. ESG funds are available for five program components: street outreach, emergency shelter, homelessness prevention, rapid re-housing assistance, and data collection through the Homeless Management Information System. Transportation costs related to emergency shelter services are eligible under this program.	\$250m	Other	States, local entities	N	N	N	Y	N
Housing Opportunities for Persons with AIDS http://www.hud.gov/offices/cpd/aidshousing/index.cfm The Housing Opportunities for Persons with AIDS (HOPWA) program provides grants for housing and supportive services for low-income persons with HIV/AIDS and their families. Grants may be used to provide transportation services to assist clients in accessing health care and other services. Most of this program's funding is awarded on a formula basis to state and city governments, who then may contract with local providers of transportation and other services.	\$314m Trans- port: \$2.6m	Other	States, local entities	State Metro	Y	Y	Y	N
Supportive Housing and Related Programs for the Homeless http://www.hud.gov/offices/cpd/homeless/programs/shp/ Through programs authorized by the McKinney-Vento Act, HUD helps local governments and private nonprofits provide housing and supportive services to homeless persons. Transportation is among the services many of these local housing providers seek to furnish for their residents. Most McKinney Act	\$1.7b Trans- port: \$43.0m	Other	States, local entities	N	Y	Y	Y	N

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funds are awarded by formula to states and localities, but some are available for competitive grants from HUD's headquarters offices. Another aspect of the McKinney-Vento Act is that it requires federally owned facilities or property that no longer is needed for federal purposes to be considered first for use to serve the needs of the homeless before being considered for sale or transfer to non-federal entities.								
Office of Public and Indian Housing								
HOPE VI (Revitalization of Severely Distressed Public Housing) http://www.hud.gov/offices/pih/programs/ph/hope6/index.cfm These grants allow public housing authorities to improve the living environments for residents of severely distressed public housing through demolition, revitalization or replacement of housing units. This program's funds also may be used to promote sustainable community development and supportive services, including transportation. HOPE VI funds may be used as matching funds for Federal Transit Administration programs.	\$120m	L	Local entities	N	Y	Y	Y	Y
Moving to Work http://portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/programs/ph/mtw Moving to Work (MTW) is a demonstration program for public housing authorities (PHAs) that provides them the opportunity to design and test innovative, locally-designed strategies that use Federal dollars more efficiently, help residents find employment and become self-sufficient, and increase housing choices for low-income families. MTW gives PHAs exemptions from many existing public housing and voucher rules and more flexibility with how they use their Federal funds, including some opportunities to include transportation services as appropriate to local priorities.	\$3.8b	L	Local entities	N	Y	N	Y	N
Resident Opportunities and Self Sufficiency Service Coordinators (ROSS) http://portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/programs/ph/ross/about The purpose of the ROSS Service Coordinator program is to provide funding to hire and maintain Service Coordinators who will assess the needs of residents of conventional Public Housing or Indian housing and coordinate available resources in the community to meet those needs. This program works to promote the development of local strategies to coordinate the use of assistance under the Public Housing program with public and private resources, for supportive services and resident empowerment activities. These services should enable participating families to increase earned	\$66m	L	Local entities	N	Y	N	N	N

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income, reduce or eliminate the need for welfare assistance, make progress toward achieving economic independence and housing self-sufficiency, or, in the case of elderly or disabled residents, help improve living conditions and enable residents to age-in-place.								
Choice Neighborhoods http://portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/programs/ph/cn Choice Neighborhoods grants transform distressed neighborhoods and public and assisted projects into viable and sustainable mixed-income neighborhoods by linking housing improvements with appropriate services, schools, public assets, transportation, and access to jobs.	\$122m	L	Local entities	N	N	N	N	N
Office of Housing								
Supportive Housing for the Elderly http://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/mfh/progdesc/eld202 Also known as Section 202, this program helps expand the supply of affordable housing with supportive services for the elderly. It provides very low-income elderly with options that allow them to live independently but in an environment that provides support activities such as cleaning, cooking, transportation, etc.	\$411m	E	Local entities	N	Y	N	Y	N
Supportive Housing for Persons with Disabilities http://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/mfh/progdesc/disab811 Through the Section 811 Supportive Housing for Persons with Disabilities program, HUD provides funding to develop and subsidize rental housing with the availability of supportive services, including transportation, for very low-income adults with disabilities.	\$115m	D	Local entities	N	Y	N	Y	N
Congregate Housing Services Program http://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/mfh/progdesc/chsp Although HUD has made no new grants under this program since 1995, it continues to provide technical assistance to assist previous recipients in their efforts to provide meals and other supportive services needed by frail elderly residents and residents with disabilities in federally subsidized housing.	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Office of Sustainable Housing and Communities								
Sustainable Communities Initiative http://portal.hud.gov/hudportal/HUD?src=/program_offices/sustainable_housing_communities/ The objective of the Sustainable Communities Initiative is to stimulate more integrated and sophisticated regional planning and outcomes that guide state, metropolitan and local investments in land use, transportation and house, as well as challenging localities to undertake zoning and land use reforms. This	\$102m	Other	States, local entities	Y	Y	Y	N	N

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initiative has undertaken national competitive challenge grants, competitive regional planning grants, and competitive capacity building grants.								
DEPARTMENT OF INTERIOR								
<i>Bureau of Indian Affairs</i>								
Tribal Human Services http://www.bia.gov/WhoWeAre/BIA/OIS/HumanServices/index.htm The Bureau of Indian Affairs' Division of Human Services provides direct funding to individuals and activities related to social services, welfare assistance, Indian child welfare and tribes' human services program administration.	\$118m	Other	Tribes, Individ- uals	N	Y	Y	Y	N
Tribal Community, Economic & Workforce Development http://www.bia.gov/WhoWeAre/AS-IA/IEED/DWD/index.htm The Bureau of Indian Affairs' Division of Workforce Development manages a wide variety of job placement and training activities to promote job training and employment opportunities. These include coordination of federal employment and training resources for tribes, providing training for economic development opportunities towards job creation, and administering other tribal job training programs.	\$42m	Other	Tribes	N	Y	Y	Y	N
<i>Bureau of Indian Education</i>								
Indian Schools Student Transportation Assistance for Indian Children with Severe Disabilities Administrative Cost Grants for Indian Schools Indian Education Assistance to Schools http://www.bie.edu/Schools/PrimarySecondary/index.htm The Bureau of Indian Education oversees a total of 183 elementary and secondary schools, located on 64 reservations in 23 states. Of these, 59 are BIE-operated and 124 are Tribally-operated under BIE contracts or grants. The Bureau also funds or operates off-reservation boarding schools and peripheral dormitories near reservations for students attending public schools. BIE provides for school bus transportation of children to and from its schools. Furthermore, BIE provides for the educational needs of Indian children with disabilities, including their necessary transportation, in compliance with the Individuals with Disabilities Education Act.	\$147m Trans- port: \$50.5m	Y	Tribes	N	N	N	N	Y
Family and Child Education http://www.bie.edu/Programs/FACE/index.htm Known by its acronym as FACE, this program was initiated in 1990, and currently has programs in 44 Bureau of Indian Education (BIE) funded schools. It was designed as a family literacy program, and has become an	\$11m	Y	Tribes	N	N	N	Y	N

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integrated model for an early childhood/parental involvement program for American Indian families in BIE-funded schools. The goals of the FACE program are: to support parents/primary caregivers in their role as their child's first and most influential teacher; to increase family literacy; to strengthen family-school-community connections; to promote the early identification and services to children with special needs; to increase parent participation in their child's learning; to support and celebrate the unique cultural and linguistic diversity of each American Indian community served by the program; and to promote lifelong learning. Transportation in support of these goals may be provided.								
DEPARTMENT OF LABOR								
<i>Employment and Training Administration</i>								
Trade Adjustment Assistance Training Grants http://www.doleta.gov/tradeact/ The Trade Adjustment Assistance (TAA) program is a federal program that provides a path for employment growth and opportunity through aid to US workers who have lost their jobs as a result of foreign trade. The TAA program seeks to provide these workers with opportunities to obtain the skills, resources and support they need to become reemployed.	\$685m	Other	States	N	Y	N	Y	N
Welfare to Work Grants for Tribes <i>[identified in 2003, but since discontinued]</i>	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Welfare to Work for States and Local Governments <i>[identified in 2003, but since discontinued]</i>	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Work Incentive Grants <i>[identified in 2003, but since discontinued]</i>	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Workforce Investment Act Adult & Dislocated Worker Programs http://www.doleta.gov/programs/general_info.cfm Workforce Investment Act Youth Activities http://www.doleta.gov/youth_services/ Native American Employment and Training http://www.doleta.gov/dinap/ National Farmworker Jobs Program (Migrant and Seasonal Farmworker Program) http://www.doleta.gov/MSFW/html/NFJP.cfm The Workforce Investment Act (WIA) authorizes funding to state, tribal and local workforce development agencies for a variety of employment and training services for youths, adults, dislocated workers, migrant and seasonal farmworkers and their families, and Native Americans. These funds may be used to help provide transportation to training programs for program participants.	\$3.5b	Other	States	State Metro	Y	Y	Y	N
Youthbuild http://www.doleta.gov/youth_services/youthbuild.cfm	\$116m	Y	Local entities	N	N	N	Y	N

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
Youthbuild is an alternative education program that assists youth who are often significantly behind in basic skills with obtaining the education and employment skills necessary to achieve economic self-sufficiency, while also providing these disadvantaged youth with opportunities for meaningful work, fostering a commitment to community development among youth in low-income communities, and expanding the supply of permanent affordable housing by utilizing the energies and talents of disadvantaged youth.								
Youth Opportunity Grants <i>[identified in 2003, but since discontinued]</i>	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Senior Community Service Employment Program http://www.doleta.gov/seniors/ This program, authorized at Title V of the Older Americans Act, provides formula grants to states, and grants to national nonprofit organizations, for subsidized employment and related services for low-income elders. Transportation is among the services provided through this program.	\$820m	E	States	N	Y	Y	Y	N
Employment Standards Administration								
Black Lung Benefits Program http://www.dol.gov/owcp/dcmwc/regs/compliance/bltable.htm Coal industry workers who have been disabled from pneumoconiosis, or "Black Lung Disease," and the widow(er)s and surviving dependents of these workers, receive monthly cash payments and other benefits from the Black Lung Disability Trust Fund. In addition to the cash payments, which carry no restriction on their use, persons disabled due to pneumoconiosis are reimbursed for their travel to and from necessary medical care; these reimbursements can be for payments to transportation providers.	\$596m	Other	Eligible individuals	N	Y	N	Y	N
Office of Job Corps								
Job Corps http://www.jobcorps.gov/home.aspx Job Corps is an alternative education and training program that helps young people from low-income households earn a high school diploma or GED, and find and keep a good job.	\$1.7b	Y		N	N	N	Y	N
Veterans' Employment and Training Service								
Veterans Workforce Investment Program (Veterans' Employment Program) http://www.dol.gov/vets/programs/vwip/main.htm Homeless Veterans Reintegration Project http://www.dol.gov/vets/grants/hvrp.htm The Labor Department's Veterans' Employment and Training Service addresses the specific needs of veterans, including veterans with disabilities, as they transition from military service to non-military employment. Working	\$43m	V	State	State	Y	Y	Y	N

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through state and local workforce agencies, veterans groups, and One-Stop Career Centers, a variety of job search, training, transitional assistance and necessary supportive services, occasionally including transportation, are provided to veterans, with particular emphasis paid to addressing the needs of veterans with disabilities and homeless veterans.								
DEPARTMENT OF TRANSPORTATION								
<i>Federal Transit Administration</i>								
Over-the-Road Bus Accessibility Grants http://www.fta.dot.gov/funding/grants/grants_financing_11856.html This is a program of grants to help private operators of over-the-road buses finance a portion of their costs in complying with unique aspects of the Americans with Disabilities Act that pertain to these vehicles and their operations. NOTE: This program discontinued as of FY 2013, per MAP-21.	\$6m	Other	Private bus companies	N	N	N	N	N
Transit Capital Assistance for Elderly Persons and Persons with Disabilities http://www.fta.dot.gov/funding/grants/grants_financing_3556.html Known by its authorizing legislation as Section 5310, this program provides formula funding to state for the purpose of assisting private nonprofit groups and certain public bodies in meeting the transportation needs of elders and persons with disabilities. With a limited number of exceptions, funds may be used only for capital expenses or purchase-of-service agreements. States receive these funds on a formula basis. NOTE: This program revised significantly in FY 2013, per MAP-21.	\$176m	E. D	States	State	Y	Y	N	Y
Job Access and Reverse Commute Program http://www.fta.dot.gov/funding/grants/grants_financing_3550.html The Job Access and Reverse Commute program (JARC) promotes transportation services in urban and rural areas that assist welfare recipients and low-income individuals in accessing employment opportunities. Funding is distributed by formula to urbanized areas over 200,000 population, and to states for projects in rural areas and in urbanized areas of less than 200,000 population. NOTE: This program discontinued as of FY 2013, per MAP-21.	\$163m	L	States, local entities	State Metro	Y	Y	N	Y
Federal Transit Formula Grants – Nonurbanized (“rural”) Areas http://www.fta.dot.gov/funding/grants/grants_financing_3555.html Commonly known by its authorizing legislation as Section 5311, this is a program of formula funding to states for the purpose of supporting public transportation in areas with populations of less than 50,000. Funds may be used to support administrative, capital or operating	\$633m	Other	States	State	Y	Y	Y	Y

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costs of local transportation providers. States are to spend 15 percent of their funding allocations on rural intercity bus needs, unless their governor certifies these needs already are adequately met. States may distribute funding to public, private non-profit, or tribal organizations.								
Federal Transit Formula Grants – Urbanized Areas http://www.fta.dot.gov/funding/grants/grants_financing_3561.html Commonly known by its authorizing legislation as Section 5307, this program provides formula-based funding for transit projects in urbanized areas with populations greater than 50,000. In areas with populations greater than 200,000, funds are apportioned directly to designated recipients in the urbanized area, and may be used almost solely for capital expenses, although both preventive maintenance and mobility management activities are considered eligible capital expenses (these urbanized areas also may spend up to 10 percent of their Section 5307 allocations on the costs of their ADA complementary paratransit operations, and are required to spend 1 percent of their allocations on safety and security, and 1 percent on transit enhancements). In urbanized areas with populations between 50,000 and 200,000, Section 5307 funds may be used either for capital or operating costs, and typically are allocated to states for distribution among the smaller urbanized areas within the state.	\$4.9b	Other	States, local entities	State Metro	Y	Y	Y	Y
New Freedom Program http://www.fta.dot.gov/funding/grants/grants_financing_3549.html The New Freedom formula grant program aims to reduce barriers to transportation services and expand the transportation mobility options available to persons with disabilities act beyond the requirements of the Americans with Disabilities Act of 1990 (ADA). Funds are available to provide both capital and operating assistance to projects that provide accessible transportation services beyond the accessible transportation requirements of the ADA. Projects must be derived from a locally developed, coordinated public transit-human services transportation plan. NOTE: This program discontinued as of FY 2013, per MAP-21.	\$90m	D	States, local entities	State Metro	Y	Y	Y	Y
Federal Transit Capital Investment Grants http://www.fta.dot.gov/funding/grants/grants_financing_3557.html Commonly known by its authorizing legislation as Section 5309, this is a program of capital assistance grants for (a) new rail and other fixed-guideway transit systems, (b) modernization of existing rail and other fixed-guideway systems, and (c) buses and bus facilities. NOTE: This program revised significantly in FY 2013, per MAP-21.	\$3.3b	Other	States, local entities	State Metro	N	N	N	Y

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Federal Highway Administration								
Indian Reservation Roads http://fh.fhwa.dot.gov/programs/irr/ The Indian Reservation Roads Program addresses transportation needs of tribes by providing funds for planning, designing, construction and maintenance activities. These funds may be used for the capital and operating costs of tribal transit programs, as based on plans that assess the condition and relative need of all transportation infrastructure on Indian reservations.	\$450m	Other	Tribes	Tribal	N	N	N	Y
DEPARTMENT OF VETERANS AFFAIRS								
Veterans Health Administration								
Veterans Medical Care Benefits http://www.va.gov/health/MedicalCenters.asp Veterans are eligible for a wide range of hospital-based and outpatient medical services. The Dept of Veterans Affairs (VA) will reimburse eligible veterans for some transportation to covered medical care. In addition, many VA Medical Centers work with volunteer networks to provide transportation for veterans seeking health care, and there occasionally are opportunities for transportation providers to contract directly with VA Medical Centers to provide some services. A growing number of VA Medical Centers have transportation mobility managers, and those VA Medical Centers participating in VA's Veterans Transportation Service provide transportation services above and beyond volunteer networks and individual reimbursements. VA also has specific funding opportunities for organizations serving homeless veterans.	\$36.1b Trans- port: \$314.8m	V	Individ- uals	N	N	N	Y	N
Homeless Providers Grant and Per Diem Program http://www.va.gov/homeless/gpd.asp This is a program of annual discretionary grants to community agencies that provide services to homeless veterans. The purpose is to promote the development and provision of supportive housing and/or supportive services with the goal of helping veterans achieve residential stability, increase their occupational skills and income, and obtain greater self-determination.	\$122m Trans- port: \$283K	V	Local entities	N	N	N	N	Y
Veterans Benefits Administration								
Automobiles and Adaptive Equipment http://www.vba.va.gov/VBA/benefits/factsheets/index.asp The Dept of Veterans Affairs (VA) will pay for the acquisition of an accessible personal vehicle, or for the adaptation of a personal vehicle, to accommodate a veteran or service member with certain disabilities that resulted from an injury or disease incurred or aggravated during active military service.	\$75m	V	Individ- uals	N	N	N	N	N

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CORPORATION FOR NATIONAL AND COMMUNITY SERVICE								
National Senior Service Corps http://www.seniorcorps.gov Senior Corps connects volunteers age 55+ with community service opportunities where they are needed most, and provides limited stipends and transportation reimbursements when needed for successful program participation. The three components of the Senior Corps are the Foster Grandparent Program, the Senior Companion Program, and RSVP (the Retired Senior Volunteer Program)	\$205m	E	Local entities, individuals	N	N	N	Y	N
SOCIAL SECURITY ADMINISTRATION								
Ticket to Work Program http://www.ssa.gov/work/aboutticket.html Under the Ticket to Work program, Social Security beneficiaries may receive "tickets" that help connect them with designated employment networks, where they can obtain employment services vocational rehabilitation services, or other support services necessary to achieve a vocational goal.	\$84m	D	Individuals	N	Y	Y	Y	N

Appendix C – Population Statistics

PDC 23 Demographics (Census 2010)

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Gloucester County	510731001001	53.98	2958	54.80
Gloucester County	510731001002	17.41	2165	124.36
Gloucester County	510731001003	15.44	2442	158.18
Gloucester County	510731002011	11.49	2082	181.27
Gloucester County	510731002012	14.36	2432	169.41
Gloucester County	510731002013	8.35	1295	155.15
Gloucester County	510731002021	8.37	1529	182.78
Gloucester County	510731002022	7.60	2129	280.06
Gloucester County	510731002031	1.33	1196	896.49
Gloucester County	510731002032	13.07	1028	78.67
Gloucester County	510731002033	6.01	1075	178.83
Gloucester County	510731002034	3.34	796	238.06
Gloucester County	510731003011	2.27	2814	1240.58
Gloucester County	510731003012	0.83	1161	1407.14
Gloucester County	510731003013	0.90	1571	1754.79
Gloucester County	510731003021	12.53	2838	226.51
Gloucester County	510731003022	2.23	1471	658.63
Gloucester County	510731003023	0.35	675	1917.72
Gloucester County	510731004001	16.05	719	44.79
Gloucester County	510731004002	7.08	625	88.22
Gloucester County	510731005001	4.99	921	184.54
Gloucester County	510731005002	2.66	575	215.91
Gloucester County	510731005003	2.31	1833	794.38
Gloucester County	510731005004	4.87	528	108.50
Isle of Wight County	510932801011	21.89	1489	68.01
Isle of Wight County	510932801012	22.03	2518	114.30
Isle of Wight County	510932801031	7.86	2551	324.52
Isle of Wight County	510932801032	5.60	2521	450.32
Isle of Wight County	510932801033	5.33	1618	303.78
Isle of Wight County	510932801041	0.61	970	1594.19
Isle of Wight County	510932801042	1.06	1763	1658.78
Isle of Wight County	510932801043	2.55	1721	675.17
Isle of Wight County	510932801051	8.98	1602	178.37
Isle of Wight County	510932801052	1.15	685	594.47
Isle of Wight County	510932801053	1.97	1749	888.19
Isle of Wight County	510932801061	2.09	2144	1026.31

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Isle of Wight County	510932801062	2.46	619	251.50
Isle of Wight County	510932802001	37.29	858	23.01
Isle of Wight County	510932802002	23.15	684	29.55
Isle of Wight County	510932802003	23.14	1324	57.21
Isle of Wight County	510932802004	12.18	925	75.96
Isle of Wight County	510932803001	21.56	1636	75.88
Isle of Wight County	510932803002	28.20	2684	95.18
Isle of Wight County	510932803003	14.85	1170	78.77
Isle of Wight County	510932804001	19.91	875	43.94
Isle of Wight County	510932804002	15.01	1172	78.07
Isle of Wight County	510932804003	14.54	1025	70.51
Isle of Wight County	510932804004	22.20	967	43.55
James City County	510950801011	2.64	1174	445.49
James City County	510950801012	1.29	1768	1367.76
James City County	510950801013	1.64	1251	762.26
James City County	510950801014	0.53	1370	2600.56
James City County	510950801021	2.54	1458	575.09
James City County	510950801022	5.92	2556	431.72
James City County	510950802021	1.51	2886	1906.25
James City County	510950802022	1.60	2540	1589.72
James City County	510950802031	4.63	1333	288.08
James City County	510950802032	0.97	2177	2241.39
James City County	510950802051	0.70	1656	2372.21
James City County	510950802052	1.82	1384	761.14
James City County	510950802061	1.22	1870	1530.53
James City County	510950802062	2.65	4156	1568.66
James City County	510950802063	3.31	3695	1117.63
James City County	510950803011	26.20	1754	66.95
James City County	510950803012	3.26	3705	1137.98
James City County	510950803013	1.36	3404	2497.71
James City County	510950803031	4.05	3521	870.12
James City County	510950803032	1.97	2705	1369.88
James City County	510950803033	5.38	1419	263.71
James City County	510950803041	9.87	3012	305.02
James City County	510950803042	1.61	2645	1647.42
James City County	510950804011	14.83	3101	209.05
James City County	510950804012	27.07	3724	137.56
James City County	510950804021	6.75	3027	448.60
James City County	510950804022	7.13	3718	521.61
Southampton County	511752001001	118.14	2736	23.16
Southampton County	511752001002	59.12	1515	25.63
Southampton County	511752002001	101.67	1269	12.48

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Southampton County	511752002002	63.98	1613	25.21
Southampton County	511752003001	4.14	1395	337.06
Southampton County	511752004001	45.34	2873	63.36
Southampton County	511752004002	25.37	2158	85.08
Southampton County	511752004003	22.60	1330	58.85
Southampton County	511752005001	92.46	2064	22.32
Southampton County	511752005002	66.32	1617	24.38
Surry County	511818601001	34.16	1514	44.32
Surry County	511818601002	34.92	1224	35.05
Surry County	511818601003	19.84	669	33.72
Surry County	511818602001	46.08	1110	24.09
Surry County	511818602002	42.20	884	20.95
Surry County	511818602003	24.80	608	24.52
Surry County	511818602004	76.95	1049	13.63
York County	511990502031	0.60	2435	4040.96
York County	511990502032	0.58	1674	2891.62
York County	511990502033	0.57	2543	4446.40
York County	511990502041	0.30	2039	6900.75
York County	511990502042	0.17	271	1586.62
York County	511990502043	0.20	2933	14321.14
York County	511990502044	0.13	588	4468.14
York County	511990502051	1.29	1052	816.71
York County	511990502052	1.51	1879	1248.32
York County	511990502053	0.77	1697	2206.64
York County	511990502061	1.43	3715	2602.72
York County	511990502062	1.00	1807	1813.74
York County	511990502063	0.40	1060	2651.12
York County	511990503031	0.82	2469	3008.94
York County	511990503032	1.67	2581	1546.35
York County	511990503033	0.33	725	2227.57
York County	511990503041	2.48	2276	917.58
York County	511990503042	0.89	867	971.70
York County	511990503043	1.12	2205	1965.56
York County	511990503051	1.01	1498	1486.36
York County	511990503052	2.38	1716	719.95
York County	511990503061	3.26	1988	610.67
York County	511990503062	2.74	634	231.40
York County	511990503063	2.15	2271	1055.00
York County	511990504011	5.42	1945	358.87
York County	511990504012	1.01	1355	1338.05
York County	511990504021	1.13	1337	1179.61
York County	511990504022	3.95	1474	372.77

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
York County	511990504023	0.40	716	1781.93
York County	511990505001	0.75	1325	1769.39
York County	511990505002	3.28	530	161.34
York County	511990505003	6.45	1105	171.22
York County	511990509001	18.92	703	37.15
York County	511990509002	2.57	1462	568.05
York County	511990510001	16.55	1674	101.12
York County	511990510002	1.43	621	434.05
York County	511990510003	9.66	1315	136.20
York County	511990511001	2.64	2274	861.03
York County	511990511002	0.79	2199	2798.77
York County	511990511003	2.02	2506	1243.57
Chesapeake	515500200011	0.53	1530	2902.23
Chesapeake	515500200021	0.45	1339	3006.89
Chesapeake	515500200022	0.21	1930	9262.68
Chesapeake	515500200023	0.20	1338	6627.68
Chesapeake	515500200031	0.21	1606	7495.27
Chesapeake	515500200032	0.23	1311	5705.73
Chesapeake	515500200033	0.18	1049	5931.69
Chesapeake	515500200034	0.18	687	3735.53
Chesapeake	515500200035	0.20	981	4924.29
Chesapeake	515500201001	0.14	1358	9551.80
Chesapeake	515500201002	0.27	2052	7586.96
Chesapeake	515500201003	0.19	1122	5906.63
Chesapeake	515500202001	0.36	990	2715.59
Chesapeake	515500202002	0.18	884	4799.18
Chesapeake	515500202003	0.32	1286	4068.11
Chesapeake	515500202004	0.26	961	3630.93
Chesapeake	515500203001	0.26	895	3466.63
Chesapeake	515500203002	0.21	800	3759.55
Chesapeake	515500204001	0.13	1202	9505.70
Chesapeake	515500204002	0.16	994	6349.78
Chesapeake	515500204003	0.33	777	2377.96
Chesapeake	515500205001	1.82	1429	786.31
Chesapeake	515500206001	0.34	1232	3644.70
Chesapeake	515500206002	0.26	993	3789.42
Chesapeake	515500206003	0.27	1117	4186.47
Chesapeake	515500206004	0.23	711	3050.49
Chesapeake	515500207001	0.41	2022	4934.70
Chesapeake	515500207002	0.86	3296	3827.36
Chesapeake	515500208041	1.30	3209	2468.05
Chesapeake	515500208042	1.94	2412	1241.57

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Chesapeake	515500208043	11.16	1193	106.93
Chesapeake	515500208051	3.44	2485	722.71
Chesapeake	515500208052	0.25	927	3685.79
Chesapeake	515500208053	0.49	1961	3978.62
Chesapeake	515500208061	1.32	3622	2740.07
Chesapeake	515500208062	0.34	1849	5373.19
Chesapeake	515500208063	0.28	1368	4960.58
Chesapeake	515500208071	0.19	1237	6675.85
Chesapeake	515500208072	0.48	2282	4718.05
Chesapeake	515500208073	0.52	2318	4497.04
Chesapeake	515500208074	0.34	1619	4759.79
Chesapeake	515500208081	0.30	1468	4844.82
Chesapeake	515500208082	0.44	2283	5173.07
Chesapeake	515500208091	1.26	2603	2071.31
Chesapeake	515500208092	0.50	1372	2732.55
Chesapeake	515500208093	0.25	919	3672.12
Chesapeake	515500209031	1.51	2795	1849.64
Chesapeake	515500209041	0.99	1300	1317.52
Chesapeake	515500209042	1.09	2874	2641.71
Chesapeake	515500209043	0.67	2397	3576.15
Chesapeake	515500209044	1.28	2067	1617.66
Chesapeake	515500209051	0.83	2701	3237.36
Chesapeake	515500209061	1.48	2466	1670.53
Chesapeake	515500209062	0.56	2491	4423.88
Chesapeake	515500209063	0.42	2124	5093.14
Chesapeake	515500210041	7.11	2325	327.15
Chesapeake	515500210042	0.33	1328	3969.60
Chesapeake	515500210043	0.27	1030	3788.85
Chesapeake	515500210044	0.11	925	8312.39
Chesapeake	515500210051	2.09	3557	1698.72
Chesapeake	515500210052	0.90	1925	2136.95
Chesapeake	515500210061	1.61	3878	2412.98
Chesapeake	515500210062	0.77	2085	2708.37
Chesapeake	515500210063	8.60	1970	228.99
Chesapeake	515500210091	5.48	1465	267.32
Chesapeake	515500210092	1.57	2797	1780.43
Chesapeake	515500210101	0.64	2267	3560.37
Chesapeake	515500210102	0.28	872	3159.87
Chesapeake	515500210103	0.53	2526	4785.32
Chesapeake	515500210111	0.60	2372	3976.36
Chesapeake	515500210112	0.35	1111	3181.57
Chesapeake	515500210121	0.56	1116	2000.59

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Chesapeake	515500210122	0.81	1875	2327.51
Chesapeake	515500210123	0.59	2365	4034.15
Chesapeake	515500210124	0.16	753	4854.70
Chesapeake	515500210131	0.81	2189	2696.44
Chesapeake	515500210132	0.52	2481	4775.64
Chesapeake	515500211011	1.59	2031	1274.80
Chesapeake	515500211012	1.33	1369	1026.04
Chesapeake	515500211013	0.39	1679	4357.93
Chesapeake	515500211021	18.09	3569	197.28
Chesapeake	515500211022	22.54	1990	88.29
Chesapeake	515500211023	17.41	2339	134.37
Chesapeake	515500212001	20.36	1554	76.34
Chesapeake	515500212002	23.58	2607	110.58
Chesapeake	515500212003	30.75	1569	51.03
Chesapeake	515500213011	8.68	963	110.97
Chesapeake	515500213012	80.53	1446	17.96
Chesapeake	515500213013	1.55	2987	1927.56
Chesapeake	515500213021	2.31	2107	910.51
Chesapeake	515500213022	2.12	3042	1436.21
Chesapeake	515500213023	0.93	2358	2528.22
Chesapeake	515500213024	2.36	2151	912.56
Chesapeake	515500214011	1.59	2028	1277.09
Chesapeake	515500214021	1.32	1849	1399.22
Chesapeake	515500214022	0.72	1412	1955.47
Chesapeake	515500214023	0.69	1814	2634.74
Chesapeake	515500214024	0.32	1242	3902.92
Chesapeake	515500214031	1.20	970	806.72
Chesapeake	515500214032	0.73	1165	1587.97
Chesapeake	515500214033	0.47	2755	5864.50
Chesapeake	515500214041	0.43	2057	4748.52
Chesapeake	515500214042	0.39	2831	7258.35
Chesapeake	515500214043	1.03	1800	1753.65
Chesapeake	515500214044	2.52	983	389.67
Chesapeake	515500215011	0.25	1937	7597.40
Chesapeake	515500215012	5.01	2882	574.79
Chesapeake	515500215013	1.33	2942	2218.83
Chesapeake	515500215014	1.02	2389	2351.20
Chesapeake	515500215021	0.60	1800	3003.27
Chesapeake	515500215022	0.37	760	2043.61
Chesapeake	515500215023	1.29	2364	1835.18
Chesapeake	515500215024	2.89	2249	777.76
Chesapeake	515500216011	0.49	2326	4762.13

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Chesapeake	515500216012	0.79	1782	2258.93
Chesapeake	515500216013	0.49	1248	2551.83
Chesapeake	515500216014	0.25	800	3176.21
Chesapeake	515500216015	0.74	2027	2742.97
Chesapeake	515500216021	0.32	665	2063.53
Chesapeake	515500216022	0.12	973	8201.77
Chesapeake	515500216023	0.88	2695	3067.35
Chesapeake	515500216024	0.35	2257	6427.59
Franklin	516200901001	1.58	1440	913.93
Franklin	516200901002	2.63	1784	679.04
Franklin	516200901003	1.85	1546	835.37
Franklin	516200902001	0.62	820	1313.18
Franklin	516200902002	0.54	1480	2742.22
Franklin	516200902003	0.99	1512	1530.20
Hampton	516500101031	0.60	1232	2063.17
Hampton	516500101032	1.03	1570	1529.34
Hampton	516500101033	1.08	802	741.40
Hampton	516500101034	0.40	1533	3820.10
Hampton	516500101035	0.19	1178	6187.90
Hampton	516500101036	0.22	793	3597.65
Hampton	516500101041	0.26	1212	4652.35
Hampton	516500101042	0.17	1211	7339.21
Hampton	516500101043	0.12	757	6313.12
Hampton	516500101044	0.14	830	5961.77
Hampton	516500101045	0.34	2526	7424.08
Hampton	516500102001	5.65	1343	237.68
Hampton	516500103041	3.34	1813	543.56
Hampton	516500103042	0.65	2605	3987.92
Hampton	516500103043	1.26	3220	2548.61
Hampton	516500103061	0.73	1868	2546.37
Hampton	516500103062	0.73	1920	2635.43
Hampton	516500103063	0.27	1561	5831.16
Hampton	516500103064	0.32	1006	3152.10
Hampton	516500103071	0.94	2620	2798.28
Hampton	516500103072	1.38	2719	1974.89
Hampton	516500103091	0.34	1236	3622.97
Hampton	516500103092	0.22	1292	5939.27
Hampton	516500103093	0.28	1951	6935.58
Hampton	516500103101	0.36	2216	6078.48
Hampton	516500103102	0.30	883	2919.87
Hampton	516500103103	0.37	1211	3252.58
Hampton	516500103111	0.42	1949	4601.03

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Hampton	516500103112	0.62	2472	4009.93
Hampton	516500103121	0.34	1494	4392.18
Hampton	516500103122	0.21	788	3730.83
Hampton	516500103123	0.26	1092	4236.25
Hampton	516500103131	0.35	402	1139.44
Hampton	516500103132	0.13	2440	19038.29
Hampton	516500103133	0.44	2168	4941.27
Hampton	516500103134	0.38	1663	4327.82
Hampton	516500103141	0.34	550	1603.94
Hampton	516500103142	1.77	1302	734.99
Hampton	516500104001	0.29	770	2668.70
Hampton	516500104002	0.38	1325	3511.89
Hampton	516500104003	0.43	2146	5030.25
Hampton	516500104004	0.39	1252	3214.03
Hampton	516500104005	0.23	1135	5034.53
Hampton	516500105011	1.27	3048	2394.77
Hampton	516500105012	1.42	1741	1227.40
Hampton	516500105013	0.25	1016	4144.57
Hampton	516500105021	0.40	2383	5945.32
Hampton	516500105022	1.07	831	780.13
Hampton	516500106011	0.38	1014	2692.90
Hampton	516500106012	0.26	1715	6665.27
Hampton	516500106021	0.14	1414	9752.30
Hampton	516500106022	0.78	1677	2158.99
Hampton	516500107011	0.42	1718	4096.06
Hampton	516500107012	0.40	1916	4759.83
Hampton	516500107021	0.36	2090	5737.82
Hampton	516500107022	0.32	1640	5175.84
Hampton	516500107031	0.16	921	5896.97
Hampton	516500107032	0.27	1584	5882.61
Hampton	516500107033	0.21	671	3155.26
Hampton	516500108001	0.37	1564	4239.47
Hampton	516500108002	0.66	1662	2523.27
Hampton	516500108003	0.47	1213	2576.02
Hampton	516500108004	0.13	878	6749.40
Hampton	516500109001	0.53	2092	3981.00
Hampton	516500110001	0.33	1482	4490.96
Hampton	516500110002	0.25	1007	4080.25
Hampton	516500110003	0.59	3620	6110.10
Hampton	516500111001	0.77	696	907.02
Hampton	516500112001	0.30	1220	4002.34
Hampton	516500112002	0.18	780	4337.07

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Hampton	516500112003	0.23	839	3575.28
Hampton	516500113001	0.13	1021	7851.85
Hampton	516500113002	0.33	1186	3631.70
Hampton	516500114001	0.58	2667	4625.18
Hampton	516500114002	0.15	117	796.64
Hampton	516500115001	0.38	1207	3152.51
Hampton	516500115002	0.22	907	4054.46
Hampton	516500115003	0.32	1026	3249.89
Hampton	516500115004	0.24	920	3871.68
Hampton	516500116001	0.19	1289	6933.82
Hampton	516500116002	0.17	641	3877.25
Hampton	516500116003	0.20	782	3880.72
Hampton	516500118001	0.17	909	5378.42
Hampton	516500118002	0.14	818	5906.72
Hampton	516500118003	0.12	672	5707.68
Hampton	516500118004	0.21	1113	5218.70
Hampton	516500118005	0.15	586	3906.01
Hampton	516500118006	0.16	782	4930.16
Hampton	516500119001	0.27	1078	3966.31
Hampton	516500119002	0.29	1346	4634.08
Hampton	516500119003	0.35	754	2126.81
Hampton	516500120001	0.40	2102	5251.49
Hampton	516500120002	0.33	1115	3403.60
Hampton	516500121001	2.11	714	339.01
Hampton	516500121002	1.23	2643	2149.40
Hampton	516500121003	0.78	1623	2087.90
Hampton	516500121004	0.25	930	3789.77
Newport News	517000301001	0.26	1832	6998.25
Newport News	517000301002	0.65	855	1317.33
Newport News	517000301003	0.51	1781	3495.54
Newport News	517000303001	0.18	1006	5652.01
Newport News	517000303002	0.15	1125	7328.03
Newport News	517000303003	0.09	754	8113.15
Newport News	517000303004	0.20	1159	5756.69
Newport News	517000303005	0.14	689	4874.28
Newport News	517000303006	0.12	778	6484.85
Newport News	517000303007	0.13	706	5410.95
Newport News	517000304001	0.33	998	3037.77
Newport News	517000304002	0.08	905	11024.75
Newport News	517000304003	0.12	1173	10026.09
Newport News	517000304004	0.08	688	8765.41
Newport News	517000305001	0.17	1261	7593.84

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Newport News	517000305002	0.12	810	6701.75
Newport News	517000306001	0.17	910	5337.76
Newport News	517000306002	0.10	917	9123.32
Newport News	517000306003	0.10	733	7510.36
Newport News	517000308001	0.47	1032	2201.85
Newport News	517000308002	0.07	644	8748.63
Newport News	517000308003	0.11	610	5681.49
Newport News	517000309001	0.47	1030	2177.71
Newport News	517000309002	0.19	1108	5918.76
Newport News	517000311001	0.32	1301	4070.40
Newport News	517000311002	1.22	1438	1182.72
Newport News	517000312001	0.55	721	1304.93
Newport News	517000312002	0.33	1449	4408.47
Newport News	517000313001	0.14	848	6224.96
Newport News	517000313002	0.24	892	3782.15
Newport News	517000313003	0.28	1835	6609.43
Newport News	517000313004	0.18	737	3999.26
Newport News	517000314001	0.54	1675	3087.24
Newport News	517000314002	0.33	1294	3878.02
Newport News	517000314003	0.51	1433	2801.40
Newport News	517000314004	0.32	1874	5915.90
Newport News	517000315001	1.07	2048	1906.01
Newport News	517000315002	0.50	2027	4043.41
Newport News	517000315003	1.06	1768	1675.60
Newport News	517000316011	0.87	3145	3616.97
Newport News	517000316012	0.10	1248	12565.57
Newport News	517000316013	0.16	857	5511.34
Newport News	517000316014	0.23	961	4207.68
Newport News	517000316021	0.30	860	2854.72
Newport News	517000316022	0.18	746	4230.37
Newport News	517000316023	0.47	1476	3110.41
Newport News	517000316024	0.50	1370	2741.28
Newport News	517000317011	0.40	1698	4200.39
Newport News	517000317012	0.45	2526	5666.33
Newport News	517000317021	0.28	1510	5382.80
Newport News	517000317022	0.36	1719	4714.66
Newport News	517000317023	0.27	1525	5571.93
Newport News	517000318001	0.80	1714	2154.49
Newport News	517000318002	1.25	2246	1802.87
Newport News	517000319011	0.54	2008	3729.50
Newport News	517000319012	0.99	1726	1739.32
Newport News	517000319021	0.45	1058	2350.12

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Newport News	517000319022	0.72	1370	1911.37
Newport News	517000319023	0.30	1588	5375.83
Newport News	517000320011	0.52	1121	2149.02
Newport News	517000320012	0.94	1729	1845.41
Newport News	517000320021	0.28	1237	4491.76
Newport News	517000320022	0.45	1552	3440.97
Newport News	517000320023	0.71	1248	1756.60
Newport News	517000320024	0.51	2118	4127.66
Newport News	517000320051	0.28	1468	5175.36
Newport News	517000320052	0.28	1263	4515.97
Newport News	517000320061	0.21	1468	7081.12
Newport News	517000320062	0.25	1349	5493.43
Newport News	517000320063	0.18	1073	5816.95
Newport News	517000320071	0.36	1463	4027.47
Newport News	517000320072	0.17	646	3738.01
Newport News	517000320073	0.41	1489	3622.86
Newport News	517000321131	0.64	1396	2172.35
Newport News	517000321132	2.26	1360	600.97
Newport News	517000321141	0.66	1742	2625.98
Newport News	517000321171	0.40	1588	3995.34
Newport News	517000321172	0.38	2062	5371.18
Newport News	517000321173	0.23	708	3109.83
Newport News	517000321231	0.45	1823	4085.52
Newport News	517000321232	0.33	2023	6055.35
Newport News	517000321233	0.71	1834	2600.54
Newport News	517000321241	0.65	1557	2394.36
Newport News	517000321242	0.73	2317	3177.69
Newport News	517000321261	0.61	1737	2851.83
Newport News	517000321262	0.23	1699	7321.57
Newport News	517000321271	0.25	575	2322.56
Newport News	517000321272	0.29	2682	9346.01
Newport News	517000321273	0.11	912	8126.96
Newport News	517000321281	2.36	2255	956.37
Newport News	517000321282	0.08	1047	13900.33
Newport News	517000321291	0.25	1035	4121.13
Newport News	517000321292	0.29	1992	6927.16
Newport News	517000321301	0.42	2876	6811.68
Newport News	517000321302	0.30	1060	3570.05
Newport News	517000321303	0.43	1326	3087.31
Newport News	517000321311	0.33	818	2480.15
Newport News	517000321312	0.43	1304	3065.56
Newport News	517000321313	0.10	1233	12019.39

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Newport News	517000321314	0.23	1428	6288.66
Newport News	517000321321	0.34	1483	4351.01
Newport News	517000321322	0.15	853	5759.70
Newport News	517000321323	0.28	2417	8648.38
Newport News	517000321324	0.22	783	3606.71
Newport News	517000322111	0.82	1382	1690.97
Newport News	517000322112	0.47	1893	4015.75
Newport News	517000322113	0.50	1774	3571.89
Newport News	517000322114	0.63	1263	1992.28
Newport News	517000322121	0.15	1928	13179.00
Newport News	517000322122	0.17	1066	6273.77
Newport News	517000322123	0.26	947	3620.49
Newport News	517000322231	0.14	1455	10169.04
Newport News	517000322232	0.14	708	5218.27
Newport News	517000322233	0.19	981	5151.93
Newport News	517000322241	0.27	1462	5334.27
Newport News	517000322242	0.27	1679	6136.85
Newport News	517000322243	0.39	1324	3372.58
Newport News	517000322244	0.45	2665	5923.26
Newport News	517000322251	0.53	2409	4574.42
Newport News	517000322252	0.41	1343	3314.62
Newport News	517000322261	1.08	2142	1980.04
Newport News	517000322262	0.26	1895	7249.03
Newport News	517000323001	3.75	0	0.00
Newport News	517000323002	5.15	238	46.25
Newport News	517000323003	3.21	5482	1709.29
Newport News	517000324001	4.54	1410	310.34
Newport News	517000324002	2.05	1929	940.71
Norfolk	517100001001	0.20	1054	5379.91
Norfolk	517100001002	0.19	1302	7026.06
Norfolk	517100002011	0.12	1453	11817.26
Norfolk	517100002012	0.15	1289	8642.19
Norfolk	517100002021	0.15	901	6069.65
Norfolk	517100002022	0.13	1040	7844.75
Norfolk	517100002023	0.11	926	8241.28
Norfolk	517100002024	0.11	1002	9055.18
Norfolk	517100003001	0.42	1197	2880.35
Norfolk	517100003002	0.10	880	8944.17
Norfolk	517100003003	0.19	908	4882.49
Norfolk	517100004001	0.18	1203	6853.93
Norfolk	517100004002	0.08	697	8342.25
Norfolk	517100004003	0.21	1341	6459.89

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Norfolk	517100005001	0.09	699	7499.47
Norfolk	517100005002	0.18	1242	6863.09
Norfolk	517100005003	0.09	653	7476.38
Norfolk	517100005004	0.07	587	8543.88
Norfolk	517100006001	0.10	1002	9944.77
Norfolk	517100006002	0.17	953	5607.32
Norfolk	517100006003	0.21	2372	11435.32
Norfolk	517100007001	0.15	1156	7735.26
Norfolk	517100007002	0.35	1708	4938.54
Norfolk	517100008001	0.24	1088	4460.27
Norfolk	517100008002	0.11	987	9139.86
Norfolk	517100009011	1.31	5472	4170.69
Norfolk	517100009021	6.99	3541	506.56
Norfolk	517100011001	0.14	1628	11966.80
Norfolk	517100011002	0.12	965	7939.05
Norfolk	517100012001	0.49	1480	3004.46
Norfolk	517100012002	0.30	2010	6811.16
Norfolk	517100013001	0.07	623	8870.41
Norfolk	517100013002	0.18	1755	9589.71
Norfolk	517100014001	0.10	994	9528.04
Norfolk	517100014002	0.13	818	6073.06
Norfolk	517100014003	0.27	658	2437.01
Norfolk	517100015001	0.10	696	6647.48
Norfolk	517100015002	0.23	1299	5716.72
Norfolk	517100016001	0.07	796	10941.21
Norfolk	517100016002	0.13	882	6724.41
Norfolk	517100017001	0.23	1027	4477.83
Norfolk	517100017002	0.21	1219	5806.01
Norfolk	517100020001	0.37	1320	3602.53
Norfolk	517100021001	0.53	1414	2682.37
Norfolk	517100022001	0.35	1128	3215.28
Norfolk	517100022002	0.23	777	3370.71
Norfolk	517100023001	0.26	1234	4804.46
Norfolk	517100023002	0.14	794	5651.67
Norfolk	517100024001	0.33	1328	4081.92
Norfolk	517100024002	0.15	1015	6782.12
Norfolk	517100024003	0.16	1118	6998.12
Norfolk	517100025001	0.36	3498	9846.49
Norfolk	517100025002	0.18	1250	6874.12
Norfolk	517100026001	0.16	2106	13542.14
Norfolk	517100026002	0.18	1729	9606.83
Norfolk	517100027001	0.08	575	7641.85

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Norfolk	517100027002	0.14	1023	7090.27
Norfolk	517100027003	0.16	1302	8021.50
Norfolk	517100028001	0.11	704	6192.31
Norfolk	517100028002	0.08	779	9352.13
Norfolk	517100028003	0.13	1185	8877.98
Norfolk	517100028004	0.20	1483	7280.16
Norfolk	517100029001	0.33	969	2911.43
Norfolk	517100029002	0.21	1189	5570.48
Norfolk	517100029003	0.06	739	11413.58
Norfolk	517100029004	0.09	1076	12263.16
Norfolk	517100030001	0.25	1331	5410.28
Norfolk	517100030002	0.14	603	4446.54
Norfolk	517100031001	0.19	972	5095.73
Norfolk	517100031002	0.09	817	8914.70
Norfolk	517100031003	0.15	1327	8584.97
Norfolk	517100032001	0.10	823	7970.51
Norfolk	517100032002	0.11	684	6449.68
Norfolk	517100032003	0.12	1135	9371.21
Norfolk	517100033001	0.28	1376	4833.99
Norfolk	517100033002	0.21	1275	6003.07
Norfolk	517100034001	0.29	1026	3496.34
Norfolk	517100034002	0.16	1042	6356.23
Norfolk	517100035011	0.04	834	22578.13
Norfolk	517100035012	0.12	695	5911.78
Norfolk	517100035013	0.21	840	4038.63
Norfolk	517100035014	0.08	1050	12934.66
Norfolk	517100036001	0.33	1357	4086.42
Norfolk	517100037001	0.10	708	6955.39
Norfolk	517100037002	0.14	1458	10367.52
Norfolk	517100038001	0.16	19506	124287.00
Norfolk	517100038002	0.13	1428	11221.49
Norfolk	517100038003	0.17	1131	6798.28
Norfolk	517100040011	0.14	1037	7182.48
Norfolk	517100040021	0.07	1146	16159.40
Norfolk	517100040022	0.27	424	1586.97
Norfolk	517100040023	0.10	968	9819.48
Norfolk	517100040024	0.04	559	13012.56
Norfolk	517100041001	0.16	2029	12584.80
Norfolk	517100042001	0.22	840	3853.73
Norfolk	517100042002	0.07	904	13302.21
Norfolk	517100043001	0.09	658	7416.87
Norfolk	517100043002	0.13	1435	10862.74

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Norfolk	517100043003	0.11	657	6084.55
Norfolk	517100043004	0.12	749	6286.83
Norfolk	517100044001	0.09	412	4681.88
Norfolk	517100044002	0.10	783	7504.68
Norfolk	517100044003	0.09	265	3062.59
Norfolk	517100045001	0.30	1374	4601.29
Norfolk	517100046001	0.26	978	3785.09
Norfolk	517100046002	0.19	1215	6265.28
Norfolk	517100047001	0.24	2284	9403.42
Norfolk	517100047002	0.29	484	1693.61
Norfolk	517100048001	0.22	1402	6271.12
Norfolk	517100049001	0.50	2506	4990.49
Norfolk	517100049002	0.09	1424	16215.32
Norfolk	517100050001	0.69	1016	1479.12
Norfolk	517100050002	0.18	1350	7614.46
Norfolk	517100050003	0.17	905	5326.99
Norfolk	517100051001	0.54	911	1699.33
Norfolk	517100051002	0.24	1394	5848.36
Norfolk	517100051003	0.35	2217	6289.25
Norfolk	517100055001	0.67	1187	1770.45
Norfolk	517100055002	0.07	737	10640.80
Norfolk	517100055003	0.11	931	8753.52
Norfolk	517100056011	0.13	629	4734.81
Norfolk	517100056012	0.15	601	4013.17
Norfolk	517100056013	0.19	1153	5948.79
Norfolk	517100056014	0.33	1613	4931.87
Norfolk	517100056021	0.24	1249	5129.88
Norfolk	517100056022	0.18	1271	6950.21
Norfolk	517100056023	0.16	877	5321.58
Norfolk	517100057011	0.43	2475	5802.04
Norfolk	517100057012	0.18	604	3284.32
Norfolk	517100057013	0.23	1584	7027.84
Norfolk	517100057021	0.36	1518	4240.71
Norfolk	517100057022	0.33	1084	3321.89
Norfolk	517100058001	0.13	1399	10466.06
Norfolk	517100058002	0.26	2035	7874.07
Norfolk	517100058003	0.22	1157	5147.68
Norfolk	517100059011	0.10	1312	12823.46
Norfolk	517100059012	0.23	2007	8671.99
Norfolk	517100059013	0.24	1359	5746.13
Norfolk	517100059021	0.13	674	5134.45
Norfolk	517100059022	0.34	1121	3316.14

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Norfolk	517100059023	0.17	943	5559.07
Norfolk	517100059024	0.15	1169	7956.29
Norfolk	517100059031	0.40	799	1981.92
Norfolk	517100059032	0.16	824	5263.96
Norfolk	517100060001	0.16	879	5362.14
Norfolk	517100060002	0.21	1182	5574.13
Norfolk	517100060003	0.26	1517	5858.85
Norfolk	517100061001	0.37	1699	4633.41
Norfolk	517100061002	0.29	1908	6583.26
Norfolk	517100061003	0.19	1301	6845.49
Norfolk	517100061004	0.26	1956	7474.56
Norfolk	517100061005	0.12	876	7072.01
Norfolk	517100062001	0.44	1455	3342.11
Norfolk	517100062002	0.39	1850	4702.24
Norfolk	517100064001	0.62	1418	2271.93
Norfolk	517100064002	0.29	1859	6444.58
Norfolk	517100065011	0.21	1282	6126.42
Norfolk	517100065012	0.17	1410	8534.83
Norfolk	517100065021	0.38	1204	3162.17
Norfolk	517100065022	0.16	1375	8793.26
Norfolk	517100066011	0.31	723	2318.86
Norfolk	517100066021	0.22	657	2980.84
Norfolk	517100066022	0.36	1784	5014.01
Norfolk	517100066031	0.30	1237	4094.08
Norfolk	517100066032	0.25	1163	4565.15
Norfolk	517100066041	0.36	1892	5308.83
Norfolk	517100066051	0.31	1089	3550.09
Norfolk	517100066052	0.41	1583	3869.94
Norfolk	517100066061	0.20	1814	9011.95
Norfolk	517100066062	0.34	972	2825.70
Norfolk	517100066063	0.14	744	5481.32
Norfolk	517100066064	0.14	647	4727.55
Norfolk	517100066071	0.35	1089	3084.11
Norfolk	517100066072	0.26	1000	3825.00
Norfolk	517100066073	0.19	941	5026.83
Norfolk	517100068001	0.63	224	357.11
Norfolk	517100068002	0.45	1541	3422.49
Norfolk	517100069011	0.42	1001	2394.98
Norfolk	517100069012	0.69	903	1310.89
Norfolk	517100069013	0.56	1480	2651.79
Norfolk	517100069021	0.63	1349	2135.91
Norfolk	517100069022	0.36	1385	3891.47

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Norfolk	517100070011	0.68	1555	2284.38
Norfolk	517100070021	0.39	1949	4952.71
Norfolk	517100070022	0.68	1610	2366.69
Norfolk	517109802001	0.87	5	5.76
Norfolk	517109803001	2.08	1	0.48
Poquoson	517353401001	1.32	2438	1849.38
Poquoson	517353401002	0.98	1316	1346.52
Poquoson	517353402001	0.73	984	1353.76
Poquoson	517353402002	0.60	1020	1695.35
Poquoson	517353402003	0.66	1409	2125.17
Poquoson	517353402004	0.97	941	967.48
Poquoson	517353402005	0.62	879	1420.53
Poquoson	517353403001	7.86	1163	147.99
Poquoson	517353403002	0.78	871	1112.82
Poquoson	517353403003	0.80	1129	1417.49
Portsmouth	517402102001	0.18	970	5523.53
Portsmouth	517402102002	0.85	1385	1621.85
Portsmouth	517402103001	0.20	871	4278.59
Portsmouth	517402103002	0.20	622	3034.44
Portsmouth	517402103003	0.19	795	4244.14
Portsmouth	517402104001	0.37	1490	4006.75
Portsmouth	517402105001	0.39	1924	4920.77
Portsmouth	517402106001	0.23	901	3881.83
Portsmouth	517402106002	0.12	791	6342.90
Portsmouth	517402109001	0.26	1550	6052.74
Portsmouth	517402109002	0.22	1716	7663.97
Portsmouth	517402111001	0.15	778	5354.36
Portsmouth	517402111002	0.48	915	1886.70
Portsmouth	517402114001	0.18	1050	5774.89
Portsmouth	517402114002	0.15	276	1786.24
Portsmouth	517402115001	0.27	729	2698.09
Portsmouth	517402115002	0.17	1074	6498.87
Portsmouth	517402116001	0.17	713	4232.95
Portsmouth	517402116002	0.20	837	4220.22
Portsmouth	517402116003	0.20	713	3590.27
Portsmouth	517402116004	0.26	887	3458.43
Portsmouth	517402116005	0.19	991	5128.08
Portsmouth	517402117001	0.27	1049	3871.38
Portsmouth	517402117002	0.32	1166	3668.69
Portsmouth	517402117003	0.27	855	3126.38
Portsmouth	517402118001	0.15	631	4323.72
Portsmouth	517402118002	0.23	1129	4919.75

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Portsmouth	517402118003	0.12	918	7623.28
Portsmouth	517402118004	0.11	1195	10960.96
Portsmouth	517402119001	0.14	791	5585.28
Portsmouth	517402119002	0.20	897	4517.25
Portsmouth	517402120001	0.12	913	7685.27
Portsmouth	517402120002	0.20	1165	5732.99
Portsmouth	517402121001	0.32	341	1067.04
Portsmouth	517402121002	0.12	1025	8234.14
Portsmouth	517402123001	0.62	1524	2445.22
Portsmouth	517402123002	0.12	920	7427.58
Portsmouth	517402123003	0.19	1248	6411.56
Portsmouth	517402123004	0.12	1051	9032.76
Portsmouth	517402124001	0.36	950	2673.25
Portsmouth	517402124002	0.33	1328	3976.26
Portsmouth	517402124003	0.09	1011	11000.16
Portsmouth	517402125001	0.84	2142	2551.23
Portsmouth	517402126001	0.58	27	46.84
Portsmouth	517402126002	0.17	329	1948.32
Portsmouth	517402126003	0.15	785	5357.00
Portsmouth	517402127011	0.66	2260	3416.42
Portsmouth	517402127012	0.23	767	3395.38
Portsmouth	517402127013	0.50	2288	4592.17
Portsmouth	517402127014	0.25	754	3060.94
Portsmouth	517402127021	0.32	1591	4952.93
Portsmouth	517402127022	0.36	1847	5129.62
Portsmouth	517402128011	0.30	1264	4166.17
Portsmouth	517402128012	0.20	1434	7327.74
Portsmouth	517402128013	0.42	1918	4512.97
Portsmouth	517402128021	0.47	1639	3511.58
Portsmouth	517402128022	0.77	1126	1459.01
Portsmouth	517402129001	0.45	785	1729.71
Portsmouth	517402129002	0.33	1451	4353.89
Portsmouth	517402129003	0.27	1320	4933.60
Portsmouth	517402129004	0.63	1836	2920.79
Portsmouth	517402130011	5.76	380	65.96
Portsmouth	517402130012	1.06	2806	2657.60
Portsmouth	517402130013	2.24	2628	1172.14
Portsmouth	517402130021	0.36	744	2067.39
Portsmouth	517402130022	0.48	1350	2795.15
Portsmouth	517402130023	0.60	2085	3454.54
Portsmouth	517402131011	0.42	1424	3379.02
Portsmouth	517402131012	0.17	1393	8185.88

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Portsmouth	517402131013	0.35	2027	5788.20
Portsmouth	517402131031	0.32	800	2500.44
Portsmouth	517402131032	0.24	837	3557.27
Portsmouth	517402131033	0.40	2044	5095.96
Portsmouth	517402131034	0.44	1611	3689.08
Portsmouth	517402131035	0.28	1357	4917.50
Portsmouth	517402131041	0.46	2763	6020.86
Portsmouth	517402131042	0.58	1490	2586.12
Portsmouth	517402132001	0.32	1418	4437.54
Portsmouth	517402132002	0.18	652	3643.42
Portsmouth	517409801001	1.06	78	73.78
Suffolk	518000651001	0.37	821	2232.23
Suffolk	518000651002	0.37	1448	3890.03
Suffolk	518000652001	0.57	873	1521.80
Suffolk	518000652002	0.58	1176	2026.30
Suffolk	518000653001	0.12	530	4459.39
Suffolk	518000653002	0.22	1366	6270.20
Suffolk	518000653003	0.11	707	6583.59
Suffolk	518000653004	0.30	758	2538.80
Suffolk	518000654001	0.33	1404	4268.37
Suffolk	518000654002	0.22	1059	4731.14
Suffolk	518000654003	0.48	1276	2669.47
Suffolk	518000655001	0.48	1500	3144.14
Suffolk	518000655002	0.19	727	3847.30
Suffolk	518000655003	0.09	545	5953.54
Suffolk	518000751010	0.00	0	
Suffolk	518000751011	0.67	2185	3266.17
Suffolk	518000751012	0.26	138	532.49
Suffolk	518000751013	1.14	2467	2164.37
Suffolk	518000751014	0.67	2561	3837.88
Suffolk	518000751021	2.12	931	438.96
Suffolk	518000751022	1.15	1647	1431.21
Suffolk	518000751023	0.40	3	7.45
Suffolk	518000751024	2.38	1601	671.88
Suffolk	518000752011	3.44	2835	825.10
Suffolk	518000752012	1.95	1883	966.49
Suffolk	518000752021	1.57	311	197.59
Suffolk	518000752022	0.99	949	962.68
Suffolk	518000752031	0.81	128	157.83
Suffolk	518000752032	0.79	3156	3971.98
Suffolk	518000752041	1.70	2870	1687.77
Suffolk	518000752042	2.34	1925	821.96

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Suffolk	518000753011	1.46	970	662.53
Suffolk	518000753012	1.00	649	648.62
Suffolk	518000753013	0.81	541	665.52
Suffolk	518000753021	8.34	724	86.77
Suffolk	518000753022	9.68	748	77.24
Suffolk	518000753023	4.84	861	177.98
Suffolk	518000754011	2.52	673	266.90
Suffolk	518000754012	1.23	1871	1516.32
Suffolk	518000754021	0.65	2016	3094.57
Suffolk	518000754022	0.59	1064	1802.06
Suffolk	518000754023	1.50	534	356.97
Suffolk	518000754031	1.35	2820	2093.50
Suffolk	518000754032	0.69	573	831.39
Suffolk	518000754033	3.31	789	238.22
Suffolk	518000754041	6.21	935	150.63
Suffolk	518000754051	14.89	784	52.66
Suffolk	518000754052	8.48	689	81.25
Suffolk	518000754053	7.39	763	103.25
Suffolk	518000755011	1.14	957	840.37
Suffolk	518000755012	1.14	1224	1070.64
Suffolk	518000755013	0.46	887	1923.60
Suffolk	518000755014	0.39	761	1941.42
Suffolk	518000755015	5.89	882	149.84
Suffolk	518000755021	3.04	1981	651.42
Suffolk	518000755022	4.71	1028	218.12
Suffolk	518000755023	14.95	993	66.43
Suffolk	518000756011	1.54	2534	1649.33
Suffolk	518000756012	12.56	1040	82.79
Suffolk	518000756021	89.81	1397	15.55
Suffolk	518000757011	1.20	1066	889.78
Suffolk	518000757012	3.44	618	179.80
Suffolk	518000757021	0.89	430	481.61
Suffolk	518000757022	3.11	1321	424.17
Suffolk	518000757023	1.79	1037	580.55
Suffolk	518000757024	0.91	786	863.02
Suffolk	518000757031	7.28	782	107.37
Suffolk	518000757032	12.06	769	63.75
Suffolk	518000758011	33.25	1903	57.23
Suffolk	518000758012	3.64	556	152.56
Suffolk	518000758013	16.08	639	39.73
Suffolk	518000758021	22.29	980	43.97
Suffolk	518000758022	36.43	775	21.27

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Suffolk	518000758031	4.07	602	147.82
Suffolk	518000758032	16.32	853	52.28
Virginia Beach	518100400001	1.05	2475	2359.70
Virginia Beach	518100400002	1.74	1501	860.88
Virginia Beach	518100402001	1.41	1378	977.38
Virginia Beach	518100402002	0.47	2607	5573.77
Virginia Beach	518100402003	0.08	1298	15422.82
Virginia Beach	518100404021	0.32	2551	7966.39
Virginia Beach	518100404022	0.15	1746	11574.52
Virginia Beach	518100404023	0.12	1542	13205.92
Virginia Beach	518100404024	0.09	1156	13242.45
Virginia Beach	518100404031	0.06	1188	18448.89
Virginia Beach	518100404032	0.32	1267	3947.13
Virginia Beach	518100404033	0.37	1355	3689.40
Virginia Beach	518100404041	1.02	3810	3750.65
Virginia Beach	518100404042	0.52	1260	2414.69
Virginia Beach	518100404043	0.11	747	6697.83
Virginia Beach	518100404044	0.14	901	6481.79
Virginia Beach	518100406001	0.34	2118	6232.99
Virginia Beach	518100406002	0.36	2374	6595.63
Virginia Beach	518100406003	0.65	1387	2145.43
Virginia Beach	518100408011	0.14	1042	7614.19
Virginia Beach	518100408012	0.21	1212	5814.51
Virginia Beach	518100408013	0.15	905	6196.88
Virginia Beach	518100408014	0.17	948	5711.12
Virginia Beach	518100408021	0.10	690	6604.82
Virginia Beach	518100408022	0.11	755	6566.71
Virginia Beach	518100408023	0.46	2666	5787.07
Virginia Beach	518100408024	0.20	660	3325.37
Virginia Beach	518100410021	0.38	1202	3175.50
Virginia Beach	518100410022	0.35	841	2400.64
Virginia Beach	518100410031	0.20	1221	6081.62
Virginia Beach	518100410032	0.12	925	7552.94
Virginia Beach	518100410033	0.33	725	2209.70
Virginia Beach	518100410034	0.22	641	2946.84
Virginia Beach	518100410041	0.15	940	6406.12
Virginia Beach	518100410042	0.09	650	7377.85
Virginia Beach	518100410043	0.25	1041	4180.19
Virginia Beach	518100410044	0.19	1332	6878.19
Virginia Beach	518100412001	0.75	1672	2224.07
Virginia Beach	518100412002	0.85	2178	2551.68
Virginia Beach	518100412003	0.46	1224	2673.99

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Virginia Beach	518100412004	0.26	923	3574.61
Virginia Beach	518100414001	1.26	2049	1623.43
Virginia Beach	518100414002	0.48	1725	3605.31
Virginia Beach	518100414003	0.56	1371	2468.55
Virginia Beach	518100416001	0.23	1040	4441.72
Virginia Beach	518100416002	0.13	665	5274.54
Virginia Beach	518100416003	0.41	964	2370.37
Virginia Beach	518100416004	0.48	656	1380.58
Virginia Beach	518100418011	0.30	1335	4381.63
Virginia Beach	518100418012	0.28	1978	6955.35
Virginia Beach	518100418013	0.18	1021	5659.11
Virginia Beach	518100418021	0.32	1890	5885.99
Virginia Beach	518100418022	0.32	863	2723.20
Virginia Beach	518100418023	0.33	737	2221.03
Virginia Beach	518100418024	0.60	2298	3823.03
Virginia Beach	518100420001	1.07	1273	1191.25
Virginia Beach	518100420002	0.72	1146	1602.26
Virginia Beach	518100420003	0.44	1083	2469.29
Virginia Beach	518100422011	0.31	1361	4323.35
Virginia Beach	518100422012	0.48	1610	3354.09
Virginia Beach	518100422013	0.30	654	2168.15
Virginia Beach	518100422021	0.48	958	1975.33
Virginia Beach	518100422022	0.63	1754	2788.50
Virginia Beach	518100422023	0.22	850	3857.67
Virginia Beach	518100422024	0.18	906	5027.23
Virginia Beach	518100424001	0.23	1041	4511.72
Virginia Beach	518100424002	0.19	1195	6457.77
Virginia Beach	518100424003	0.25	1302	5195.97
Virginia Beach	518100424004	0.29	1299	4410.24
Virginia Beach	518100426001	0.53	1010	1910.26
Virginia Beach	518100426002	0.50	1478	2953.35
Virginia Beach	518100428011	0.20	1325	6716.13
Virginia Beach	518100428012	0.14	989	6896.13
Virginia Beach	518100428013	0.22	1249	5774.24
Virginia Beach	518100428014	0.38	989	2577.19
Virginia Beach	518100428015	0.18	1223	6854.25
Virginia Beach	518100428021	0.39	1951	4995.65
Virginia Beach	518100428022	0.17	1810	10477.91
Virginia Beach	518100428023	0.18	788	4489.32
Virginia Beach	518100430021	1.52	1962	1288.71
Virginia Beach	518100430022	1.09	2297	2104.58
Virginia Beach	518100430031	0.21	1285	6077.00

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Virginia Beach	518100430032	0.09	1736	18821.06
Virginia Beach	518100430033	0.30	1207	4082.06
Virginia Beach	518100430041	0.57	2498	4404.17
Virginia Beach	518100430042	0.26	1305	5022.78
Virginia Beach	518100432001	6.84	1134	165.76
Virginia Beach	518100434001	0.27	659	2425.79
Virginia Beach	518100434002	0.28	1396	5066.48
Virginia Beach	518100436001	0.20	836	4234.61
Virginia Beach	518100436002	0.29	888	3084.43
Virginia Beach	518100438001	0.16	663	4242.13
Virginia Beach	518100438002	0.65	808	1245.27
Virginia Beach	518100438003	0.24	920	3778.64
Virginia Beach	518100438004	0.65	1323	2037.83
Virginia Beach	518100440011	0.13	1266	9454.39
Virginia Beach	518100440012	0.26	1984	7537.58
Virginia Beach	518100440013	0.10	1076	11180.63
Virginia Beach	518100440014	0.13	1209	9562.96
Virginia Beach	518100440031	0.29	964	3343.15
Virginia Beach	518100440032	0.40	1456	3668.13
Virginia Beach	518100440033	0.21	1401	6821.32
Virginia Beach	518100440034	0.09	874	9659.39
Virginia Beach	518100440035	0.11	774	7198.83
Virginia Beach	518100440041	0.31	1253	4063.16
Virginia Beach	518100440042	0.21	816	3935.68
Virginia Beach	518100442001	1.64	1784	1089.18
Virginia Beach	518100442002	0.23	2511	10685.60
Virginia Beach	518100442003	0.25	1156	4595.85
Virginia Beach	518100442004	0.41	1136	2794.28
Virginia Beach	518100444011	0.50	648	1302.25
Virginia Beach	518100444012	0.73	1890	2572.95
Virginia Beach	518100444013	0.46	1090	2360.78
Virginia Beach	518100444021	0.63	2309	3676.49
Virginia Beach	518100444022	0.15	1102	7404.11
Virginia Beach	518100444023	0.38	1380	3602.84
Virginia Beach	518100444024	0.23	1090	4787.69
Virginia Beach	518100446001	0.85	1717	2014.95
Virginia Beach	518100446002	1.02	1843	1810.31
Virginia Beach	518100446003	0.61	814	1331.47
Virginia Beach	518100446004	0.66	1625	2446.63
Virginia Beach	518100448051	0.27	1187	4410.44
Virginia Beach	518100448052	0.34	2090	6185.19
Virginia Beach	518100448061	0.32	2081	6589.51

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Virginia Beach	518100448062	0.31	936	3034.51
Virginia Beach	518100448063	0.47	741	1566.31
Virginia Beach	518100448071	0.20	806	4072.66
Virginia Beach	518100448072	0.17	2449	14723.97
Virginia Beach	518100448073	0.22	1726	7834.16
Virginia Beach	518100448074	0.22	781	3600.19
Virginia Beach	518100448081	0.20	2139	10492.83
Virginia Beach	518100448082	0.11	651	5947.15
Virginia Beach	518100448083	0.25	1196	4751.42
Virginia Beach	518100450001	8.29	1298	156.59
Virginia Beach	518100452001	0.92	0	0.00
Virginia Beach	518100452002	1.38	2788	2026.21
Virginia Beach	518100452003	2.33	946	406.64
Virginia Beach	518100454051	0.17	753	4499.76
Virginia Beach	518100454052	0.12	1063	8880.04
Virginia Beach	518100454053	0.13	747	5823.37
Virginia Beach	518100454054	0.13	1182	8779.07
Virginia Beach	518100454055	0.08	906	11278.84
Virginia Beach	518100454061	0.13	1416	10720.92
Virginia Beach	518100454062	0.13	720	5395.20
Virginia Beach	518100454063	0.18	1980	10732.92
Virginia Beach	518100454064	1.01	2593	2577.29
Virginia Beach	518100454065	0.28	2545	9140.19
Virginia Beach	518100454071	0.39	1334	3447.77
Virginia Beach	518100454072	0.09	647	7068.29
Virginia Beach	518100454073	0.23	1587	6948.41
Virginia Beach	518100454074	2.83	866	306.24
Virginia Beach	518100454081	0.41	2709	6572.11
Virginia Beach	518100454082	0.10	1070	10479.48
Virginia Beach	518100454083	1.25	485	388.22
Virginia Beach	518100454084	1.94	2151	1110.35
Virginia Beach	518100454121	7.40	1658	224.08
Virginia Beach	518100454141	0.26	2138	8106.41
Virginia Beach	518100454142	0.11	941	8813.27
Virginia Beach	518100454143	0.16	1888	11643.61
Virginia Beach	518100454144	0.21	1194	5811.87
Virginia Beach	518100454151	0.22	1123	5113.65
Virginia Beach	518100454152	0.14	851	6001.24
Virginia Beach	518100454171	1.23	1663	1355.16
Virginia Beach	518100454172	0.54	2574	4735.46
Virginia Beach	518100454173	0.27	1384	5088.44
Virginia Beach	518100454174	1.48	3548	2400.74

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Virginia Beach	518100454201	0.58	1366	2350.78
Virginia Beach	518100454202	0.36	1410	3969.62
Virginia Beach	518100454203	1.07	1860	1737.58
Virginia Beach	518100454211	0.48	1582	3325.16
Virginia Beach	518100454212	0.90	2074	2309.54
Virginia Beach	518100454221	0.97	2120	2182.86
Virginia Beach	518100454222	0.65	2852	4414.57
Virginia Beach	518100454231	7.01	1813	258.60
Virginia Beach	518100454232	5.17	2205	426.74
Virginia Beach	518100454233	3.55	4787	1347.77
Virginia Beach	518100454241	2.12	2306	1086.72
Virginia Beach	518100454242	4.28	2136	499.27
Virginia Beach	518100454251	0.33	1933	5790.60
Virginia Beach	518100454252	0.21	1043	5020.30
Virginia Beach	518100454261	0.43	2153	5053.06
Virginia Beach	518100454262	0.45	2489	5554.03
Virginia Beach	518100454263	1.11	2097	1884.14
Virginia Beach	518100454271	0.89	1437	1608.95
Virginia Beach	518100454272	0.27	1315	4835.46
Virginia Beach	518100454273	0.28	2233	7946.28
Virginia Beach	518100454274	0.21	1296	6161.22
Virginia Beach	518100454281	1.48	1462	984.67
Virginia Beach	518100456011	0.47	933	1968.54
Virginia Beach	518100456012	0.32	1862	5856.78
Virginia Beach	518100456031	0.16	706	4378.11
Virginia Beach	518100456032	0.16	983	6152.60
Virginia Beach	518100456041	0.26	1497	5803.86
Virginia Beach	518100456042	0.17	2552	14815.62
Virginia Beach	518100456043	0.43	2286	5341.88
Virginia Beach	518100458011	0.51	2205	4295.78
Virginia Beach	518100458012	0.18	1094	6017.34
Virginia Beach	518100458013	0.56	1226	2173.28
Virginia Beach	518100458031	0.16	1503	9677.76
Virginia Beach	518100458032	0.54	1699	3144.18
Virginia Beach	518100458051	0.25	1344	5484.44
Virginia Beach	518100458061	0.31	1914	6205.65
Virginia Beach	518100458062	0.10	975	9665.06
Virginia Beach	518100458063	0.12	1197	9938.37
Virginia Beach	518100458071	0.15	1518	10319.79
Virginia Beach	518100458081	0.24	1417	5956.58
Virginia Beach	518100458082	0.11	913	8172.71
Virginia Beach	518100458091	0.18	1143	6270.75

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Virginia Beach	518100458092	0.13	1111	8357.66
Virginia Beach	518100458093	0.39	3298	8357.15
Virginia Beach	518100458094	0.05	741	14267.94
Virginia Beach	518100458101	0.27	2067	7723.91
Virginia Beach	518100460021	0.45	1712	3825.34
Virginia Beach	518100460022	0.44	1370	3098.35
Virginia Beach	518100460023	0.08	905	11603.66
Virginia Beach	518100460024	0.49	1139	2324.78
Virginia Beach	518100460051	0.40	774	1941.26
Virginia Beach	518100460052	0.54	1493	2760.29
Virginia Beach	518100460053	0.20	2495	12694.55
Virginia Beach	518100460054	0.19	1843	9815.83
Virginia Beach	518100460061	0.19	947	4939.62
Virginia Beach	518100460062	0.23	1129	4977.75
Virginia Beach	518100460063	0.32	988	3074.80
Virginia Beach	518100460064	0.47	1446	3064.84
Virginia Beach	518100460091	0.80	1055	1325.38
Virginia Beach	518100460092	0.18	1481	8163.25
Virginia Beach	518100460093	0.21	1041	4852.33
Virginia Beach	518100460094	0.32	1355	4268.39
Virginia Beach	518100460101	0.14	808	5901.82
Virginia Beach	518100460102	0.37	2324	6318.44
Virginia Beach	518100460111	0.39	1515	3855.35
Virginia Beach	518100460121	0.37	3305	8854.72
Virginia Beach	518100460122	0.34	2512	7428.85
Virginia Beach	518100460123	0.16	1073	6762.63
Virginia Beach	518100460124	0.07	882	12719.84
Virginia Beach	518100460131	0.32	1614	5081.04
Virginia Beach	518100460132	0.11	1835	16027.64
Virginia Beach	518100460133	0.09	948	10296.74
Virginia Beach	518100460141	0.46	1005	2186.59
Virginia Beach	518100460142	0.14	847	6236.57
Virginia Beach	518100460143	0.25	2490	10003.82
Virginia Beach	518100460151	1.83	1155	630.37
Virginia Beach	518100460152	0.27	1948	7236.50
Virginia Beach	518100460153	0.14	1282	9327.81
Virginia Beach	518100460154	0.12	1018	8224.72
Virginia Beach	518100460161	2.29	3447	1502.64
Virginia Beach	518100462041	1.02	2303	2265.61
Virginia Beach	518100462042	0.82	2336	2863.85
Virginia Beach	518100462061	0.10	607	6120.07
Virginia Beach	518100462062	0.54	2580	4778.97

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Virginia Beach	518100462063	0.24	1203	5036.50
Virginia Beach	518100462064	0.25	795	3122.14
Virginia Beach	518100462071	0.49	2393	4867.15
Virginia Beach	518100462072	0.17	1293	7535.74
Virginia Beach	518100462073	1.81	3358	1858.44
Virginia Beach	518100462111	0.19	786	4045.93
Virginia Beach	518100462112	0.17	751	4375.04
Virginia Beach	518100462113	0.24	877	3672.95
Virginia Beach	518100462114	0.22	649	2949.58
Virginia Beach	518100462121	0.42	1553	3689.58
Virginia Beach	518100462122	0.23	1556	6822.45
Virginia Beach	518100462123	0.34	953	2813.75
Virginia Beach	518100462131	0.21	2206	10371.61
Virginia Beach	518100462132	0.08	844	9988.03
Virginia Beach	518100462133	0.17	1894	11244.89
Virginia Beach	518100462134	0.14	1205	8770.15
Virginia Beach	518100462141	0.33	1933	5793.81
Virginia Beach	518100462142	0.14	775	5683.55
Virginia Beach	518100462143	0.19	1420	7579.06
Virginia Beach	518100462144	0.11	1080	9419.57
Virginia Beach	518100462161	0.58	2350	4032.34
Virginia Beach	518100462162	0.36	2071	5681.78
Virginia Beach	518100462163	0.40	1518	3774.74
Virginia Beach	518100462171	0.15	1120	7258.54
Virginia Beach	518100462172	1.65	3234	1958.88
Virginia Beach	518100462191	0.27	1389	5218.99
Virginia Beach	518100462192	0.25	2344	9342.76
Virginia Beach	518100462201	0.46	1821	3966.48
Virginia Beach	518100462202	0.26	1588	6133.39
Virginia Beach	518100462203	0.14	1274	8963.60
Virginia Beach	518100462211	0.22	977	4508.17
Virginia Beach	518100462212	0.09	1027	11111.09
Virginia Beach	518100462213	0.13	1712	12879.45
Virginia Beach	518100462221	0.39	1580	4019.21
Virginia Beach	518100462222	0.19	1148	6156.17
Virginia Beach	518100462223	0.11	694	6039.09
Virginia Beach	518100462224	0.32	1247	3883.12
Virginia Beach	518100462225	0.16	755	4698.65
Virginia Beach	518100462231	0.22	1033	4775.79
Virginia Beach	518100462232	0.16	825	5092.12
Virginia Beach	518100462233	0.14	873	6264.24
Virginia Beach	518100462241	0.11	1585	14354.61

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/ Sq. Mile
Virginia Beach	518100462242	0.20	1318	6491.65
Virginia Beach	518100462243	0.21	1543	7505.35
Virginia Beach	518100462251	0.50	1766	3538.22
Virginia Beach	518100462252	0.21	1520	7226.49
Virginia Beach	518100462253	0.35	1494	4210.66
Virginia Beach	518100464001	29.06	1730	59.53
Virginia Beach	518100464002	13.95	1078	77.29
Virginia Beach	518100464003	12.75	971	76.15
Virginia Beach	518100464004	31.79	1219	38.35
Williamsburg	518303701001	0.47	815	1727.32
Williamsburg	518303701002	2.87	928	323.08
Williamsburg	518303701003	1.41	2395	1697.05
Williamsburg	518303702001	1.04	772	744.18
Williamsburg	518303702002	0.16	731	4550.11
Williamsburg	518303702003	0.34	1205	3573.26
Williamsburg	518303703001	0.87	2259	2594.26
Williamsburg	518303703002	0.43	1958	4558.53
Williamsburg	518303703003	1.43	3005	2099.88

Appendix D- Demographics of Potentially Transit Dependent Persons

PDC 23 Demographics (American Community Survey 2008-2012)
Classifications: 1= Very Low, 2=Low, 3=Moderate, 4=High, 5=Very High

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
510731001001	Gloucester County	366	4	51	3	240	3	1	1
510731001002	Gloucester County	252	2	14	1	149	1	1	1
510731001003	Gloucester County	286	3	65	4	203	2	1	1
510731002011	Gloucester County	271	2	0	1	58	1	1	1
510731002012	Gloucester County	172	1	9	1	49	1	1	1
510731002013	Gloucester County	237	2	38	2	38	1	2	1
510731002021	Gloucester County	122	1	0	1	32	1	1	1
510731002022	Gloucester County	318	3	116	5	327	4	5	1
510731002031	Gloucester County	339	3	38	2	80	1	3	1
510731002032	Gloucester County	239	2	0	1	13	1	1	1
510731002033	Gloucester County	111	1	0	1	53	1	1	1
510731002034	Gloucester County	287	3	0	1	0	1	2	1
510731003011	Gloucester County	353	4	44	2	160	1	1	2
510731003012	Gloucester County	223	2	0	1	53	1	1	1
510731003013	Gloucester County	331	3	0	1	151	1	2	1
510731003021	Gloucester County	319	3	9	1	236	3	1	1
510731003022	Gloucester County	118	1	9	1	483	5	3	1
510731003023	Gloucester County	137	1	0	1	349	5	3	4
510731004001	Gloucester County	221	2	0	1	176	2	3	1
510731004002	Gloucester County	101	1	7	1	73	1	2	1
510731005001	Gloucester County	55	1	27	1	107	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
510731005002	Gloucester County	104	1	21	1	54	1	1	1
510731005003	Gloucester County	479	5	32	1	108	1	1	1
510731005004	Gloucester County	70	1	32	1	129	1	4	1
510932801011	Isle of Wight County	312	3	32	1	64	1	1	1
510932801012	Isle of Wight County	318	3	7	1	219	2	1	1
510932801031	Isle of Wight County	456	5	0	1	169	1	1	1
510932801032	Isle of Wight County	225	2	2	1	55	1	1	1
510932801033	Isle of Wight County	235	2	10	1	62	1	1	1
510932801041	Isle of Wight County	171	1	0	1	55	1	1	1
510932801042	Isle of Wight County	226	2	28	1	0	1	1	1
510932801043	Isle of Wight County	295	3	0	1	20	1	1	1
510932801051	Isle of Wight County	209	2	11	1	310	4	2	1
510932801052	Isle of Wight County	149	1	54	3	212	2	3	1
510932801053	Isle of Wight County	219	2	181	5	381	5	3	2
510932801061	Isle of Wight County	317	3	14	1	239	3	1	1
510932801062	Isle of Wight County	30	1	9	1	1	1	2	1
510932802001	Isle of Wight County	96	1	16	1	35	1	1	1
510932802002	Isle of Wight County	157	1	31	1	114	1	3	1
510932802003	Isle of Wight County	211	2	0	1	197	2	1	1
510932802004	Isle of Wight County	137	1	10	1	19	1	1	1
510932803001	Isle of Wight County	187	1	13	1	323	4	1	1
510932803002	Isle of Wight County	400	4	119	5	468	5	3	1
510932803003	Isle of Wight County	218	2	13	1	80	1	1	1
510932804001	Isle of Wight County	172	1	0	1	226	2	1	1
510932804002	Isle of Wight County	173	1	44	2	351	5	3	1
510932804003	Isle of Wight County	162	1	0	1	67	1	1	1
510932804004	Isle of Wight County	112	1	0	1	30	1	1	1
510950801011	James City County	373	4	0	1	15	1	2	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
510950801012	James City County	650	5	0	1	128	1	2	1
510950801013	James City County	653	5	14	1	29	1	3	1
510950801014	James City County	258	2	25	1	55	1	1	1
510950801021	James City County	65	1	23	1	365	5	2	1
510950801022	James City County	320	3	61	4	589	5	1	1
510950802021	James City County	501	5	26	1	164	1	1	3
510950802022	James City County	468	5	34	1	155	1	1	3
510950802031	James City County	736	5	142	5	40	1	4	1
510950802032	James City County	279	3	0	1	239	3	1	3
510950802051	James City County	176	1	30	1	554	5	2	2
510950802052	James City County	502	5	58	3	375	5	3	2
510950802061	James City County	425	5	0	1	14	1	2	2
510950802062	James City County	1058	5	74	5	120	1	2	4
510950802063	James City County	1498	5	15	1	161	1	2	2
510950803011	James City County	266	2	16	1	119	1	1	1
510950803012	James City County	464	5	0	1	156	1	1	3
510950803013	James City County	414	4	112	5	317	4	1	5
510950803031	James City County	784	5	0	1	532	5	2	2
510950803032	James City County	235	2	64	4	43	1	1	3
510950803033	James City County	110	1	0	1	104	1	1	1
510950803041	James City County	1137	5	31	1	221	2	2	1
510950803042	James City County	334	3	14	1	12	1	1	2
510950804011	James City County	360	4	0	1	591	5	2	1
510950804012	James City County	666	5	16	1	166	1	1	1
510950804021	James City County	802	5	53	3	127	1	2	1
510950804022	James City County	305	3	154	5	369	5	1	3
511752001001	Southampton County	397	4	15	1	290	4	1	1
511752001002	Southampton County	261	2	8	1	67	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
511752002001	Southampton County	233	2	50	3	549	5	3	1
511752002002	Southampton County	191	1	8	1	138	1	1	1
511752003001	Southampton County	214	2	0	1	208	2	1	1
511752004001	Southampton County	507	5	68	4	656	5	2	1
511752004002	Southampton County	375	4	12	1	113	1	1	1
511752004003	Southampton County	137	1	66	4	190	2	2	1
511752005001	Southampton County	272	2	81	5	285	4	2	1
511752005002	Southampton County	340	3	70	4	481	5	4	1
511818601001	Surry County	210	2	0	1	59	1	1	1
511818601002	Surry County	160	1	84	5	280	3	4	1
511818601003	Surry County	140	1	26	1	55	1	3	1
511818602001	Surry County	198	1	0	1	104	1	1	1
511818602002	Surry County	177	1	25	1	16	1	2	1
511818602003	Surry County	62	1	8	1	41	1	1	1
511818602004	Surry County	200	1	0	1	74	1	2	1
511990502031	York County	132	1	0	1	105	1	1	2
511990502032	York County	38	1	0	1	0	1	1	1
511990502033	York County	185	1	0	1	30	1	1	2
511990502041	York County	88	1	0	1	153	1	1	1
511990502042	York County	0	1	0	1	103	1	1	1
511990502043	York County	0	1	0	1	100	1	1	2
511990502044	York County	0	1	0	1	43	1	1	1
511990502051	York County	211	2	7	1	37	1	2	1
511990502052	York County	262	2	0	1	55	1	1	1
511990502053	York County	204	1	11	1	11	1	1	1
511990502061	York County	199	1	20	1	158	1	1	2
511990502062	York County	139	1	0	1	12	1	1	1
511990502063	York County	178	1	23	1	0	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
511990503031	York County	205	1	9	1	140	1	1	2
511990503032	York County	306	3	11	1	119	1	1	2
511990503033	York County	133	1	14	1	45	1	2	1
511990503041	York County	331	3	15	1	177	2	1	1
511990503042	York County	328	3	0	1	41	1	3	1
511990503043	York County	352	4	0	1	12	1	1	1
511990503051	York County	167	1	13	1	108	1	1	1
511990503052	York County	183	1	35	1	0	1	1	1
511990503061	York County	327	3	0	1	240	3	1	1
511990503062	York County	17	1	0	1	72	1	1	1
511990503063	York County	501	5	41	2	120	1	1	1
511990504011	York County	448	5	24	1	39	1	1	1
511990504012	York County	295	3	0	1	0	1	1	2
511990504021	York County	259	2	0	1	108	1	1	1
511990504022	York County	168	1	0	1	35	1	1	1
511990504023	York County	148	1	0	1	0	1	2	1
511990505001	York County	38	1	135	5	194	2	2	2
511990505002	York County	132	1	0	1	0	1	1	1
511990505003	York County	54	1	0	1	173	2	1	1
511990509001	York County	14	1	0	1	0	1	1	1
511990509002	York County	222	2	14	1	116	1	1	1
511990510001	York County	144	1	0	1	72	1	1	1
511990510002	York County	107	1	50	3	48	1	4	1
511990510003	York County	474	5	42	2	289	4	3	1
511990511001	York County	496	5	32	1	51	1	1	1
511990511002	York County	281	3	12	1	149	1	1	2
511990511003	York County	200	1	36	1	299	4	1	2
511999901000	York County	0	1	0	1	0	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
515500200011	Chesapeake	435	5	5	1	140	1	2	2
515500200021	Chesapeake	237	2	11	1	151	1	1	1
515500200022	Chesapeake	65	1	43	2	331	4	1	3
515500200023	Chesapeake	112	1	12	1	168	1	1	1
515500200031	Chesapeake	148	1	111	5	365	5	3	4
515500200032	Chesapeake	165	1	0	1	218	2	1	1
515500200033	Chesapeake	177	1	38	2	35	1	2	1
515500200034	Chesapeake	122	1	19	1	80	1	3	1
515500200035	Chesapeake	96	1	0	1	14	1	1	1
515500201001	Chesapeake	144	1	51	3	291	4	1	3
515500201002	Chesapeake	70	1	266	5	903	5	4	5
515500201003	Chesapeake	153	1	47	2	196	2	3	2
515500202001	Chesapeake	40	1	86	5	371	5	5	5
515500202002	Chesapeake	150	1	73	5	550	5	5	5
515500202003	Chesapeake	99	1	111	5	127	1	3	3
515500202004	Chesapeake	108	1	34	1	217	2	3	1
515500203001	Chesapeake	80	1	84	5	330	4	4	4
515500203002	Chesapeake	76	1	47	2	339	4	4	2
515500204001	Chesapeake	27	1	54	3	271	3	2	4
515500204002	Chesapeake	146	1	24	1	168	1	2	1
515500204003	Chesapeake	37	1	22	1	30	1	1	1
515500205001	Chesapeake	82	1	77	5	189	2	2	1
515500206001	Chesapeake	92	1	0	1	29	1	1	1
515500206002	Chesapeake	183	1	16	1	205	2	2	1
515500206003	Chesapeake	152	1	0	1	35	1	1	1
515500206004	Chesapeake	116	1	0	1	52	1	1	1
515500207001	Chesapeake	567	5	128	5	151	1	3	4
515500207002	Chesapeake	324	3	79	5	800	5	2	5

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
515500208041	Chesapeake	485	5	0	1	74	1	1	4
515500208042	Chesapeake	180	1	0	1	361	5	2	3
515500208043	Chesapeake	54	1	0	1	63	1	1	1
515500208051	Chesapeake	95	1	28	1	254	3	1	1
515500208052	Chesapeake	135	1	12	1	42	1	1	1
515500208053	Chesapeake	120	1	0	1	21	1	1	1
515500208061	Chesapeake	465	5	171	5	326	4	1	5
515500208062	Chesapeake	242	2	0	1	14	1	1	1
515500208063	Chesapeake	131	1	0	1	12	1	1	1
515500208071	Chesapeake	41	1	0	1	13	1	1	1
515500208072	Chesapeake	267	2	45	2	24	1	1	2
515500208073	Chesapeake	92	1	0	1	82	1	1	1
515500208074	Chesapeake	316	3	17	1	94	1	1	1
515500208081	Chesapeake	264	2	10	1	77	1	1	1
515500208082	Chesapeake	325	3	33	1	277	3	1	4
515500208091	Chesapeake	220	2	25	1	48	1	1	2
515500208092	Chesapeake	117	1	0	1	13	1	1	1
515500208093	Chesapeake	263	2	0	1	220	2	2	1
515500209031	Chesapeake	214	2	57	3	425	5	2	4
515500209041	Chesapeake	58	1	84	5	263	3	3	2
515500209042	Chesapeake	237	2	16	1	107	1	1	3
515500209043	Chesapeake	333	3	19	1	81	1	1	2
515500209044	Chesapeake	273	2	43	2	94	1	1	1
515500209051	Chesapeake	368	4	111	5	240	3	2	5
515500209061	Chesapeake	196	1	62	4	0	1	1	1
515500209062	Chesapeake	541	5	113	5	144	1	2	4
515500209063	Chesapeake	258	2	16	1	276	3	1	3
515500210041	Chesapeake	154	1	0	1	41	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
515500210042	Chesapeake	100	1	11	1	22	1	1	1
515500210043	Chesapeake	94	1	25	1	12	1	1	1
515500210044	Chesapeake	120	1	12	1	78	1	1	1
515500210051	Chesapeake	216	2	23	1	185	2	1	2
515500210052	Chesapeake	88	1	0	1	237	3	1	3
515500210061	Chesapeake	632	5	150	5	63	1	2	5
515500210062	Chesapeake	104	1	0	1	228	3	1	3
515500210063	Chesapeake	73	1	16	1	0	1	1	1
515500210091	Chesapeake	243	2	8	1	102	1	1	1
515500210092	Chesapeake	207	1	0	1	0	1	1	1
515500210101	Chesapeake	298	3	0	1	75	1	1	2
515500210102	Chesapeake	190	1	14	1	16	1	1	1
515500210103	Chesapeake	231	2	0	1	48	1	1	3
515500210111	Chesapeake	121	1	11	1	33	1	1	2
515500210112	Chesapeake	158	1	0	1	0	1	1	1
515500210121	Chesapeake	264	2	0	1	308	4	3	1
515500210122	Chesapeake	220	2	0	1	0	1	1	2
515500210123	Chesapeake	148	1	16	1	0	1	1	2
515500210124	Chesapeake	0	1	0	1	52	1	1	1
515500210131	Chesapeake	93	1	0	1	55	1	2	2
515500210132	Chesapeake	125	1	37	2	93	1	1	3
515500211011	Chesapeake	366	4	0	1	103	1	1	2
515500211012	Chesapeake	158	1	0	1	10	1	1	1
515500211013	Chesapeake	138	1	10	1	11	1	1	2
515500211021	Chesapeake	275	2	0	1	125	1	1	1
515500211022	Chesapeake	232	2	0	1	129	1	1	1
515500211023	Chesapeake	119	1	0	1	15	1	1	1
515500212001	Chesapeake	215	2	0	1	14	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
515500212002	Chesapeake	206	1	8	1	137	1	1	1
515500212003	Chesapeake	132	1	0	1	108	1	1	1
515500213011	Chesapeake	218	2	23	1	57	1	2	1
515500213012	Chesapeake	133	1	0	1	135	1	1	1
515500213013	Chesapeake	171	1	55	3	82	1	1	2
515500213021	Chesapeake	144	1	0	1	90	1	1	1
515500213022	Chesapeake	137	1	0	1	0	1	1	1
515500213023	Chesapeake	115	1	15	1	79	1	1	1
515500213024	Chesapeake	90	1	14	1	77	1	2	1
515500214011	Chesapeake	143	1	16	1	125	1	1	1
515500214021	Chesapeake	70	1	0	1	3	1	1	1
515500214022	Chesapeake	280	3	0	1	109	1	1	1
515500214023	Chesapeake	283	3	28	1	236	3	1	2
515500214024	Chesapeake	110	1	35	1	428	5	3	3
515500214031	Chesapeake	184	1	0	1	68	1	1	1
515500214032	Chesapeake	119	1	17	1	35	1	1	1
515500214033	Chesapeake	328	3	46	2	523	5	1	4
515500214041	Chesapeake	141	1	51	3	164	1	1	2
515500214042	Chesapeake	296	3	0	1	589	5	2	5
515500214043	Chesapeake	338	3	24	1	110	1	1	2
515500214044	Chesapeake	187	1	0	1	34	1	2	1
515500215011	Chesapeake	101	1	15	1	758	5	2	3
515500215012	Chesapeake	308	3	0	1	0	1	1	1
515500215013	Chesapeake	358	4	47	2	41	1	1	4
515500215014	Chesapeake	231	2	56	3	269	3	2	4
515500215021	Chesapeake	256	2	15	1	50	1	1	2
515500215022	Chesapeake	201	1	0	1	72	1	1	1
515500215023	Chesapeake	294	3	0	1	34	1	1	2

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
515500215024	Chesapeake	228	2	0	1	65	1	1	1
515500216011	Chesapeake	120	1	32	1	92	1	1	2
515500216012	Chesapeake	264	2	0	1	0	1	2	3
515500216013	Chesapeake	394	4	0	1	0	1	2	2
515500216014	Chesapeake	219	2	14	1	56	1	1	1
515500216015	Chesapeake	353	4	17	1	80	1	1	2
515500216021	Chesapeake	104	1	41	2	45	1	2	1
515500216022	Chesapeake	74	1	39	2	119	1	1	1
515500216023	Chesapeake	114	1	0	1	30	1	1	2
515500216024	Chesapeake	220	2	82	5	646	5	3	5
516200901001	Franklin	127	1	48	2	123	1	1	1
516200901002	Franklin	305	3	40	2	148	1	1	1
516200901003	Franklin	561	5	60	4	11	1	2	1
516200902001	Franklin	80	1	76	5	227	3	3	2
516200902002	Franklin	187	1	175	5	692	5	4	5
516200902003	Franklin	198	1	270	5	743	5	4	3
516500101031	Hampton	92	1	0	1	202	2	1	1
516500101032	Hampton	197	1	0	1	40	1	1	1
516500101033	Hampton	127	1	19	1	140	1	2	1
516500101034	Hampton	272	2	0	1	61	1	1	1
516500101035	Hampton	177	1	0	1	132	1	2	1
516500101036	Hampton	220	2	0	1	65	1	1	1
516500101041	Hampton	47	1	12	1	142	1	1	1
516500101042	Hampton	36	1	0	1	231	3	1	1
516500101043	Hampton	211	2	0	1	217	2	4	2
516500101044	Hampton	305	3	0	1	49	1	2	1
516500101045	Hampton	20	1	73	5	980	5	4	5
516500102001	Hampton	23	1	11	1	0	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
516500103041	Hampton	101	1	0	1	11	1	1	1
516500103042	Hampton	269	2	16	1	38	1	1	2
516500103043	Hampton	144	1	42	2	451	5	1	5
516500103061	Hampton	210	2	27	1	49	1	1	1
516500103062	Hampton	270	2	0	1	28	1	1	3
516500103063	Hampton	284	3	0	1	16	1	1	1
516500103064	Hampton	193	1	11	1	2	1	1	1
516500103071	Hampton	666	5	58	3	217	2	2	5
516500103072	Hampton	186	1	0	1	97	1	1	1
516500103091	Hampton	173	1	28	1	233	3	2	1
516500103092	Hampton	96	1	0	1	59	1	1	1
516500103093	Hampton	74	1	13	1	296	4	1	3
516500103101	Hampton	249	2	51	3	131	1	1	2
516500103102	Hampton	129	1	31	1	45	1	1	1
516500103103	Hampton	372	4	23	1	50	1	2	2
516500103111	Hampton	238	2	50	3	113	1	1	2
516500103112	Hampton	134	1	0	1	285	4	1	4
516500103121	Hampton	210	2	21	1	215	2	1	3
516500103122	Hampton	99	1	10	1	40	1	1	1
516500103123	Hampton	88	1	13	1	30	1	1	1
516500103131	Hampton	59	1	34	1	22	1	4	1
516500103132	Hampton	44	1	72	4	500	5	2	4
516500103133	Hampton	193	1	135	5	10	1	2	2
516500103134	Hampton	232	2	311	5	594	5	3	5
516500103141	Hampton	70	1	15	1	0	1	1	1
516500103142	Hampton	81	1	32	1	123	1	1	1
516500104001	Hampton	133	1	48	2	123	1	2	1
516500104002	Hampton	225	2	89	5	266	3	5	4

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
516500104003	Hampton	490	5	245	5	1059	5	4	5
516500104004	Hampton	127	1	17	1	151	1	2	1
516500104005	Hampton	358	4	29	1	64	1	2	2
516500105011	Hampton	659	5	98	5	489	5	2	5
516500105012	Hampton	220	2	184	5	441	5	5	4
516500105013	Hampton	159	1	23	1	342	5	3	3
516500105021	Hampton	63	1	168	5	639	5	4	5
516500105022	Hampton	49	1	72	4	75	1	2	1
516500106011	Hampton	145	1	86	5	174	2	3	3
516500106012	Hampton	30	1	105	5	606	5	4	5
516500106021	Hampton	93	1	113	5	575	5	5	5
516500106022	Hampton	303	3	172	5	304	4	4	3
516500107011	Hampton	295	3	70	4	197	2	1	4
516500107012	Hampton	65	1	164	5	791	5	4	5
516500107021	Hampton	293	3	23	1	64	1	1	2
516500107022	Hampton	134	1	7	1	197	2	1	1
516500107031	Hampton	157	1	5	1	15	1	1	1
516500107032	Hampton	175	1	11	1	54	1	1	1
516500107033	Hampton	111	1	8	1	7	1	1	1
516500108001	Hampton	219	2	73	5	156	1	1	3
516500108002	Hampton	189	1	0	1	66	1	1	1
516500108003	Hampton	270	2	11	1	0	1	1	1
516500108004	Hampton	99	1	33	1	30	1	1	1
516500109001	Hampton	226	2	53	3	889	5	3	5
516500110001	Hampton	149	1	25	1	28	1	1	1
516500110002	Hampton	118	1	77	5	141	1	4	2
516500110003	Hampton	373	4	128	5	1053	5	2	5
516500111001	Hampton	59	1	15	1	8	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
516500112001	Hampton	107	1	8	1	335	4	3	2
516500112002	Hampton	171	1	0	1	121	1	1	1
516500112003	Hampton	187	1	27	1	99	1	1	1
516500113001	Hampton	78	1	46	2	330	4	3	3
516500113002	Hampton	146	1	33	1	166	1	3	2
516500114001	Hampton	52	1	33	1	417	5	2	2
516500114002	Hampton	47	1	0	1	31	1	1	1
516500115001	Hampton	293	3	8	1	46	1	2	1
516500115002	Hampton	93	1	25	1	109	1	1	1
516500115003	Hampton	172	1	0	1	16	1	1	1
516500115004	Hampton	105	1	24	1	72	1	1	1
516500116001	Hampton	127	1	6	1	245	3	1	1
516500116002	Hampton	79	1	18	1	149	1	2	1
516500116003	Hampton	112	1	41	2	211	2	2	1
516500118001	Hampton	196	1	11	1	8	1	1	1
516500118002	Hampton	84	1	60	4	171	2	5	2
516500118003	Hampton	32	1	28	1	79	1	3	1
516500118004	Hampton	131	1	51	3	174	2	2	2
516500118005	Hampton	140	1	37	2	141	1	3	1
516500118006	Hampton	158	1	19	1	478	5	3	3
516500119001	Hampton	229	2	25	1	33	1	1	1
516500119002	Hampton	139	1	112	5	577	5	3	4
516500119003	Hampton	91	1	16	1	33	1	1	1
516500120001	Hampton	288	3	97	5	224	2	2	4
516500120002	Hampton	151	1	26	1	123	1	1	1
516500121001	Hampton	38	1	0	1	45	1	1	1
516500121002	Hampton	509	5	0	1	42	1	1	3
516500121003	Hampton	180	1	10	1	41	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
516500121004	Hampton	121	1	0	1	40	1	1	1
516509901000	Hampton	0	1	0	1	0	1	1	1
517000301001	Newport News	86	1	338	5	854	5	5	5
517000301002	Newport News	9	1	156	5	538	5	4	3
517000301003	Newport News	79	1	205	5	295	4	3	4
517000303001	Newport News	64	1	64	4	319	4	3	3
517000303002	Newport News	294	3	82	5	248	3	3	4
517000303003	Newport News	52	1	27	1	255	3	3	1
517000303004	Newport News	175	1	149	5	495	5	4	4
517000303005	Newport News	132	1	72	4	14	1	3	2
517000303006	Newport News	109	1	194	5	572	5	3	4
517000303007	Newport News	95	1	12	1	265	3	4	2
517000304001	Newport News	185	1	290	5	325	4	4	4
517000304002	Newport News	77	1	43	2	242	3	3	2
517000304003	Newport News	97	1	171	5	599	5	4	5
517000304004	Newport News	86	1	25	1	214	2	5	1
517000305001	Newport News	251	2	120	5	219	2	4	4
517000305002	Newport News	81	1	122	5	382	5	5	5
517000306001	Newport News	40	1	15	1	49	1	1	1
517000306002	Newport News	38	1	81	5	475	5	4	5
517000306003	Newport News	73	1	78	5	311	4	4	4
517000308001	Newport News	166	1	89	5	153	1	3	1
517000308002	Newport News	12	1	152	5	382	5	4	4
517000308003	Newport News	123	1	38	2	144	1	4	1
517000309001	Newport News	49	1	17	1	202	2	1	1
517000309002	Newport News	95	1	46	2	298	4	3	2
517000311001	Newport News	254	2	139	5	128	1	3	3
517000311002	Newport News	141	1	16	1	118	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
517000312001	Newport News	65	1	12	1	109	1	1	1
517000312002	Newport News	203	1	73	5	218	2	1	3
517000313001	Newport News	103	1	56	3	97	1	2	1
517000313002	Newport News	151	1	0	1	52	1	1	1
517000313003	Newport News	157	1	95	5	354	5	3	5
517000313004	Newport News	108	1	23	1	118	1	2	1
517000314001	Newport News	143	1	16	1	149	1	1	1
517000314002	Newport News	244	2	0	1	129	1	1	1
517000314003	Newport News	294	3	66	4	296	4	4	5
517000314004	Newport News	207	1	159	5	330	4	3	5
517000315001	Newport News	199	1	126	5	193	2	1	2
517000315002	Newport News	144	1	29	1	81	1	1	2
517000315003	Newport News	224	2	50	3	118	1	1	2
517000316011	Newport News	302	3	0	1	142	1	1	1
517000316012	Newport News	53	1	188	5	439	5	4	5
517000316013	Newport News	57	1	88	5	43	1	2	2
517000316014	Newport News	237	2	25	1	126	1	1	1
517000316021	Newport News	15	1	50	3	235	3	4	3
517000316022	Newport News	130	1	9	1	9	1	1	1
517000316023	Newport News	199	1	55	3	107	1	1	1
517000316024	Newport News	229	2	16	1	7	1	1	1
517000317011	Newport News	369	4	135	5	324	4	3	5
517000317012	Newport News	132	1	0	1	0	1	1	1
517000317021	Newport News	175	1	57	3	264	3	3	2
517000317022	Newport News	198	1	0	1	37	1	1	1
517000317023	Newport News	115	1	0	1	6	1	1	1
517000318001	Newport News	413	4	12	1	51	1	2	2
517000318002	Newport News	538	5	10	1	178	2	1	2

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
517000319011	Newport News	295	3	0	1	51	1	1	1
517000319012	Newport News	281	3	14	1	19	1	1	1
517000319021	Newport News	177	1	0	1	26	1	2	1
517000319022	Newport News	403	4	7	1	0	1	2	1
517000319023	Newport News	277	3	158	5	259	3	3	5
517000320011	Newport News	365	4	0	1	49	1	2	2
517000320012	Newport News	315	3	0	1	24	1	1	2
517000320021	Newport News	201	1	23	1	0	1	1	1
517000320022	Newport News	165	1	22	1	94	1	1	1
517000320023	Newport News	150	1	0	1	10	1	1	1
517000320024	Newport News	185	1	0	1	8	1	1	2
517000320051	Newport News	219	2	8	1	25	1	2	2
517000320052	Newport News	163	1	0	1	181	2	1	1
517000320061	Newport News	0	1	106	5	259	3	3	3
517000320062	Newport News	12	1	91	5	755	5	3	4
517000320063	Newport News	79	1	9	1	222	2	1	1
517000320071	Newport News	107	1	18	1	0	1	1	1
517000320072	Newport News	137	1	0	1	122	1	2	1
517000320073	Newport News	235	2	9	1	53	1	1	1
517000321131	Newport News	21	1	20	1	152	1	1	1
517000321132	Newport News	597	5	66	4	104	1	3	1
517000321141	Newport News	228	2	46	2	64	1	1	2
517000321171	Newport News	456	5	141	5	547	5	5	5
517000321172	Newport News	477	5	210	5	209	2	3	5
517000321173	Newport News	121	1	15	1	0	1	1	1
517000321231	Newport News	44	1	69	4	369	5	3	5
517000321232	Newport News	95	1	0	1	0	1	1	2
517000321233	Newport News	14	1	38	2	221	2	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
517000321241	Newport News	72	1	12	1	279	3	1	2
517000321242	Newport News	60	1	18	1	184	2	1	2
517000321261	Newport News	78	1	36	1	255	3	1	3
517000321262	Newport News	46	1	57	3	376	5	1	3
517000321271	Newport News	11	1	0	1	468	5	2	2
517000321272	Newport News	134	1	22	1	308	4	1	2
517000321273	Newport News	36	1	94	5	67	1	2	2
517000321281	Newport News	276	2	207	5	166	1	2	1
517000321282	Newport News	0	1	89	5	534	5	4	5
517000321291	Newport News	129	1	0	1	10	1	1	1
517000321292	Newport News	70	1	63	4	564	5	2	4
517000321301	Newport News	180	1	0	1	91	1	1	1
517000321302	Newport News	234	2	0	1	0	1	1	1
517000321303	Newport News	253	2	0	1	26	1	1	1
517000321311	Newport News	71	1	0	1	32	1	1	1
517000321312	Newport News	40	1	0	1	64	1	1	1
517000321313	Newport News	0	1	0	1	32	1	1	1
517000321314	Newport News	128	1	0	1	176	2	1	2
517000321321	Newport News	191	1	14	1	73	1	1	1
517000321322	Newport News	97	1	0	1	0	1	1	1
517000321323	Newport News	101	1	57	3	768	5	2	3
517000321324	Newport News	94	1	66	4	38	1	2	2
517000322111	Newport News	313	3	16	1	0	1	1	3
517000322112	Newport News	435	5	0	1	37	1	1	2
517000322113	Newport News	239	2	0	1	12	1	1	1
517000322114	Newport News	64	1	9	1	22	1	1	1
517000322121	Newport News	171	1	194	5	752	5	4	5
517000322122	Newport News	207	1	28	1	151	1	2	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
517000322123	Newport News	84	1	26	1	203	2	2	1
517000322231	Newport News	114	1	10	1	149	1	1	1
517000322232	Newport News	20	1	42	2	93	1	2	1
517000322233	Newport News	70	1	9	1	32	1	1	1
517000322241	Newport News	163	1	78	5	333	4	4	5
517000322242	Newport News	83	1	138	5	274	3	3	4
517000322243	Newport News	199	1	105	5	57	1	3	3
517000322244	Newport News	239	2	47	2	530	5	1	4
517000322251	Newport News	69	1	148	5	426	5	4	5
517000322252	Newport News	172	1	165	5	164	1	3	3
517000322261	Newport News	115	1	41	2	163	1	1	1
517000322262	Newport News	33	1	99	5	338	4	3	5
517000323001	Newport News	0	1	0	1	0	1	1	1
517000323002	Newport News	0	1	0	1	0	1	1	1
517000323003	Newport News	0	1	16	1	565	5	1	4
517000324001	Newport News	43	1	8	1	63	1	1	1
517000324002	Newport News	124	1	24	1	84	1	1	1
517100001001	Norfolk	117	1	10	1	74	1	1	1
517100001002	Norfolk	168	1	67	4	105	1	2	2
517100002011	Norfolk	91	1	45	2	185	2	1	2
517100002012	Norfolk	65	1	103	5	130	1	2	2
517100002021	Norfolk	69	1	11	1	67	1	1	1
517100002022	Norfolk	122	1	19	1	103	1	1	1
517100002023	Norfolk	106	1	0	1	84	1	1	1
517100002024	Norfolk	62	1	42	2	319	4	2	2
517100003001	Norfolk	173	1	9	1	132	1	1	1
517100003002	Norfolk	32	1	108	5	391	5	3	4
517100003003	Norfolk	97	1	76	5	140	1	2	2

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
517100004001	Norfolk	65	1	41	2	115	1	1	1
517100004002	Norfolk	0	1	14	1	100	1	1	1
517100004003	Norfolk	127	1	54	3	140	1	1	1
517100005001	Norfolk	52	1	23	1	30	1	1	1
517100005002	Norfolk	76	1	0	1	264	3	1	1
517100005003	Norfolk	61	1	12	1	92	1	1	1
517100005004	Norfolk	30	1	0	1	151	1	2	1
517100006001	Norfolk	93	1	21	1	319	4	2	2
517100006002	Norfolk	100	1	0	1	54	1	1	1
517100006003	Norfolk	71	1	50	3	282	3	1	4
517100007001	Norfolk	157	1	32	1	110	1	1	1
517100007002	Norfolk	163	1	31	1	152	1	1	1
517100008001	Norfolk	132	1	9	1	246	3	2	3
517100008002	Norfolk	0	1	4	1	83	1	1	1
517100009011	Norfolk	43	1	0	1	866	5	1	4
517100009021	Norfolk	6	1	0	1	191	2	1	1
517100011001	Norfolk	45	1	96	5	219	2	1	3
517100011002	Norfolk	48	1	16	1	341	4	3	2
517100012001	Norfolk	273	2	32	1	100	1	1	1
517100012002	Norfolk	152	1	115	5	397	5	2	5
517100013001	Norfolk	32	1	18	1	25	1	1	1
517100013002	Norfolk	149	1	97	5	277	3	2	3
517100014001	Norfolk	287	3	323	5	234	3	5	4
517100014002	Norfolk	130	1	23	1	88	1	1	1
517100014003	Norfolk	153	1	43	2	57	1	2	1
517100015001	Norfolk	66	1	18	1	19	1	1	1
517100015002	Norfolk	168	1	14	1	222	2	1	1
517100016001	Norfolk	155	1	120	5	148	1	3	2

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
517100016002	Norfolk	38	1	3	1	149	1	1	1
517100017001	Norfolk	333	3	133	5	168	1	4	3
517100017002	Norfolk	76	1	41	2	167	1	1	1
517100020001	Norfolk	224	2	21	1	113	1	1	1
517100021001	Norfolk	324	3	151	5	138	1	3	4
517100022001	Norfolk	164	1	13	1	10	1	1	1
517100022002	Norfolk	90	1	0	1	146	1	1	1
517100023001	Norfolk	178	1	0	1	91	1	1	1
517100023002	Norfolk	43	1	0	1	205	2	2	1
517100024001	Norfolk	153	1	11	1	40	1	1	1
517100024002	Norfolk	150	1	0	1	85	1	1	1
517100024003	Norfolk	135	1	0	1	250	3	1	1
517100025001	Norfolk	104	1	79	5	601	5	3	4
517100025002	Norfolk	74	1	106	5	797	5	3	4
517100026001	Norfolk	58	1	33	1	646	5	2	2
517100026002	Norfolk	38	1	0	1	455	5	2	2
517100027001	Norfolk	33	1	21	1	72	1	1	1
517100027002	Norfolk	74	1	132	5	487	5	5	5
517100027003	Norfolk	140	1	125	5	269	3	3	3
517100028001	Norfolk	20	1	0	1	9	1	1	1
517100028002	Norfolk	130	1	41	2	133	1	2	1
517100028003	Norfolk	235	2	34	1	175	2	2	1
517100028004	Norfolk	180	1	17	1	284	4	1	2
517100029001	Norfolk	133	1	147	5	94	1	2	2
517100029002	Norfolk	59	1	63	4	84	1	2	2
517100029003	Norfolk	14	1	57	3	92	1	3	1
517100029004	Norfolk	87	1	61	4	475	5	3	4
517100030001	Norfolk	134	1	5	1	95	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
517100030002	Norfolk	75	1	39	2	115	1	2	1
517100031001	Norfolk	213	2	77	5	241	3	3	4
517100031002	Norfolk	60	1	26	1	102	1	3	1
517100031003	Norfolk	142	1	32	1	229	3	1	1
517100032001	Norfolk	47	1	17	1	225	2	2	1
517100032002	Norfolk	117	1	30	1	9	1	3	1
517100032003	Norfolk	87	1	63	4	204	2	3	2
517100033001	Norfolk	192	1	48	2	178	2	3	2
517100033002	Norfolk	86	1	14	1	190	2	1	1
517100034001	Norfolk	122	1	74	5	392	5	3	4
517100034002	Norfolk	113	1	61	4	339	4	4	3
517100035011	Norfolk	72	1	155	5	629	5	5	5
517100035012	Norfolk	68	1	37	2	95	1	3	1
517100035013	Norfolk	66	1	81	5	224	2	4	3
517100035014	Norfolk	74	1	101	5	284	4	5	5
517100036001	Norfolk	222	2	121	5	102	1	2	3
517100037001	Norfolk	42	1	0	1	71	1	1	1
517100037002	Norfolk	107	1	73	5	415	5	2	4
517100038001	Norfolk	0	1	6	1	27	1	1	1
517100038002	Norfolk	178	1	14	1	125	1	1	1
517100038003	Norfolk	133	1	45	2	215	2	1	1
517100040011	Norfolk	139	1	27	1	27	1	1	1
517100040021	Norfolk	85	1	55	3	220	2	1	2
517100040022	Norfolk	238	2	32	1	8	1	3	1
517100040023	Norfolk	138	1	25	1	214	2	1	1
517100040024	Norfolk	70	1	21	1	45	1	1	1
517100041001	Norfolk	89	1	472	5	1352	5	4	5
517100042001	Norfolk	242	2	207	5	365	5	5	5

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
517100042002	Norfolk	38	1	249	5	767	5	4	4
517100043001	Norfolk	42	1	0	1	450	5	3	3
517100043002	Norfolk	186	1	176	5	501	5	4	4
517100043003	Norfolk	104	1	104	5	146	1	4	2
517100043004	Norfolk	30	1	73	5	665	5	5	4
517100044001	Norfolk	4	1	0	1	49	1	1	1
517100044002	Norfolk	149	1	33	1	192	2	3	1
517100044003	Norfolk	0	1	26	1	206	2	3	1
517100045001	Norfolk	214	2	97	5	145	1	2	3
517100046001	Norfolk	163	1	5	1	126	1	1	1
517100046002	Norfolk	88	1	129	5	533	5	4	4
517100047001	Norfolk	0	1	0	1	0	1	1	1
517100047002	Norfolk	13	1	8	1	59	1	1	1
517100048001	Norfolk	85	1	338	5	1100	5	4	5
517100049001	Norfolk	446	5	94	5	307	4	1	5
517100049002	Norfolk	2	1	0	1	0	1	1	1
517100050001	Norfolk	125	1	41	2	159	1	3	1
517100050002	Norfolk	121	1	115	5	216	2	3	3
517100050003	Norfolk	119	1	165	5	412	5	4	4
517100051001	Norfolk	157	1	10	1	191	2	2	1
517100051002	Norfolk	148	1	87	5	187	2	2	3
517100051003	Norfolk	33	1	280	5	1062	5	5	5
517100055001	Norfolk	93	1	16	1	105	1	1	1
517100055002	Norfolk	20	1	79	5	130	1	2	2
517100055003	Norfolk	67	1	20	1	424	5	2	2
517100056011	Norfolk	133	1	42	2	32	1	3	1
517100056012	Norfolk	140	1	0	1	25	1	1	1
517100056013	Norfolk	97	1	5	1	294	4	2	2

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
517100056014	Norfolk	236	2	26	1	204	2	1	1
517100056021	Norfolk	123	1	44	2	44	1	1	1
517100056022	Norfolk	104	1	41	2	117	1	1	1
517100056023	Norfolk	59	1	0	1	137	1	1	1
517100057011	Norfolk	348	4	328	5	561	5	3	5
517100057012	Norfolk	25	1	22	1	162	1	2	1
517100057013	Norfolk	56	1	201	5	445	5	4	5
517100057021	Norfolk	191	1	37	2	173	2	1	3
517100057022	Norfolk	222	2	19	1	57	1	1	1
517100058001	Norfolk	104	1	35	1	312	4	1	2
517100058002	Norfolk	476	5	318	5	340	4	3	5
517100058003	Norfolk	94	1	47	2	63	1	2	1
517100059011	Norfolk	66	1	44	2	294	4	3	3
517100059012	Norfolk	75	1	38	2	250	3	1	3
517100059013	Norfolk	109	1	209	5	558	5	4	5
517100059021	Norfolk	81	1	14	1	16	1	1	1
517100059022	Norfolk	101	1	25	1	325	4	3	2
517100059023	Norfolk	90	1	0	1	166	1	1	1
517100059024	Norfolk	74	1	44	2	167	1	1	1
517100059031	Norfolk	97	1	44	2	196	2	3	1
517100059032	Norfolk	35	1	48	2	109	1	2	1
517100060001	Norfolk	102	1	52	3	41	1	2	1
517100060002	Norfolk	64	1	45	2	192	2	2	1
517100060003	Norfolk	128	1	11	1	437	5	2	2
517100061001	Norfolk	76	1	27	1	256	3	1	2
517100061002	Norfolk	79	1	12	1	343	5	1	4
517100061003	Norfolk	133	1	46	2	217	2	1	1
517100061004	Norfolk	116	1	51	3	299	4	2	4

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
517100061005	Norfolk	54	1	15	1	33	1	1	1
517100062001	Norfolk	117	1	7	1	225	2	1	2
517100062002	Norfolk	269	2	37	2	163	1	1	1
517100064001	Norfolk	280	3	44	2	307	4	1	3
517100064002	Norfolk	276	2	171	5	381	5	3	5
517100065011	Norfolk	65	1	17	1	185	2	1	1
517100065012	Norfolk	55	1	121	5	425	5	3	4
517100065021	Norfolk	189	1	0	1	0	1	1	1
517100065022	Norfolk	18	1	87	5	180	2	3	3
517100066011	Norfolk	100	1	21	1	46	1	1	1
517100066021	Norfolk	189	1	0	1	81	1	3	1
517100066022	Norfolk	277	3	6	1	14	1	1	2
517100066031	Norfolk	259	2	8	1	110	1	1	2
517100066032	Norfolk	237	2	6	1	133	1	1	1
517100066041	Norfolk	174	1	66	4	432	5	2	4
517100066051	Norfolk	244	2	41	2	83	1	1	1
517100066052	Norfolk	236	2	10	1	42	1	1	1
517100066061	Norfolk	132	1	38	2	398	5	1	3
517100066062	Norfolk	226	2	12	1	48	1	1	1
517100066063	Norfolk	99	1	0	1	66	1	1	1
517100066064	Norfolk	93	1	0	1	173	2	2	1
517100066071	Norfolk	287	3	0	1	233	3	2	2
517100066072	Norfolk	147	1	33	1	0	1	3	1
517100066073	Norfolk	81	1	47	2	150	1	2	1
517100068001	Norfolk	56	1	0	1	26	1	1	1
517100068002	Norfolk	201	1	32	1	138	1	1	2
517100069011	Norfolk	81	1	46	2	318	4	3	3
517100069012	Norfolk	152	1	85	5	129	1	3	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
517100069013	Norfolk	309	3	9	1	106	1	1	2
517100069021	Norfolk	360	4	9	1	282	3	2	3
517100069022	Norfolk	177	1	31	1	65	1	1	1
517100070011	Norfolk	59	1	0	1	191	2	1	1
517100070021	Norfolk	289	3	88	5	179	2	1	4
517100070022	Norfolk	327	3	67	4	86	1	2	3
517109801001	Norfolk	0	1	0	1	0	1	1	1
517109802001	Norfolk	0	1	0	1	0	1	1	1
517109803001	Norfolk	0	1	0	1	0	1	1	1
517109900000	Norfolk	0	1	0	1	0	1	1	1
517353401001	Poquoson	456	5	9	1	33	1	2	3
517353401002	Poquoson	200	1	0	1	58	1	1	1
517353402001	Poquoson	156	1	14	1	83	1	1	1
517353402002	Poquoson	204	1	0	1	117	1	2	1
517353402003	Poquoson	196	1	54	3	36	1	1	1
517353402004	Poquoson	213	2	43	2	80	1	3	1
517353402005	Poquoson	132	1	11	1	23	1	1	1
517353403001	Poquoson	151	1	0	1	41	1	1	1
517353403002	Poquoson	69	1	0	1	0	1	1	1
517353403003	Poquoson	123	1	0	1	21	1	1	1
517359901000	Poquoson	0	1	0	1	0	1	1	1
517402102001	Portsmouth	61	1	28	1	58	1	2	1
517402102002	Portsmouth	111	1	14	1	262	3	1	1
517402103001	Portsmouth	132	1	10	1	0	1	1	1
517402103002	Portsmouth	29	1	0	1	21	1	1	1
517402103003	Portsmouth	198	1	25	1	24	1	1	1
517402104001	Portsmouth	218	2	62	4	164	1	1	2
517402105001	Portsmouth	132	1	228	5	625	5	4	5

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
517402106001	Portsmouth	128	1	6	1	60	1	1	1
517402106002	Portsmouth	66	1	25	1	106	1	1	1
517402109001	Portsmouth	198	1	139	5	218	2	3	3
517402109002	Portsmouth	276	2	80	5	132	1	1	3
517402111001	Portsmouth	95	1	46	2	125	1	4	1
517402111002	Portsmouth	165	1	167	5	388	5	5	3
517402114001	Portsmouth	148	1	88	5	101	1	3	2
517402114002	Portsmouth	11	1	16	1	13	1	1	1
517402115001	Portsmouth	90	1	14	1	19	1	1	1
517402115002	Portsmouth	130	1	62	4	287	4	4	3
517402116001	Portsmouth	52	1	0	1	0	1	1	1
517402116002	Portsmouth	124	1	25	1	112	1	1	1
517402116003	Portsmouth	87	1	18	1	113	1	2	1
517402116004	Portsmouth	70	1	10	1	67	1	1	1
517402116005	Portsmouth	167	1	35	1	176	2	1	1
517402117001	Portsmouth	178	1	67	4	88	1	2	2
517402117002	Portsmouth	206	1	93	5	97	1	3	2
517402117003	Portsmouth	155	1	111	5	107	1	3	2
517402118001	Portsmouth	31	1	139	5	705	5	3	4
517402118002	Portsmouth	107	1	59	3	240	3	4	2
517402118003	Portsmouth	43	1	32	1	138	1	4	1
517402118004	Portsmouth	115	1	374	5	1373	5	5	5
517402119001	Portsmouth	158	1	41	2	325	4	3	2
517402119002	Portsmouth	76	1	18	1	173	2	1	1
517402120001	Portsmouth	72	1	68	4	220	2	5	2
517402120002	Portsmouth	278	3	102	5	339	4	5	5
517402121001	Portsmouth	16	1	31	1	0	1	3	1
517402121002	Portsmouth	181	1	205	5	357	5	4	4

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
517402123001	Portsmouth	80	1	95	5	827	5	3	5
517402123002	Portsmouth	101	1	6	1	114	1	1	1
517402123003	Portsmouth	90	1	47	2	369	5	3	4
517402123004	Portsmouth	37	1	27	1	168	1	3	1
517402124001	Portsmouth	49	1	57	3	159	1	2	1
517402124002	Portsmouth	117	1	43	2	52	1	1	1
517402124003	Portsmouth	47	1	172	5	641	5	5	5
517402125001	Portsmouth	251	2	56	3	327	4	2	4
517402126001	Portsmouth	0	1	0	1	0	1	1	1
517402126002	Portsmouth	78	1	13	1	49	1	3	1
517402126003	Portsmouth	37	1	44	2	48	1	2	1
517402127011	Portsmouth	146	1	18	1	275	3	1	2
517402127012	Portsmouth	201	1	50	3	240	3	4	2
517402127013	Portsmouth	671	5	26	1	215	2	2	3
517402127014	Portsmouth	135	1	0	1	56	1	1	1
517402127021	Portsmouth	342	3	40	2	405	5	3	4
517402127022	Portsmouth	406	4	63	4	310	4	3	5
517402128011	Portsmouth	306	3	175	5	119	1	3	3
517402128012	Portsmouth	16	1	32	1	147	1	1	1
517402128013	Portsmouth	120	1	41	2	217	2	1	2
517402128021	Portsmouth	437	5	18	1	79	1	1	2
517402128022	Portsmouth	263	2	21	1	52	1	1	1
517402129001	Portsmouth	66	1	0	1	68	1	1	1
517402129002	Portsmouth	170	1	0	1	94	1	1	1
517402129003	Portsmouth	152	1	22	1	38	1	1	1
517402129004	Portsmouth	463	5	0	1	52	1	1	3
517402130011	Portsmouth	16	1	0	1	18	1	1	1
517402130012	Portsmouth	597	5	28	1	86	1	1	4

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
517402130013	Portsmouth	396	4	13	1	61	1	1	2
517402130021	Portsmouth	134	1	0	1	10	1	1	1
517402130022	Portsmouth	340	3	59	3	126	1	3	2
517402130023	Portsmouth	499	5	38	2	76	1	1	4
517402131011	Portsmouth	67	1	37	2	395	5	3	4
517402131012	Portsmouth	75	1	12	1	145	1	1	1
517402131013	Portsmouth	228	2	51	3	399	5	1	5
517402131031	Portsmouth	96	1	10	1	61	1	1	1
517402131032	Portsmouth	131	1	22	1	69	1	1	1
517402131033	Portsmouth	192	1	77	5	677	5	3	5
517402131034	Portsmouth	111	1	71	4	293	4	2	3
517402131035	Portsmouth	132	1	0	1	169	1	1	1
517402131041	Portsmouth	203	1	12	1	677	5	2	4
517402131042	Portsmouth	150	1	13	1	60	1	1	1
517402132001	Portsmouth	83	1	35	1	286	4	1	2
517402132002	Portsmouth	216	2	44	2	40	1	3	1
517409801001	Portsmouth	0	1	0	1	0	1	1	1
518000651001	Suffolk	52	1	69	4	323	4	3	3
518000651002	Suffolk	109	1	80	5	476	5	4	5
518000652001	Suffolk	173	1	19	1	119	1	1	1
518000652002	Suffolk	273	2	42	2	305	4	3	3
518000653001	Suffolk	29	1	27	1	43	1	1	1
518000653002	Suffolk	80	1	59	3	531	5	4	4
518000653003	Suffolk	70	1	41	2	323	4	4	2
518000653004	Suffolk	176	1	82	5	84	1	3	2
518000654001	Suffolk	66	1	71	4	395	5	4	5
518000654002	Suffolk	69	1	73	5	342	5	5	5
518000654003	Suffolk	175	1	90	5	604	5	5	5

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
518000655001	Suffolk	116	1	72	4	363	5	4	4
518000655002	Suffolk	47	1	45	2	208	2	3	1
518000655003	Suffolk	66	1	38	2	505	5	5	3
518000751010	Suffolk	0	1	0	1	0	1	1	1
518000751011	Suffolk	108	1	0	1	61	1	1	1
518000751012	Suffolk	12	1	0	1	41	1	2	1
518000751013	Suffolk	145	1	0	1	94	1	1	1
518000751014	Suffolk	45	1	0	1	72	1	1	2
518000751021	Suffolk	177	1	21	1	25	1	1	1
518000751022	Suffolk	154	1	13	1	59	1	1	1
518000751023	Suffolk	0	1	0	1	0	1	1	1
518000751024	Suffolk	167	1	10	1	52	1	1	1
518000752011	Suffolk	446	5	0	1	60	1	1	1
518000752012	Suffolk	253	2	9	1	36	1	1	1
518000752021	Suffolk	35	1	0	1	0	1	1	1
518000752022	Suffolk	68	1	0	1	0	1	1	1
518000752031	Suffolk	0	1	0	1	0	1	1	1
518000752032	Suffolk	164	1	0	1	149	1	1	2
518000752041	Suffolk	278	3	77	5	118	1	1	4
518000752042	Suffolk	260	2	106	5	381	5	4	2
518000753011	Suffolk	109	1	11	1	57	1	1	1
518000753012	Suffolk	136	1	9	1	0	1	1	1
518000753013	Suffolk	57	1	0	1	27	1	1	1
518000753021	Suffolk	93	1	6	1	25	1	1	1
518000753022	Suffolk	220	2	18	1	42	1	2	1
518000753023	Suffolk	101	1	7	1	159	1	3	1
518000754011	Suffolk	189	1	0	1	30	1	1	1
518000754012	Suffolk	158	1	34	1	79	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
518000754021	Suffolk	73	1	0	1	391	5	2	4
518000754022	Suffolk	53	1	0	1	26	1	1	1
518000754023	Suffolk	42	1	0	1	41	1	1	1
518000754031	Suffolk	203	1	15	1	60	1	1	2
518000754032	Suffolk	61	1	0	1	0	1	1	1
518000754033	Suffolk	367	4	18	1	39	1	2	1
518000754041	Suffolk	142	1	0	1	33	1	1	1
518000754051	Suffolk	113	1	0	1	149	1	2	1
518000754052	Suffolk	116	1	0	1	4	1	1	1
518000754053	Suffolk	117	1	0	1	0	1	1	1
518000755011	Suffolk	107	1	15	1	122	1	1	1
518000755012	Suffolk	50	1	0	1	38	1	1	1
518000755013	Suffolk	33	1	29	1	111	1	2	1
518000755014	Suffolk	115	1	0	1	158	1	1	1
518000755015	Suffolk	105	1	45	2	340	4	5	1
518000755021	Suffolk	303	3	7	1	26	1	1	1
518000755022	Suffolk	86	1	0	1	77	1	1	1
518000755023	Suffolk	183	1	0	1	52	1	1	1
518000756011	Suffolk	332	3	62	4	575	5	2	5
518000756012	Suffolk	215	2	0	1	0	1	1	1
518000756021	Suffolk	233	2	13	1	87	1	1	1
518000757011	Suffolk	191	1	23	1	38	1	2	1
518000757012	Suffolk	60	1	95	5	222	2	4	1
518000757021	Suffolk	56	1	0	1	19	1	1	1
518000757022	Suffolk	264	2	0	1	36	1	2	1
518000757023	Suffolk	72	1	0	1	110	1	1	1
518000757024	Suffolk	57	1	0	1	0	1	1	1
518000757031	Suffolk	102	1	0	1	12	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
518000757032	Suffolk	147	1	14	1	27	1	1	1
518000758011	Suffolk	188	1	11	1	31	1	1	1
518000758012	Suffolk	98	1	46	2	47	1	3	1
518000758013	Suffolk	81	1	0	1	5	1	1	1
518000758021	Suffolk	214	2	17	1	488	5	3	1
518000758022	Suffolk	194	1	5	1	0	1	1	1
518000758031	Suffolk	100	1	0	1	62	1	1	1
518000758032	Suffolk	66	1	0	1	56	1	1	1
518100400001	Virginia Beach	0	1	0	1	0	1	1	1
518100400002	Virginia Beach	0	1	6	1	237	3	1	3
518100402001	Virginia Beach	87	1	42	2	283	3	2	1
518100402002	Virginia Beach	165	1	30	1	219	2	1	1
518100402003	Virginia Beach	42	1	35	1	283	3	3	1
518100404021	Virginia Beach	216	2	130	5	581	5	3	5
518100404022	Virginia Beach	50	1	37	2	353	5	1	3
518100404023	Virginia Beach	44	1	0	1	97	1	1	1
518100404024	Virginia Beach	26	1	0	1	67	1	1	1
518100404031	Virginia Beach	26	1	33	1	27	1	1	1
518100404032	Virginia Beach	221	2	9	1	31	1	1	1
518100404033	Virginia Beach	105	1	31	1	210	2	1	1
518100404041	Virginia Beach	468	5	13	1	139	1	1	4
518100404042	Virginia Beach	236	2	14	1	16	1	1	1
518100404043	Virginia Beach	42	1	16	1	61	1	1	1
518100404044	Virginia Beach	36	1	14	1	13	1	1	1
518100406001	Virginia Beach	136	1	36	1	302	4	1	2
518100406002	Virginia Beach	127	1	110	5	773	5	4	5
518100406003	Virginia Beach	252	2	91	5	170	1	1	3
518100408011	Virginia Beach	10	1	11	1	127	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
518100408012	Virginia Beach	150	1	0	1	89	1	1	1
518100408013	Virginia Beach	161	1	22	1	83	1	1	1
518100408014	Virginia Beach	113	1	0	1	5	1	1	1
518100408021	Virginia Beach	125	1	0	1	36	1	1	1
518100408022	Virginia Beach	95	1	0	1	54	1	1	1
518100408023	Virginia Beach	118	1	27	1	242	3	1	3
518100408024	Virginia Beach	122	1	0	1	229	3	3	1
518100410021	Virginia Beach	86	1	8	1	14	1	1	1
518100410022	Virginia Beach	147	1	25	1	213	2	3	1
518100410031	Virginia Beach	94	1	0	1	223	2	2	1
518100410032	Virginia Beach	10	1	18	1	266	3	3	2
518100410033	Virginia Beach	187	1	0	1	28	1	2	1
518100410034	Virginia Beach	118	1	0	1	18	1	1	1
518100410041	Virginia Beach	184	1	10	1	147	1	3	1
518100410042	Virginia Beach	13	1	34	1	13	1	1	1
518100410043	Virginia Beach	152	1	17	1	130	1	1	1
518100410044	Virginia Beach	155	1	10	1	125	1	1	1
518100412001	Virginia Beach	374	4	42	2	0	1	1	2
518100412002	Virginia Beach	252	2	23	1	55	1	1	1
518100412003	Virginia Beach	271	2	68	4	28	1	1	2
518100412004	Virginia Beach	316	3	29	1	13	1	2	1
518100414001	Virginia Beach	303	3	17	1	102	1	1	2
518100414002	Virginia Beach	245	2	36	1	111	1	1	3
518100414003	Virginia Beach	227	2	7	1	29	1	1	1
518100416001	Virginia Beach	214	2	0	1	29	1	2	1
518100416002	Virginia Beach	142	1	0	1	18	1	1	1
518100416003	Virginia Beach	376	4	77	5	34	1	3	4
518100416004	Virginia Beach	163	1	16	1	62	1	2	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
518100418011	Virginia Beach	162	1	0	1	216	2	1	1
518100418012	Virginia Beach	177	1	73	5	253	3	1	3
518100418013	Virginia Beach	0	1	0	1	428	5	2	2
518100418021	Virginia Beach	339	3	0	1	12	1	1	1
518100418022	Virginia Beach	45	1	21	1	17	1	1	1
518100418023	Virginia Beach	117	1	0	1	57	1	1	1
518100418024	Virginia Beach	167	1	15	1	54	1	1	1
518100420001	Virginia Beach	325	3	0	1	0	1	3	1
518100420002	Virginia Beach	110	1	0	1	0	1	1	1
518100420003	Virginia Beach	107	1	0	1	0	1	1	1
518100422011	Virginia Beach	135	1	8	1	81	1	1	1
518100422012	Virginia Beach	379	4	14	1	64	1	2	2
518100422013	Virginia Beach	173	1	0	1	0	1	2	1
518100422021	Virginia Beach	164	1	0	1	17	1	1	1
518100422022	Virginia Beach	332	3	28	1	26	1	1	1
518100422023	Virginia Beach	100	1	7	1	42	1	1	1
518100422024	Virginia Beach	45	1	5	1	74	1	1	1
518100424001	Virginia Beach	84	1	0	1	121	1	1	1
518100424002	Virginia Beach	122	1	63	4	73	1	1	2
518100424003	Virginia Beach	217	2	64	4	348	5	4	4
518100424004	Virginia Beach	132	1	0	1	84	1	1	1
518100426001	Virginia Beach	273	2	6	1	48	1	1	1
518100426002	Virginia Beach	136	1	36	1	62	1	1	1
518100428011	Virginia Beach	161	1	0	1	40	1	1	1
518100428012	Virginia Beach	96	1	7	1	21	1	1	1
518100428013	Virginia Beach	229	2	0	1	69	1	1	1
518100428014	Virginia Beach	180	1	0	1	7	1	1	1
518100428015	Virginia Beach	136	1	11	1	57	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
518100428021	Virginia Beach	180	1	14	1	242	3	1	2
518100428022	Virginia Beach	48	1	9	1	132	1	1	1
518100428023	Virginia Beach	19	1	0	1	113	1	1	1
518100430021	Virginia Beach	374	4	0	1	45	1	1	2
518100430022	Virginia Beach	277	3	0	1	8	1	1	1
518100430031	Virginia Beach	608	5	44	2	26	1	2	3
518100430032	Virginia Beach	882	5	195	5	69	1	3	4
518100430033	Virginia Beach	100	1	0	1	78	1	1	1
518100430041	Virginia Beach	363	4	7	1	21	1	1	2
518100430042	Virginia Beach	245	2	4	1	165	1	1	1
518100432001	Virginia Beach	10	1	0	1	123	1	1	1
518100434001	Virginia Beach	216	2	10	1	9	1	2	1
518100434002	Virginia Beach	260	2	7	1	46	1	1	1
518100436001	Virginia Beach	182	1	13	1	42	1	1	1
518100436002	Virginia Beach	189	1	0	1	40	1	2	1
518100438001	Virginia Beach	264	2	39	2	46	1	2	1
518100438002	Virginia Beach	175	1	18	1	35	1	3	1
518100438003	Virginia Beach	129	1	37	2	31	1	2	2
518100438004	Virginia Beach	242	2	0	1	112	1	2	2
518100440011	Virginia Beach	99	1	45	2	127	1	1	1
518100440012	Virginia Beach	104	1	41	2	187	2	1	1
518100440013	Virginia Beach	15	1	18	1	76	1	1	1
518100440014	Virginia Beach	85	1	15	1	15	1	1	1
518100440031	Virginia Beach	97	1	27	1	74	1	1	1
518100440032	Virginia Beach	206	1	13	1	0	1	1	1
518100440033	Virginia Beach	64	1	18	1	19	1	1	1
518100440034	Virginia Beach	145	1	126	5	40	1	2	2
518100440035	Virginia Beach	166	1	0	1	59	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
518100440041	Virginia Beach	105	1	120	5	416	5	3	4
518100440042	Virginia Beach	90	1	50	3	61	1	1	1
518100442001	Virginia Beach	279	3	64	4	185	2	1	2
518100442002	Virginia Beach	131	1	168	5	899	5	3	5
518100442003	Virginia Beach	35	1	22	1	101	1	1	1
518100442004	Virginia Beach	48	1	39	2	192	2	3	1
518100444011	Virginia Beach	180	1	0	1	0	1	2	1
518100444012	Virginia Beach	330	3	20	1	23	1	1	2
518100444013	Virginia Beach	217	2	9	1	0	1	1	1
518100444021	Virginia Beach	295	3	83	5	125	1	1	5
518100444022	Virginia Beach	114	1	46	2	13	1	1	1
518100444023	Virginia Beach	217	2	14	1	0	1	1	1
518100444024	Virginia Beach	160	1	0	1	0	1	1	1
518100446001	Virginia Beach	269	2	0	1	75	1	1	3
518100446002	Virginia Beach	815	5	66	4	16	1	3	3
518100446003	Virginia Beach	154	1	12	1	0	1	2	1
518100446004	Virginia Beach	580	5	12	1	84	1	2	2
518100448051	Virginia Beach	54	1	53	3	188	2	1	2
518100448052	Virginia Beach	21	1	29	1	74	1	1	1
518100448061	Virginia Beach	124	1	63	4	335	4	2	4
518100448062	Virginia Beach	50	1	40	2	194	2	2	1
518100448063	Virginia Beach	58	1	21	1	71	1	1	1
518100448071	Virginia Beach	307	3	126	5	20	1	3	3
518100448072	Virginia Beach	141	1	58	3	828	5	2	4
518100448073	Virginia Beach	97	1	0	1	207	2	1	3
518100448074	Virginia Beach	70	1	13	1	0	1	1	1
518100448081	Virginia Beach	169	1	52	3	230	3	1	3
518100448082	Virginia Beach	88	1	20	1	45	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
518100448083	Virginia Beach	83	1	0	1	200	2	1	1
518100450001	Virginia Beach	0	1	0	1	40	1	1	1
518100452001	Virginia Beach	0	1	0	1	0	1	1	1
518100452002	Virginia Beach	57	1	12	1	104	1	1	2
518100452003	Virginia Beach	0	1	0	1	0	1	1	1
518100454051	Virginia Beach	61	1	0	1	11	1	1	1
518100454052	Virginia Beach	44	1	0	1	54	1	1	1
518100454053	Virginia Beach	124	1	12	1	48	1	3	1
518100454054	Virginia Beach	78	1	12	1	39	1	1	1
518100454055	Virginia Beach	121	1	0	1	37	1	1	1
518100454061	Virginia Beach	27	1	22	1	139	1	1	1
518100454062	Virginia Beach	88	1	17	1	53	1	1	1
518100454063	Virginia Beach	0	1	9	1	0	1	1	1
518100454064	Virginia Beach	119	1	0	1	54	1	1	2
518100454065	Virginia Beach	214	2	13	1	280	3	1	4
518100454071	Virginia Beach	73	1	11	1	145	1	1	1
518100454072	Virginia Beach	9	1	0	1	0	1	1	1
518100454073	Virginia Beach	53	1	9	1	46	1	1	2
518100454074	Virginia Beach	166	1	0	1	176	2	2	1
518100454081	Virginia Beach	107	1	82	5	649	5	3	5
518100454082	Virginia Beach	16	1	16	1	48	1	1	1
518100454083	Virginia Beach	13	1	13	1	15	1	1	1
518100454084	Virginia Beach	272	2	16	1	36	1	1	2
518100454121	Virginia Beach	384	4	10	1	53	1	1	1
518100454141	Virginia Beach	241	2	0	1	371	5	1	5
518100454142	Virginia Beach	122	1	36	1	96	1	2	1
518100454143	Virginia Beach	50	1	26	1	87	1	1	1
518100454144	Virginia Beach	70	1	0	1	186	2	2	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
518100454151	Virginia Beach	188	1	6	1	37	1	1	1
518100454152	Virginia Beach	80	1	0	1	124	1	2	1
518100454171	Virginia Beach	155	1	0	1	47	1	1	1
518100454172	Virginia Beach	190	1	0	1	196	2	1	2
518100454173	Virginia Beach	14	1	0	1	19	1	1	1
518100454174	Virginia Beach	218	2	30	1	21	1	1	3
518100454201	Virginia Beach	125	1	11	1	121	1	2	2
518100454202	Virginia Beach	124	1	0	1	47	1	1	2
518100454203	Virginia Beach	101	1	0	1	40	1	2	1
518100454211	Virginia Beach	37	1	0	1	65	1	1	2
518100454212	Virginia Beach	52	1	11	1	0	1	1	1
518100454221	Virginia Beach	122	1	16	1	62	1	1	2
518100454222	Virginia Beach	112	1	30	1	116	1	1	2
518100454231	Virginia Beach	197	1	0	1	143	1	1	1
518100454232	Virginia Beach	117	1	0	1	0	1	1	1
518100454233	Virginia Beach	986	5	13	1	95	1	1	3
518100454241	Virginia Beach	155	1	0	1	36	1	1	1
518100454242	Virginia Beach	173	1	14	1	62	1	2	1
518100454251	Virginia Beach	198	1	0	1	0	1	1	1
518100454252	Virginia Beach	25	1	0	1	18	1	1	1
518100454261	Virginia Beach	74	1	0	1	13	1	1	1
518100454262	Virginia Beach	254	2	15	1	111	1	1	2
518100454263	Virginia Beach	117	1	12	1	0	1	1	1
518100454271	Virginia Beach	14	1	13	1	40	1	1	1
518100454272	Virginia Beach	130	1	0	1	0	1	1	1
518100454273	Virginia Beach	100	1	51	3	415	5	2	5
518100454274	Virginia Beach	52	1	0	1	207	2	1	1
518100454281	Virginia Beach	699	5	229	5	118	1	3	3

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
518100456011	Virginia Beach	159	1	6	1	0	1	1	1
518100456012	Virginia Beach	221	2	15	1	61	1	1	1
518100456031	Virginia Beach	72	1	36	1	39	1	2	1
518100456032	Virginia Beach	24	1	60	4	0	1	1	2
518100456041	Virginia Beach	28	1	39	2	91	1	1	1
518100456042	Virginia Beach	153	1	58	3	148	1	1	2
518100456043	Virginia Beach	187	1	50	3	174	2	1	2
518100458011	Virginia Beach	344	3	0	1	107	1	1	3
518100458012	Virginia Beach	215	2	12	1	40	1	1	1
518100458013	Virginia Beach	83	1	22	1	80	1	1	1
518100458031	Virginia Beach	40	1	8	1	106	1	1	1
518100458032	Virginia Beach	406	4	10	1	6	1	1	2
518100458051	Virginia Beach	248	2	15	1	127	1	1	1
518100458061	Virginia Beach	344	3	16	1	99	1	1	3
518100458062	Virginia Beach	31	1	8	1	141	1	2	1
518100458063	Virginia Beach	48	1	13	1	133	1	1	1
518100458071	Virginia Beach	101	1	29	1	45	1	1	1
518100458081	Virginia Beach	110	1	16	1	184	2	1	1
518100458082	Virginia Beach	65	1	29	1	71	1	2	1
518100458091	Virginia Beach	123	1	15	1	63	1	1	1
518100458092	Virginia Beach	22	1	61	4	289	4	3	3
518100458093	Virginia Beach	387	4	117	5	235	3	1	5
518100458094	Virginia Beach	41	1	0	1	294	4	2	2
518100458101	Virginia Beach	84	1	85	5	947	5	3	5
518100460021	Virginia Beach	384	4	19	1	89	1	2	3
518100460022	Virginia Beach	197	1	0	1	98	1	1	1
518100460023	Virginia Beach	48	1	5	1	197	2	2	1
518100460024	Virginia Beach	112	1	0	1	33	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
518100460051	Virginia Beach	59	1	0	1	78	1	1	1
518100460052	Virginia Beach	428	5	0	1	42	1	1	2
518100460053	Virginia Beach	71	1	12	1	87	1	1	2
518100460054	Virginia Beach	357	4	133	5	461	5	4	5
518100460061	Virginia Beach	164	1	11	1	45	1	1	1
518100460062	Virginia Beach	216	2	0	1	0	1	2	2
518100460063	Virginia Beach	319	3	0	1	0	1	2	1
518100460064	Virginia Beach	207	1	0	1	201	2	1	1
518100460091	Virginia Beach	254	2	0	1	12	1	2	1
518100460092	Virginia Beach	90	1	35	1	75	1	1	1
518100460093	Virginia Beach	155	1	0	1	49	1	1	1
518100460094	Virginia Beach	274	2	0	1	1	1	1	1
518100460101	Virginia Beach	179	1	0	1	0	1	1	1
518100460102	Virginia Beach	217	2	37	2	127	1	1	3
518100460111	Virginia Beach	160	1	17	1	56	1	1	1
518100460121	Virginia Beach	198	1	27	1	141	1	1	2
518100460122	Virginia Beach	34	1	21	1	241	3	1	3
518100460123	Virginia Beach	57	1	0	1	55	1	1	1
518100460124	Virginia Beach	157	1	8	1	35	1	1	1
518100460131	Virginia Beach	148	1	9	1	34	1	1	1
518100460132	Virginia Beach	71	1	18	1	326	4	1	3
518100460133	Virginia Beach	35	1	0	1	79	1	1	1
518100460141	Virginia Beach	31	1	0	1	66	1	1	1
518100460142	Virginia Beach	22	1	20	1	46	1	1	1
518100460143	Virginia Beach	91	1	0	1	350	5	1	4
518100460151	Virginia Beach	41	1	0	1	18	1	1	1
518100460152	Virginia Beach	141	1	30	1	88	1	1	2
518100460153	Virginia Beach	67	1	15	1	111	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
518100460154	Virginia Beach	74	1	0	1	112	1	2	2
518100460161	Virginia Beach	221	2	0	1	40	1	1	2
518100462041	Virginia Beach	404	4	0	1	24	1	1	3
518100462042	Virginia Beach	368	4	23	1	76	1	1	2
518100462061	Virginia Beach	33	1	0	1	57	1	1	1
518100462062	Virginia Beach	419	5	0	1	134	1	1	4
518100462063	Virginia Beach	184	1	0	1	16	1	1	1
518100462064	Virginia Beach	144	1	0	1	62	1	1	1
518100462071	Virginia Beach	250	2	43	2	120	1	1	3
518100462072	Virginia Beach	46	1	0	1	47	1	1	1
518100462073	Virginia Beach	180	1	90	5	550	5	2	4
518100462111	Virginia Beach	136	1	0	1	0	1	1	1
518100462112	Virginia Beach	84	1	15	1	31	1	1	1
518100462113	Virginia Beach	129	1	12	1	21	1	1	1
518100462114	Virginia Beach	200	1	20	1	5	1	2	1
518100462121	Virginia Beach	183	1	0	1	31	1	1	1
518100462122	Virginia Beach	160	1	7	1	87	1	1	1
518100462123	Virginia Beach	222	2	33	1	100	1	3	1
518100462131	Virginia Beach	91	1	24	1	117	1	1	2
518100462132	Virginia Beach	45	1	77	5	92	1	2	2
518100462133	Virginia Beach	57	1	21	1	214	2	1	1
518100462134	Virginia Beach	70	1	13	1	45	1	1	1
518100462141	Virginia Beach	185	1	0	1	25	1	1	1
518100462142	Virginia Beach	41	1	0	1	10	1	1	1
518100462143	Virginia Beach	78	1	16	1	2	1	1	1
518100462144	Virginia Beach	90	1	0	1	10	1	1	1
518100462161	Virginia Beach	141	1	35	1	38	1	1	2
518100462162	Virginia Beach	87	1	0	1	103	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
518100462163	Virginia Beach	140	1	13	1	130	1	1	1
518100462171	Virginia Beach	47	1	11	1	21	1	1	1
518100462172	Virginia Beach	192	1	9	1	96	1	1	2
518100462191	Virginia Beach	45	1	0	1	50	1	1	1
518100462192	Virginia Beach	127	1	0	1	35	1	1	2
518100462201	Virginia Beach	329	3	87	5	484	5	2	5
518100462202	Virginia Beach	492	5	205	5	128	1	3	5
518100462203	Virginia Beach	85	1	25	1	195	2	2	1
518100462211	Virginia Beach	160	1	13	1	78	1	1	1
518100462212	Virginia Beach	28	1	25	1	30	1	1	1
518100462213	Virginia Beach	39	1	67	4	169	1	3	4
518100462221	Virginia Beach	374	4	12	1	40	1	2	2
518100462222	Virginia Beach	37	1	0	1	0	1	1	1
518100462223	Virginia Beach	69	1	0	1	23	1	1	1
518100462224	Virginia Beach	196	1	71	4	102	1	3	2
518100462225	Virginia Beach	34	1	0	1	0	1	1	1
518100462231	Virginia Beach	129	1	15	1	16	1	1	1
518100462232	Virginia Beach	125	1	0	1	24	1	1	1
518100462233	Virginia Beach	120	1	0	1	26	1	1	1
518100462241	Virginia Beach	53	1	18	1	43	1	1	1
518100462242	Virginia Beach	61	1	0	1	80	1	1	1
518100462243	Virginia Beach	80	1	13	1	324	4	1	4
518100462251	Virginia Beach	184	1	0	1	33	1	1	1
518100462252	Virginia Beach	93	1	0	1	0	1	1	2
518100462253	Virginia Beach	94	1	29	1	249	3	2	2
518100464001	Virginia Beach	167	1	0	1	48	1	1	1
518100464002	Virginia Beach	144	1	12	1	43	1	1	1
518100464003	Virginia Beach	115	1	0	1	7	1	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
518100464004	Virginia Beach	245	2	0	1	132	1	1	1
518109901000	Virginia Beach	0	1	0	1	0	1	1	1
518303701001	Williamsburg	119	1	111	5	213	2	3	2
518303701002	Williamsburg	89	1	23	1	106	1	1	1
518303701003	Williamsburg	705	5	21	1	327	4	2	2
518303702001	Williamsburg	98	1	56	3	213	2	3	1
518303702002	Williamsburg	149	1	0	1	71	1	2	1
518303702003	Williamsburg	124	1	40	2	291	4	1	2
518303703001	Williamsburg	483	5	29	1	211	2	2	4
518303703002	Williamsburg	133	1	8	1	206	2	1	1
518303703003	Williamsburg	7	1	0	1	92	1	1	1