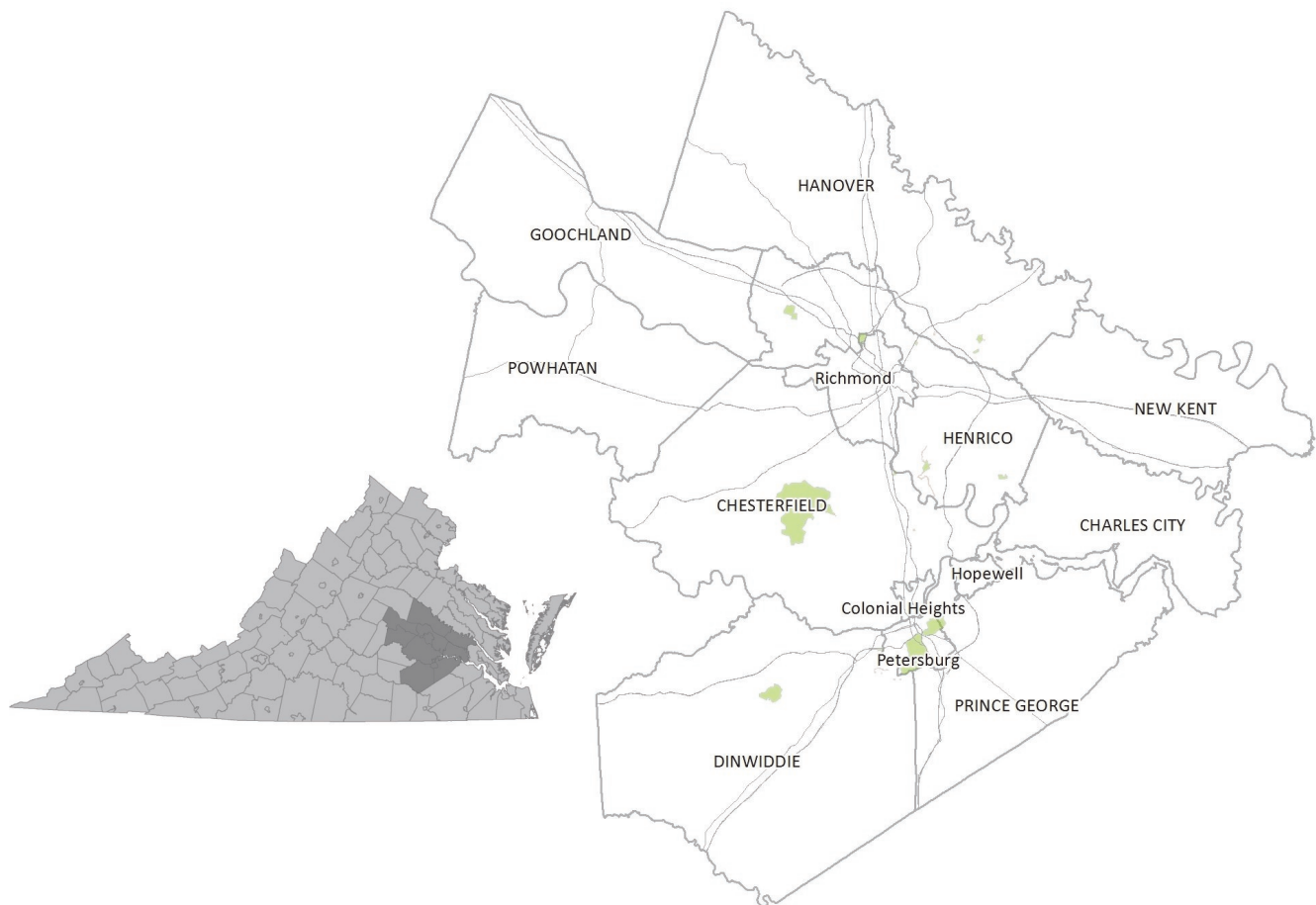


Richmond and Petersburg Metropolitan Planning Areas Coordinated Human Service Mobility Plan

June 2014

Counties: Charles City, Chesterfield, Dinwiddie, Goochland, Hanover, Henrico, New Kent, Powhatan, Prince George
Cities: Colonial Heights, Hopewell, Petersburg and Richmond



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



**Richmond and Petersburg
Metropolitan Planning Areas
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, for the Richmond and Petersburg Metropolitan Planning Organizations, is an update to the April 2008 Plan that was developed in partnership with the Greater Richmond Transit Company (GRTC) and DRPT. GRTC took the lead in the 2007-2008 process. For this CHSM plan update, DRPT worked with GRTC and other regional stakeholders as detailed further in the Outreach Efforts chapter.

As shown in Figure 1, the Richmond and Petersburg Metropolitan Planning Areas are located in the central portion of the Commonwealth, and include Charles City, Chesterfield, Dinwiddie, Hanover, Henrico, Goochland, New Kent, Powhatan and Prince George Counties in addition to the cities of Colonial Heights, Hopewell,

Petersburg and Richmond. As seen in Figure 2, Public transit providers in the metropolitan area include GRTC and Petersburg Area Transit (PAT).

Through a series of meetings held from January through June 2014, Virginia's CHSM planning effort for the Richmond and Petersburg Metropolitan Area 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
Richmond and Tri-Cities Metropolitan Planning Organization Boundaries

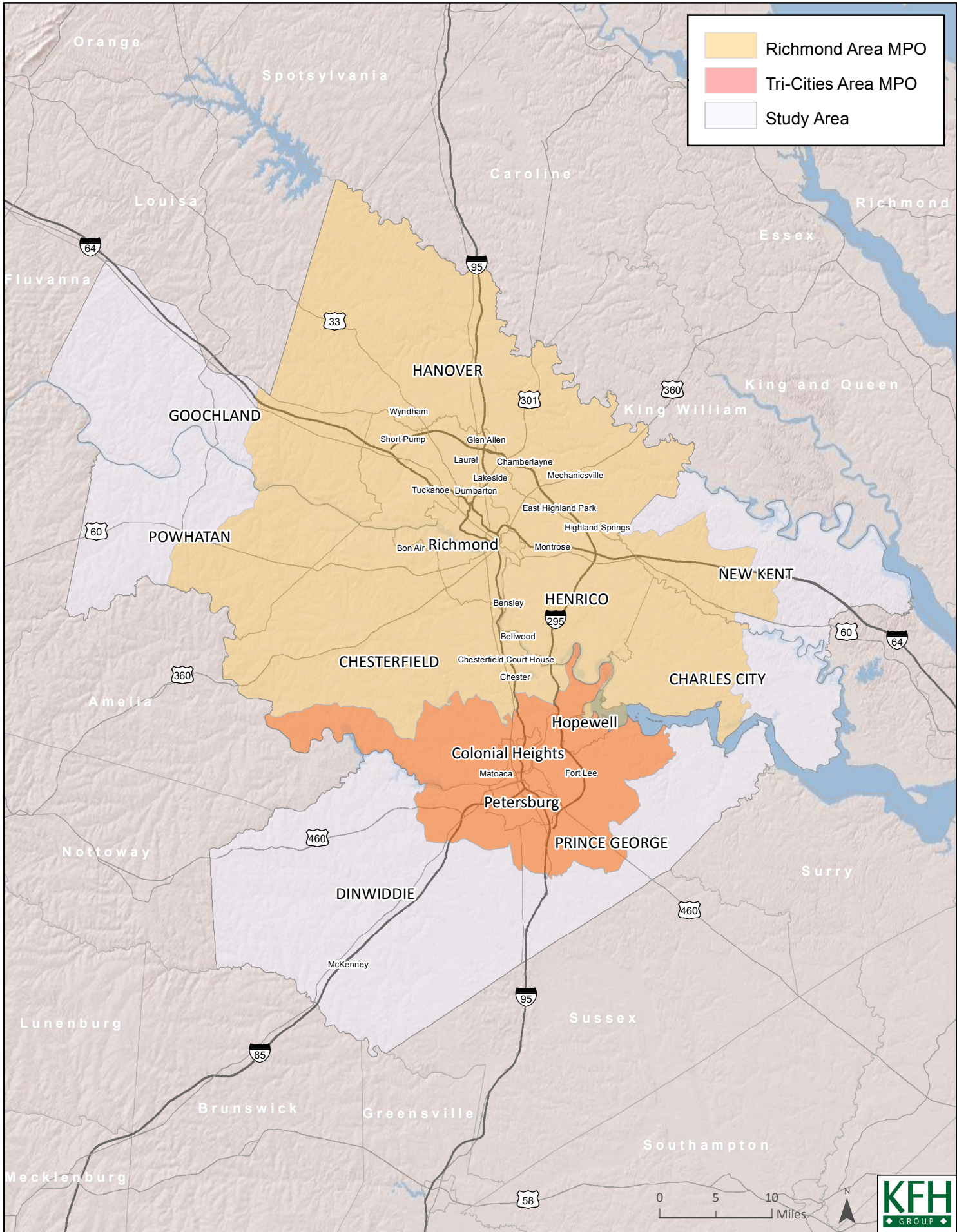
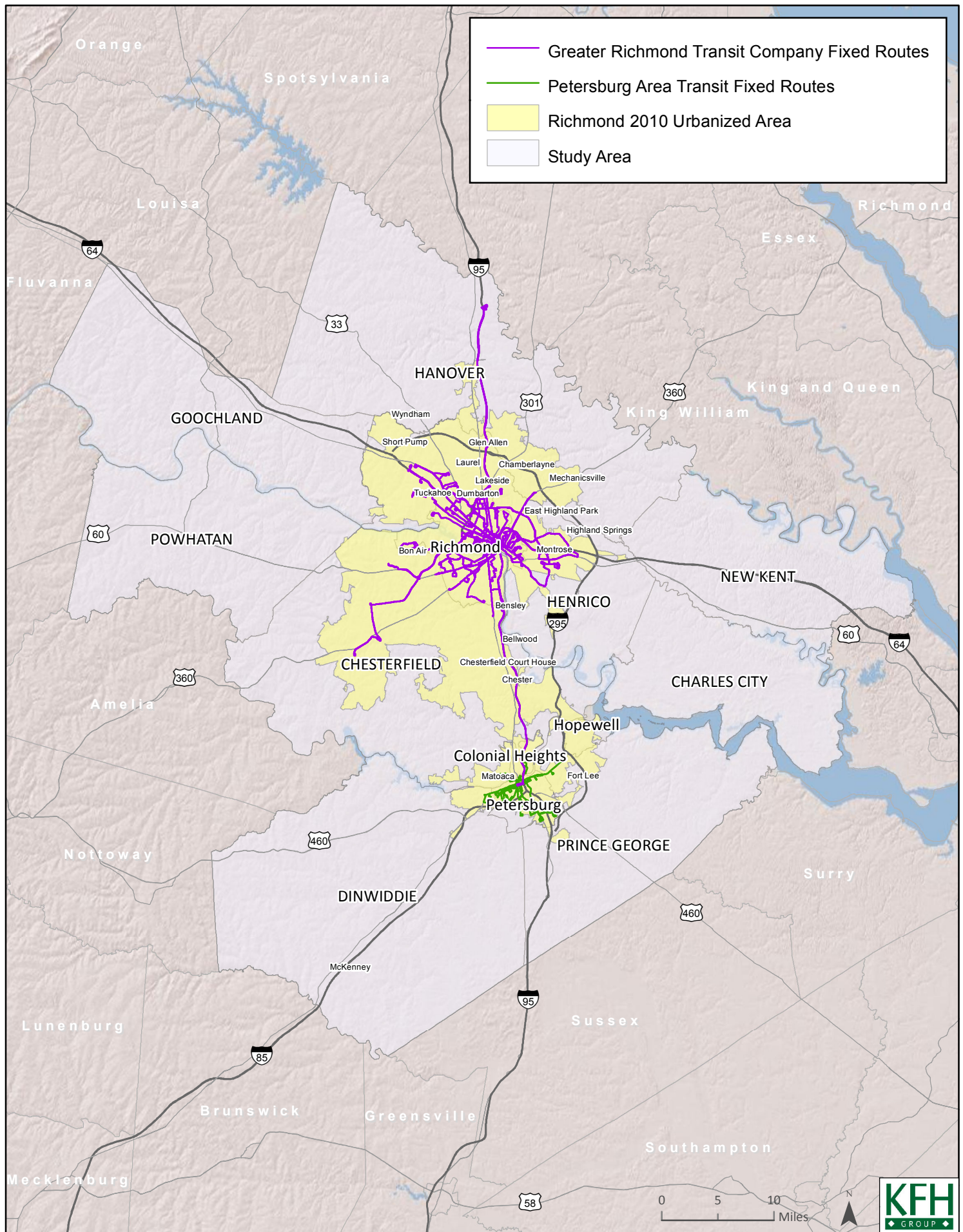


Figure 2
Richmond Urbanized Area and Fixed Route Public Transit Services



Background/Requirements

This section provides background information on the coordinated transportation planning process based on Section 5310 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, older adults, 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 older adults. 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.

Note: FTA's Section 5310 circular modifies required 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 fall of 2013, DRPT hosted a local planning session for the Richmond and Petersburg Metropolitan Areas, 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. Subsequent to this meeting, through mutual agreement, DRPT became the designated recipient of Section 5310 funds for the urbanized area. It was further determined that the stakeholder group should be reconvened to continue updating the CHSM Plan.
- In the winter of 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 the Richmond and Petersburg Metropolitan Planning Organization's jurisdiction. 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 study area 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 study area 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 3, the areas of highest density occur in the cities of Richmond and Petersburg and along the Interstate 95 corridor. Alternatively, areas to the east and west of the interstate corridor feature population densities of less than 100 persons per square mile.

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 4, 5, and 6 display the relative concentrations of these populations in the metropolitan region. The scale of "very low" to "very high" is based on the average for the region. A block group classified as "very low" can still have a significant number of potentially transit dependent persons; "very low" only means below the region's average. At the other end of the spectrum, "very high" means greater than twice the region's average.

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.

As shown in Figure 4, the block groups classified as having a very high number of seniors are primarily located in outlying counties. They are also scattered throughout places like Bon Air, Glen Allen and Bellwood to name a few. Figure 5 displays the relative number of individuals with disabilities. The tracts classified as very high are dispersed around the Richmond City center and a large section of southern Dinwiddie County. As shown in Figure 6, areas with the highest relative number of low-income persons are grouped in in higher density areas of Richmond and Petersburg; additionally, the northern area of Hanover County is also ranked very high.

Number/Percentage of Vulnerable Persons or Households	Score Based on Potential Transit Dependence
<= the study area average	1 (Very Low)
> average and <= 1.33 times average	2 (Low)
> 1.33 times average and <= 1.67 times average	3 (Moderate)
> 1.67 times average and <= 2 times average	4 (High)
> 2 times the study area 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 7 displays the relative number of autoless households for the study area. Block groups with a classification of very high occur in Petersburg and the downtown core of Richmond.

Transit Dependence Indices

For each block group in the region, 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 region (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 8 and 9 display the overall TDI and TDIP rankings for the region. As shown in Figure 8, the block groups that have a TDI classification of very high are located in the major population centers of Richmond, Petersburg and Hopewell. Figure 9 displays the TDIP. The areas classified as very high or high based on their percentage of potentially transit dependent persons are similarly clustered in high population areas but also are also heavily dispersed through the region.

Figure 3
2010 Population Density

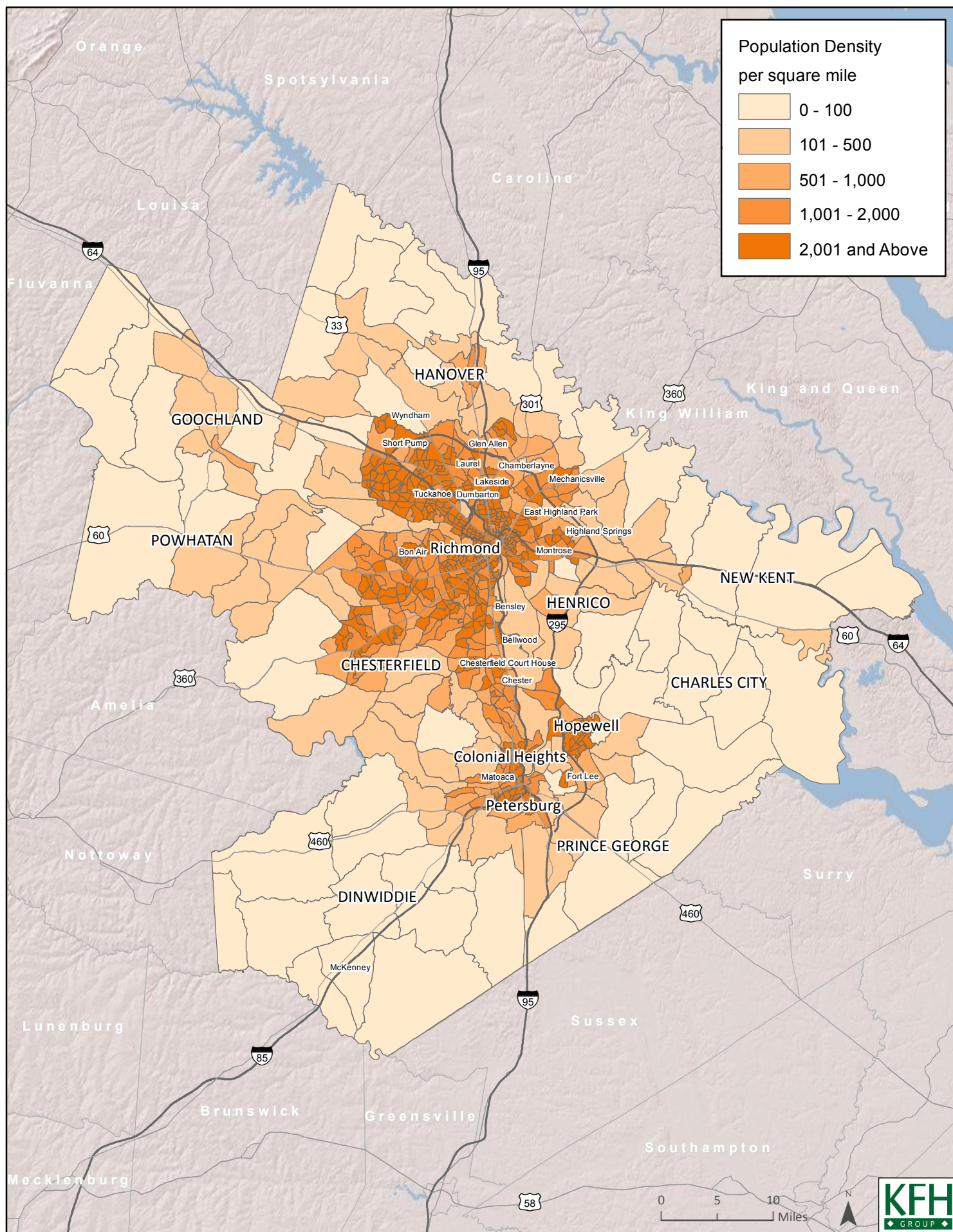


Figure 4
Persons Aged 65 and Older Per Census Block

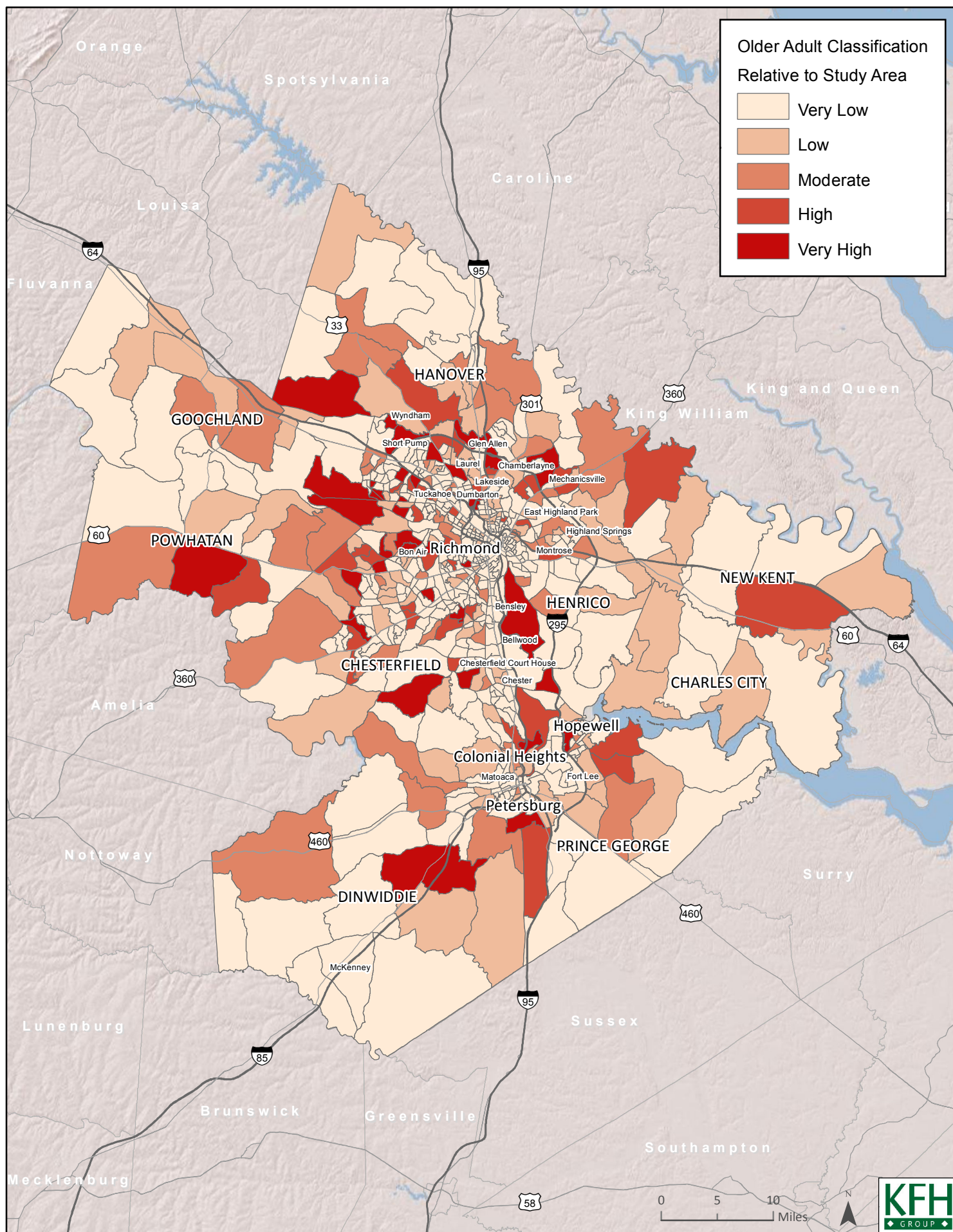


Figure 5
Persons with Disabilities Per Census Tract

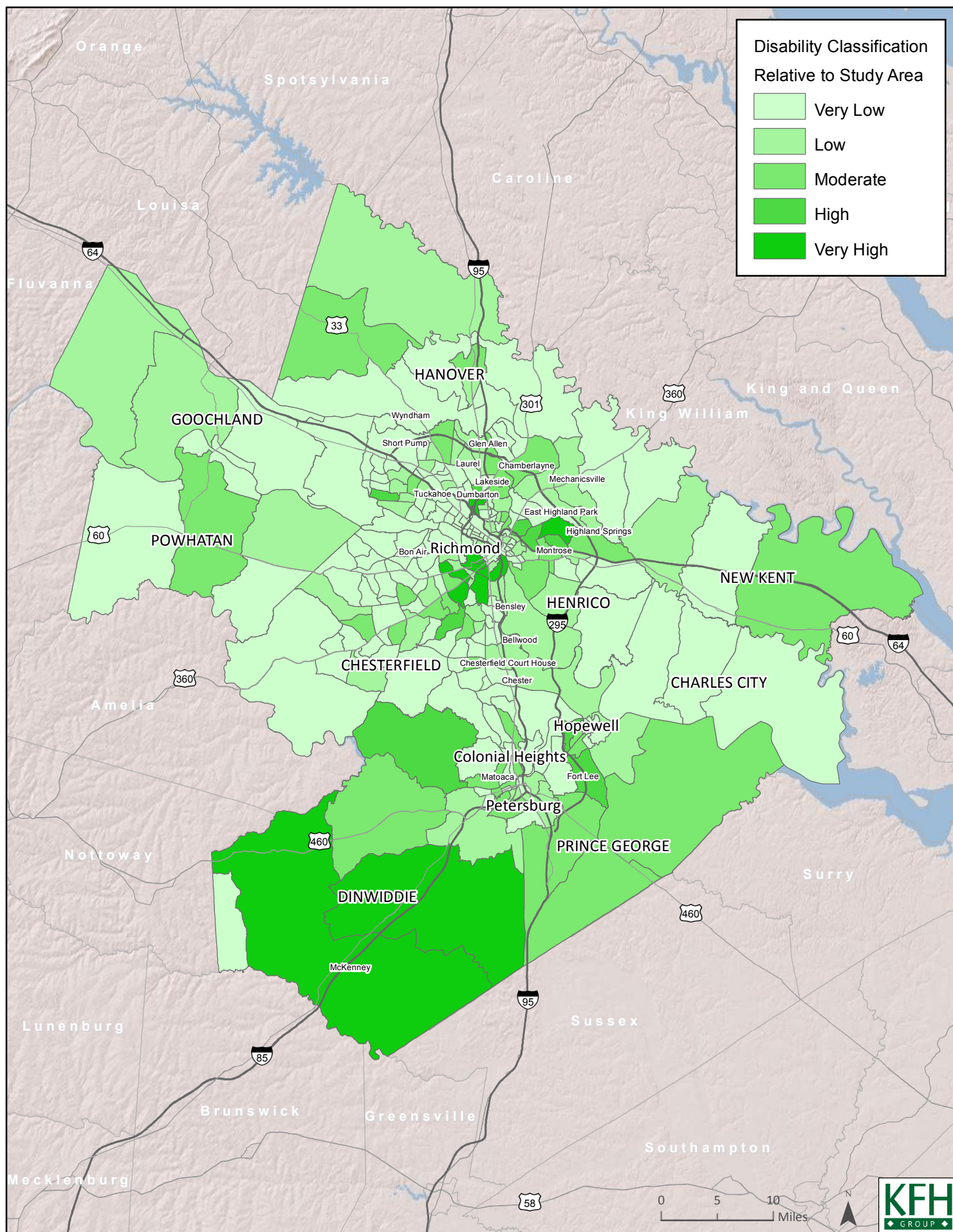


Figure 6
Persons Below Poverty Per Census Block Group

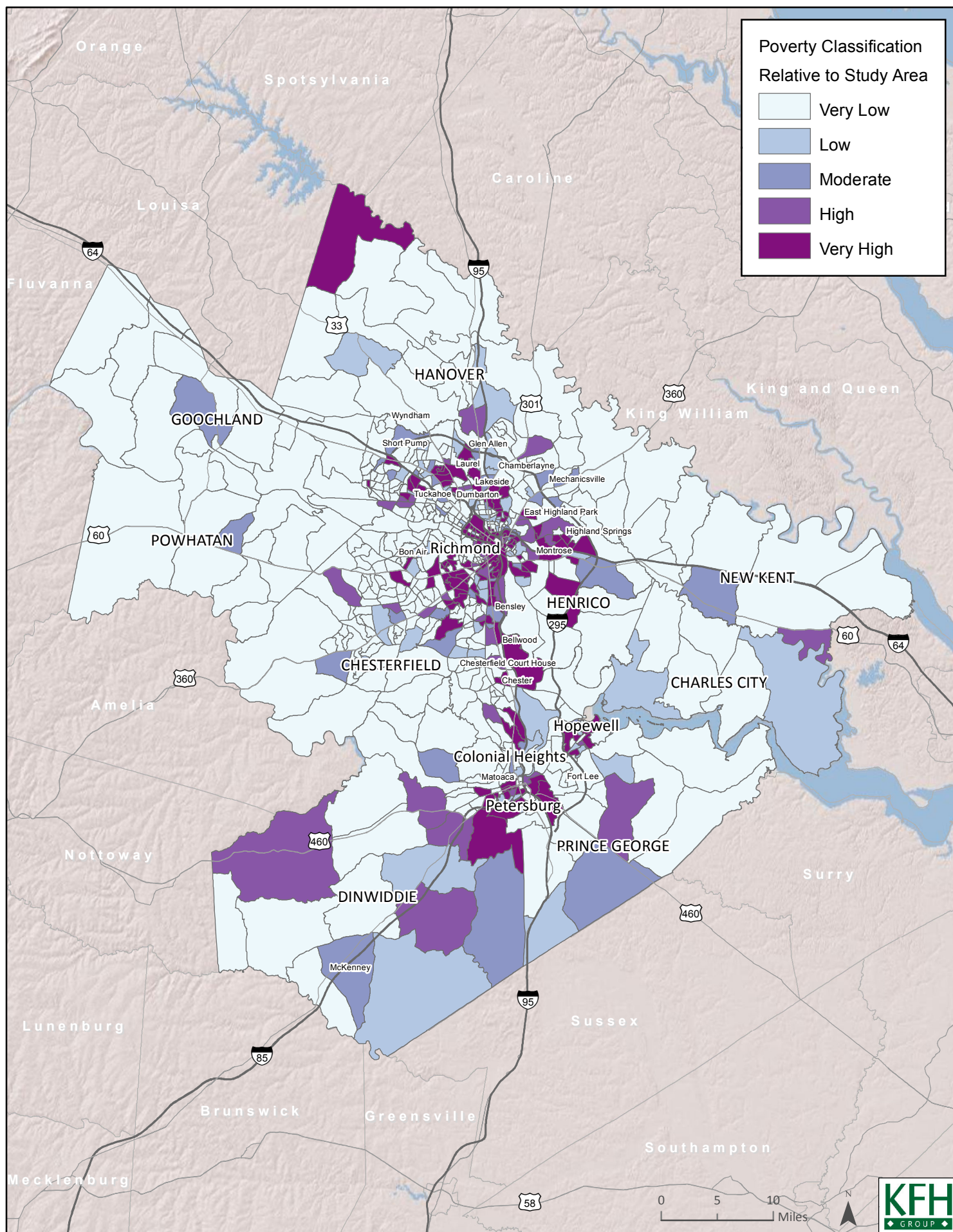


Figure 7
Autoless Households Per Census Block Group

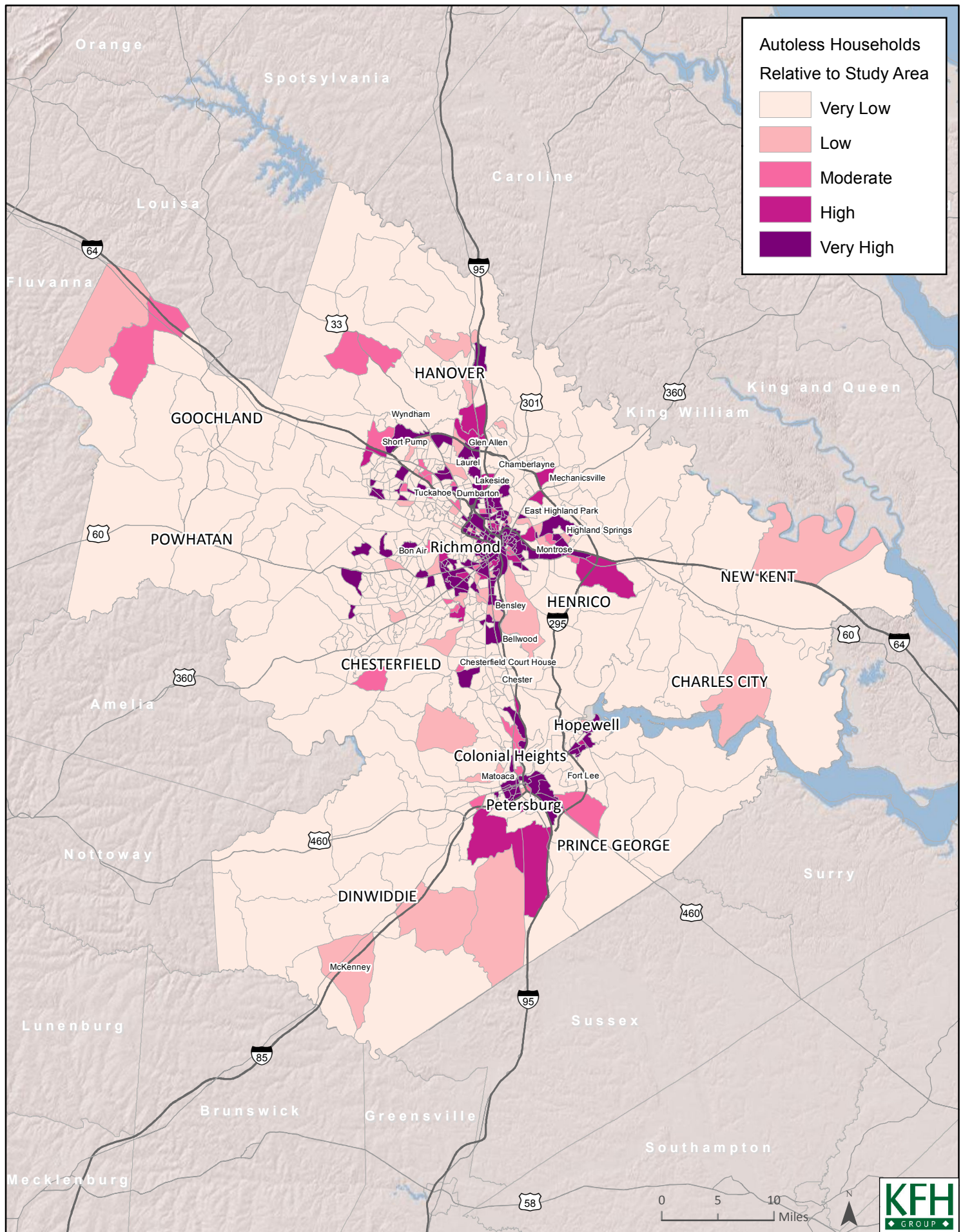


Figure 8
Transit Need by Ranked Density of Transit Dependent Persons

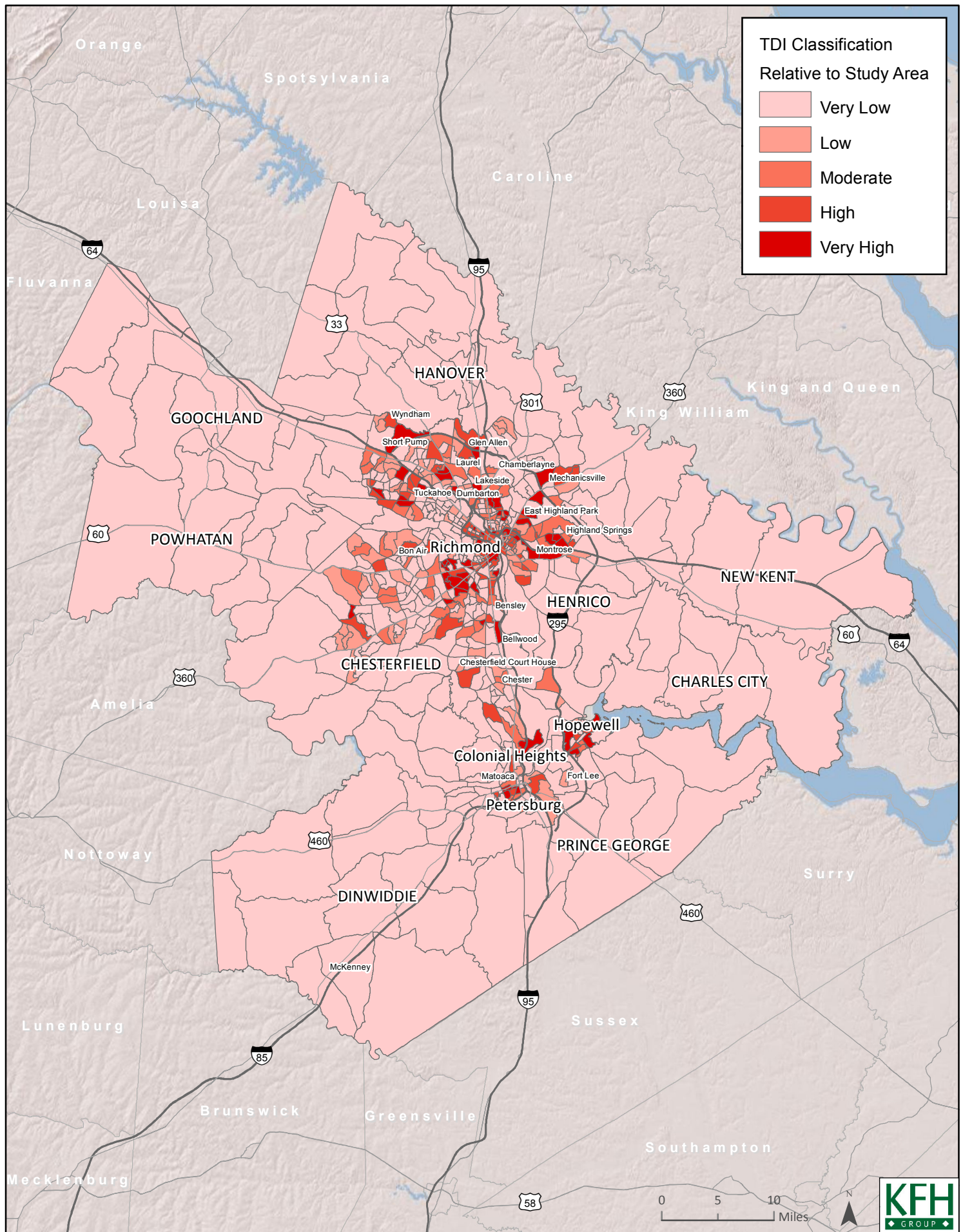
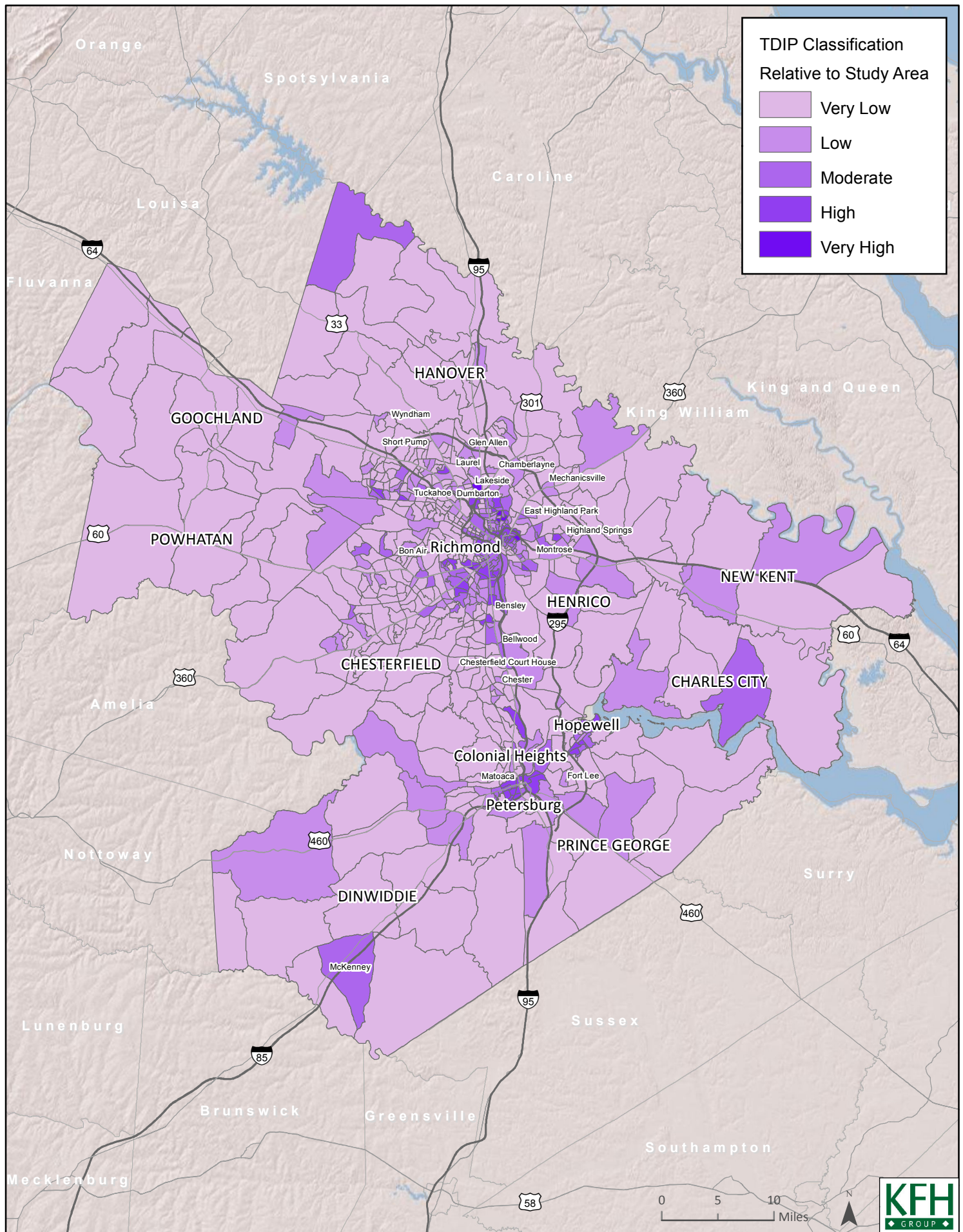


Figure 9
Transit Need by Ranked Percentage of Transit Dependent Persons



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	Client Type	# of Vehicles	Trip Characteristics (Times, Fees, etc.)	# of Trips	Service Area	Wheelchair Accessible	Contact Information
Access Chesterfield	Available to people with disabilities, people age 60+, or households living at 200% of federal poverty level. Must be a resident of Chesterfield and registered for the service.	15 Vehicles	Monday – Friday 5:30am to 7:30pm and Saturday 5:30am to 5:30pm. \$30 for five vouchers; voucher good for one way trip.	50,000 annually	Chesterfield County. Trips outside Chesterfield County will be available for medical purposes only; with one exception for passengers living in Southeastern Chesterfield County where limited transportation is available along a designated route in Colonial Heights.	Yes	Phone: (804) 279-8489 (registration) (804) 955-4172 (ride requests) Website: www.chesterfield.gov/accesschesterfield
Acti-Kare in Home Care			Monday – Sunday 6:00am to 9:00pm. \$16 to \$18 per hour.		Chesterfield, Goochland, Hanover, Henrico, Richmond, Petersburg area		Phone: (804) 264-2829 Website: www.actikarerichmondva.com
Alliance Specialty Transport			Transportation provided 24/7. Office hours are Monday – Friday 9:00am to 5:00pm.		Richmond, Chesterfield, Henrico; additional fees apply in Powhattan, Goochland and Hanover	Yes	Phone: (804) 225-8599 Website: Alliancespecialtytransport.com

Agency/ Provider	Client Type	# of Vehicles	Trip Characteristics (Times, Fees, etc.)	# of Trips	Service Area	Wheelchair Accessible	Contact Information
American Cancer Society (Road to Recovery)	Transportation to and from cancer treatment for those without rides.		Monday – Friday 8:00am to 5:00pm. Rides are free.		Chesterfield, Henrico and Richmond		Phone: (804) 527-3700 Website: www.cancer.org
Angels for Hire/Angel Ride			Monday – Friday 8:30am to 6:00pm.		Western Richmond, western Henrico, northern Chesterfield; additional fee for pickup in other areas.	Yes	Phone: (804) 423-9200 Website: www.angelride.net
Bay Transit	General public	48 Vehicles (35 are wheelchair accessible)	Call Monday – Friday 6:00am to 6:00pm to schedule a ride. \$2.00 per trip; \$12.00 for booklet of 10 trips.	11,453 in FY13	New Kent and Charles City Counties to Richmond	Yes	Phone: (804) 966-8743 Website: www.baytransit.org
Bowman Transportation Service			Office Hours Monday – Friday 8:00am to 5:00pm.		Richmond and surrounding areas	Yes	Phone: (804) 745-0046 Website: www.ridewithlarry.com
Brooks LLC			Monday – Friday 7:00am to 7:00pm, Saturday 7:00am to 5:00pm and Sunday by appointment only.		Richmond, Goochland and Petersburg		Phone: (804) 276-3401
Capital Area Partnership Uplifting People (CAP-UP)	Intended for Seniors	8 Vehicles		7,716 in FY10	Goochland, Hanover and Powhatan		Phone: (804) 598-3351
CareMore	Must be an Anthem Blue Cross Blue Shield Medicare patient to use services		Service is associated with individual facilities.				Phone: (855) 242-9606 Website: www.caremore.com
Capital Area Health Network (CAHN)	Members of the CAHN		Transportation services are associated with CAHN medical services.				Phone: (804) 253-1969 Website: Cahealthnet.com

Agency/ Provider	Client Type	# of Vehicles	Trip Characteristics (Times, Fees, etc.)	# of Trips	Service Area	Wheelchair Accessible	Contact Information
Chesterfield Community Services Board (CSB)	Members of CSB programs	30 Vehicles	Service is associated with CSB services. Transportation includes trips for employment, day services, mental health services and substance abuse programs.	77,000 in FY14	Chesterfield County	Yes	Phone: (804) 748-1227 Website: www.chesterfield.gov/csb
Comfort Keepers	Disabled adults, seniors aging in place and persons recovering from surgery.		Provides transportation incidental to other care services.	24,781 in FY13	Greater Richmond area		Phone: (804) 750-1123 Website: www.comfortkeepers.com
Crater District AAA	General public, elderly, disabled and Medicare	22 Vehicles	Monday – Friday 8:00am to 4:30pm. Volunteer based; must schedule ride at least 48 business hours before appointment.		Petersburg, Colonial Heights, Dinwiddie, Greensville, Hopewell, Prince George, Surry, Sussex	Yes	Phone: (804) 732-7020 Website: www.cdaaa.org
Dependacare Transportation	General public		Provide pre-scheduled and same day appointments for door-to-door, curb-to-curb, or door-through-door service.		Richmond and surrounding areas	Yes	Phone: (804) 745-1818 Website: www.dependacareva.com
Flagship Transportation			Monday – Friday 6:00am to 6:00pm and Saturday 6:00am to 2:00pm.				Phone: (434)265-6781 Website: www.flagshiptransport.com
Goochland Free Clinic and Family Services	Must be at or below the 200% of the federal poverty level; eligibility screening required	3 Vehicles	Monday 12:00pm to 3:00pm in Richmond; Tuesday – Thursday 9:00am to 3:00pm in Goochland; and Friday 9:00am to 12:00pm in Richmond. Fare free if eligible.	3,246 in FY13	Goochland		Phone: (804) 556-6260 Website: Goochlandfreeclinicandfamilyservices.org

Agency/ Provider	Client Type	# of Vehicles	Trip Characteristics (Times, Fees, etc.)	# of Trips	Service Area	Wheelchair Accessible	Contact Information
Greater Richmond ARC	People with developmental disabled and their families	9 Vehicles	Provides transportation for ARC services. Contact provider for more information.	82,873 in FY13	Greater Richmond area	Yes	Phone: (804) 358-1874 Website: www.richmondarc.org
Greater Richmond Transit Company (GRTC)	General public	135 Vehicles	Fixed route service available daily from 5:00am to 1:00am. Fare is \$1.50, \$0.75 reduced fare is available for those aged 65+, certain disabilities and CARE customers.	8,845,810 in FY13	Richmond, Chesterfield, Hanover, Henrico	Yes	Phone: (804) 358-4782 Website: www.ridegrtc.com
GRTC's CARE	ADA paratransit eligibility process is required.	70 Vehicles	Richmond: 4:30am to 12:30am and Henrico: 6:00am to 11:00pm. Specialized transportation fare is \$3.00.	345,358 in FY13	Richmond, Henrico and portions of Chesterfield	Yes	Phone: (804) 782-2273 Website: www.ridegrtc.com
Heart Havens, Inc.	Persons with intellectual disabilities that are enrolled in the program	2 Vehicles	Trips are available by appointment for community outings, medical appointments and shopping.		Greater Richmond area		Phone: (804) 237-6097 Website: www.hearthavens.org
Home Helpers	General public; intended for seniors and lower income persons		Provide trips for grocery shopping, prescription pick-up, errand services and doctor visits.		Chesterfield, Glen Allen, Hanover, Henrico, Mechanicsville, Midlothian, Richmond		Phone: (804) 864-4258 Website: Homecarerichmond.com
Home Instead Senior Care	Home Instead provides transportation incidental to their companionship services		As scheduled; there is a three hour minimum per visit and we prefer at least a 24 hour notice. Provide service for a single event or regular schedule seven days a week.		Richmond area		Phone: (804) 527-1100 Website: www.homeinstead.com
Jen Care	Healthcare delivery system for seniors who are eligible for Medicare		Trips are designated for clinic patients.		Within six miles of clinic locations		Phone: (804) 344-9848 Website: www.jencaremed.com

Agency/ Provider	Client Type	# of Vehicles	Trip Characteristics (Times, Fees, etc.)	# of Trips	Service Area	Wheelchair Accessible	Contact Information
Logisticare – Virginia Non-Emergency Medical Transportation System	Medicaid recipients only	None	Can be contacted 24 hours a day to arrange transportation. Fares are arranged through Medicaid.	800,000 registered members	Statewide	Yes	Phone: (866) 810-8305 Website: www.logisticare.com
Mechanicsville Churches Emergency Function Senior Rides	Seniors		Rides arranged on a per case basis; contracts with transit agencies and taxicab companies. Contact provider for more information.		South-central Hanover County (zip codes: 23111, 23116 and a portion of 23059)		Phone: (804) 334-6590 Website: www.mcef.co
Mobility Transportation, LLC	General public		Monday – Friday 6:00am to 6:00pm and Saturday 6:00am to 1:00pm.		Chesterfield, Henrico, Richmond	Yes	Phone: (804) 687-6590 Website: www.mobility-transportation.com
New Freedom Transportation, LLC	General Public, Medicaid	7 Fifteen Passenger Vans 8 Minivans	Rides arranged on a per case basis; contact provider for more information.		Richmond area		Phone: (804) 288-1248 Website: www.newfreedomtransportation.com
Petersburg Area Transit	General public	14 Buses 6 Demand Response Vehicles	Monday – Thursday 5:45am to 7:00pm, Friday 5:45am to 8:00pm and Saturday 6:45am to 8:00pm fixed route and demand response service.	664,701 in FY12	City of Petersburg, Colonial Heights, Hopewell	Yes	Phone: (804) 733-2450 Website: www.petersburg-va.org/transit/
Pink Transportation			Service provided 24 hours a day, 7 days a week.		Petersburg, Colonial Heights, Hopewell; service in other areas may be provided upon request		Phone: (804) 894-8646 Website: www.pink804.com
Presbyterian Homes and Family Services and the Family Alliance/Ways to Work	This program is geared towards families in helping them retain employment	1 Vehicle	The Ways to Work Program has approved 103 families with small-interest loans to meet their transportation needs. Contact provider for more information.		Richmond, Chesterfield and Henrico		Phone: (804) 888-8226 Website: www.phfs.org www.waystowork.org

Agency/ Provider	Client Type	# of Vehicles	Trip Characteristics (Times, Fees, etc.)	# of Trips	Service Area	Wheelchair Accessible	Contact Information
RVA Shoppers' Shuttle			Operates on the second and ninth day of each month and the third Saturday of each month. Bus schedules can be found online. Fare free.		Transportation to the Shelia Lane Wal-Mart; service from Hillside Court, Fay Tower, Creighton Court, Fairfield, Mosby, Whitcomb, and Fulton	No	Phone: (804) 646-7985 Website: Richmondvacitynews.blogspot.com /2012/02/rva-shoppers-shuttle-schedule.html
Save Our Seniors			Rides arranged on a per case basis; contact provider for more information.		Richmond area		Phone: (804) 559-4480
SeniorBridge	Provides escort and errand services in association with their home health care services		Rides arranged on a per case basis; contact provider for more information.		As arranged		Phone: (804) 282-0753 Website: www.matureoptions.com
Senior Connections	General public, elderly and disabled		Contact provider for more information.		Charles City, Chesterfield, Goochland, Hanover, Henrico, New Kent, Powhatan and Richmond	Yes	Phone: (804) 343-3000 Website: www.seniorconnections-va.org
Senior Express Enterprise			Monday – Friday 7:00am to 6:00pm.		Greater Richmond and Petersburg areas		Phone: (804) 402-6457
Seniors Helping Seniors			Rides arranged on a per case basis; contact provider for more information.		Richmond, eastern Henrico		Phone: (804) 553-0526 Website: www.seniorshelpingseniors.com/RVA
Shepherd's Center of Chesterfield	Must be over 50 years of age without serious cognitive impairment		Office hours are Monday – Friday 9:00am to 1:00pm. Fare free, donations accepted.		Chester, Chesterfield, Colonial Heights, Dinwiddie, Hopewell, Midlothian, Prince George, South Richmond	No	Phone: (804) 706-6689 Website: www.shepctrchesterfield.org

Agency/ Provider	Client Type	# of Vehicles	Trip Characteristics (Times, Fees, etc.)	# of Trips	Service Area	Wheelchair Accessible	Contact Information
Shepherd's Center of Richmond	Must be over 60 years of age without serious cognitive impairment		Transportation is provided for medical appointments and grocery shopping. Office hours are Monday – Friday 8:30am to 4:30pm. Fare free.		Zip codes: 23059, 23060, 23113, 23114, 23219, 23220, 23221, 23222, 23224, 23225, 23226, 23227, 23228, 23229, 23230, 23233, 23235, 23236, 23238, 23294	No	Phone: (804) 355-7282 Website: www.tscor.wordpress.com
St. Joseph's Villa	Children and families with special needs	6 Vehicles	Transportation is provided as needed to participants in St. Joseph's programs. Contact the provider for more information.		The greater Richmond and Petersburg areas including Hanover, Williamsburg, Louisa and Powhatan	Yes	Phone: (804) 553-3200 Website: www.neverstopbelieving.org
Sunrise Transportation			Monday – Friday 7:00am to 7:00pm.		Richmond, Hanover and Henrico		Phone: (804)559-6083
Tendercare Transport			Monday – Friday 8:00am to 5:00pm.		Louisa, Goochland, Hanover, Henrico and Richmond	Yes	Phone: (804) 288-8763 Website: www.tendercareofva.com
TNT Transportation Services	Non-Emergency Medical Transportation	11 Vehicles	Available 24/7. Fees based per trip. Authorized for intrastate and interstate transportation.	300 per month	Based Richmond area; will provide transport to anywhere in Virginia and some out of state trips	Yes	Phone: (804) 270-3258 Website: www.tntvans.com
Van Go			Monday – Friday 5:30am to 8:30pm; service available 24 hours a day with advance notice.		Powhatan, Colonial Heights, Hopewell, Petersburg, Chesterfield, Hanover, Henrico, Richmond and Goochland	Yes	Phone: (804) 261-7388 Website: www.vangorichmond.com
VIP & Associates			Monday – Friday 8:00am to 4:00pm.		Powhatan, Colonial Heights, Hopewell, Petersburg, Chesterfield, Hanover, Henrico, Richmond, Goochland, Charles City and New Kent	Yes	Phone: (804) 329-2500

Agency/ Provider	Client Type	# of Vehicles	Trip Characteristics (Times, Fees, etc.)	# of Trips	Service Area	Wheelchair Accessible	Contact Information
We Care Transportation			Rides arranged on a per case basis; contact provider for more information.		Petersburg		Phone: (804) 7333-2450

Private Transportation Providers:

A Rainbow Taxi Co. ° Petersburg ° (804) 862-1108
AAA Taxi Co. ° Petersburg ° (804) 862-8111
At Your Service ° Richmond ° (804) 423-9200
Big Ben Taxi Cab ° Richmond, Henrico, Chesterfield and Chester ° (804) 986-6667
Boulevard Cab Co. ° Colonial Heights ° (804) 732-3636
Chester Taxi ° Chester ° (804) 536-3546
Forward Fleet ° Richmond ° (804) 426-4313
J&M Transportation Services, LLS ° Richmond ° (804) 737-2693 or (804) 878-5020
Junnie Ray ° Richmond ° (804) 326-6414
Marshall Cab LLC ° Hopewell ° (804) 458-3325
Metro Cab Co. ° Petersburg ° (804) 861-2445
Napoleon Taxi ° Chesterfield, Hanover, Henrico and Richmond ° (804) 354-8294 ° *Offers a 20% discount to disabled, elderly, and vision impaired*
Richmond Taxicab ° Richmond, Henrico, Hanover ° (804) 300-9900 ° Wheelchair Accessible
Saleh Medical Transportation, Inc. ° Richmond ° (804) 334-9511
Sam Transportation ° Richmond ° (804) 715-9242
Seasonal Transport, LLC ° Richmond ° (804) 303-9591
West End Cab ° Western Henrico, Goochland, Powhatan, Louisa, Amelia ° (804) 833-1234 ° Wheelchair Accessible
World Star Cab ° Richmond ° (804) 393-4432

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.

Communication

- Increased marketing of existing transportation options and how to use them.
- Improved communication between providers and customers.
- Greater awareness and education for providers, decision makers and others that with older age mobility issues increase.
- Market environmental, economic and social benefits of transit as incentives for choice riders.

Coordination

- Build relationships between vendors to institute a regional transit network.
- Improved coordination between transportation providers.
- Reduce customers need to rely on different providers for different types of trips.
- Increase the number of volunteer drivers.
- Need to coordinate to expand access to accessible vehicles.
- Coordinate a one-stop location for riders to get information on available services and to request services.
- More regional approach in marketing and coordination of services.
- Bring more non-profits and churches with available vans into coordination efforts.
- Increase the information around supplemental insurance through the state office of risk management.

- Establish a mobility call center for transportation information.
- Engage the faith community through the use of volunteers and church vehicles.

Cost

- Additional funding to provide specialized transportation services, especially during start-up phase.
- Diminishing affordability for customers.
- Transportation for non-Medicaid funded trips.
- Assistance while waiting to qualify for services.
- Additional funding for public transportation besides the local government; explore the Chamber of Commerce, business associations, hospitals, and other sources to contribute funds.
- Increase cost efficiency by transitioning more expensive paratransit services to fixed-route services where viable and appropriate.
- Engage planners and road engineers to include more disability and senior-friendly facilities in initial development proposals (especially since it is significantly more expensive to make such changes after development has been completed).
- More flexibility in options for coming up with local match funding.

Service

- Fixed route service to employment areas, especially growing suburban locations.
- Weekend service throughout region.
- Access to evening and night jobs.
- Greater midday service.
- Improve the efficiency and reliability of door-to-door services, door-through-door services, and other assistance to enable mobility.
- Build a transit link between Hanover and Chesterfield Counties.
- Service to the McGuire Veterans Administration Medical Center.
- Shorter and more frequent trips.
- Serve non-profit organizations that provide public services that are not along current routes.

Policy/Guidelines

- Eligibility, scheduling and other policies vary between providers.
- Greater flexibility to allow for additional family members.
- Greater flexibility for people who are borderline eligible for services.

- Need to maintain and ensure quality standards for transit providers, including guidelines for equipment, drug testing requirements for drivers, and defensive driving classes.
- Promote more transportation provision between localities.
- Consider and respond to health care reform and coordinate trips to minimize cost.

Built Environment

- Ensure that traffic signals have accessibility devices.
- Greater access to stops; need sidewalks to increase access to public transportation.
- Additional bus shelters.
- Some apartment complexes and retirement communities do not accommodate buses.
- Landscaping along sidewalks needs to be more sensitive to persons with disabilities and seniors, i.e. low-hanging branches and tree roots breaking the sidewalk pose inconveniences and dangers.
- Curb cuts need to be available on both sides of the street.
- Increase accessibility at major destinations including hospitals and shopping centers, i.e. buses cannot go through the roundabout at Henrico Hospital, and the clearance is too low for accessible vehicles; fixed-route buses also stop at the parking lot at Stony Point Mall instead of driving to a major entrance.
- Make new developments more accessible.
- Safe and efficient loading at the medical facilities in the region.

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 numbers associated with each strategy are for reference purposes and are not intended to indicate ranking.

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

1. Continue to support and maintain capital needs of existing coordinated human service/public transportation providers.
2. Increase the availability, affordability, reliability and inclusiveness of demand-response and specialized transportation services to provide additional trips for seniors, people with disabilities, and people with lower incomes.
3. Bring new funding partners to public transit/human service transportation.

Second Tier Strategies

4. Expand outreach and information on available transportation options in the region, including a centralized point of access for information on mobility options.
5. Establish or expand programs that provide travel training to customers, human service agency staff, medical facility personnel, and others in the use and availability of existing public and specialized transportation services.
6. Build coordination among existing public transit, private and human service transportation providers.
7. Provide targeted shuttle services to access employment opportunities.

8. Utilize the Veteran's Transportation and Community Living Initiative Program to establish regular trips to the McGuire VAMC.

Third Tier Strategies

9. Implement new public transportation services or operate existing public transit services on a more frequent basis.
10. Improve built environment to enable access to available transportation options.
11. Expand access to taxi and other private transportation operators.
12. Provide taxicab vouchers, travel training and bus buddies as other potential solutions for the transportation dependent.
13. Provide flexible transportation options and more specialized transportation services or one-to-one services through expanded use of volunteers.

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.

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 #1 – Continue to Support and Maintain Capital Needs of Existing Coordinated Human Service/Public Transportation Providers

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:

- Additional funding to provide specialized transportation services, especially during start-up phase.
- Assistance while waiting to qualify for services.
- Additional funding for public transportation besides the local government; explore the Chamber of Commerce, business associations, hospitals, and other sources to contribute funds.
- More flexibility in options for coming up with local match funding.

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.

Strategy #2 – Increase the Availability, Affordability, Reliability and Inclusiveness of Demand-Response and Specialized Transportation Services to Provide Additional Trips for Seniors, People with Disabilities, 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:

- Increased marketing of existing transportation options and how to use them.
- Greater awareness and education for providers, decision makers and others that with older age these mobility issues increase.
- Establish a mobility call center for transportation information.
- Engage the faith community through the use of volunteers and church vehicles.
- Door-to-door services, door-through-door services, and other assistance to enable mobility.
- Build a transit link between all jurisdictions.
- Shorter and more frequent trips.

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.

Strategy #3 – Bring New Funding Partners to Public Transit/Human Service Transportation

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, dialysis clinics, 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:

- Additional funding to provide specialized transportation services, especially during start-up phase.
- Diminishing affordability for customers.
- Transportation for non-Medicaid funded trips.
- Assistance while waiting to qualify for services.
- Additional funding for public transportation besides the local government; explore the Chamber of Commerce, business associations, hospitals, and other sources to contribute funds.

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.

Second Tier Strategies

Strategy #4 – Expand Outreach and Information on Available Transportation Options in the Region, Including a Centralized Point of Access for Information on Mobility Options

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:

- Build relationships between vendors to institute a regional transit network.
- Improved coordination between transportation providers.
- Reduce customers need to rely on different providers for different types of trips.
- Coordinate a one-stop location for riders to get information on available services and to request services.
- More regional approach in marketing and coordination of services.
- Increased marketing of existing transportation options and how to use them.

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 #5 – Establish or Expand Programs that Provide Travel Training to Customers, Human Service Agency Staff, Medical Facility Personnel, and Others in the Use and 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:

- Increased marketing of existing transportation options and how to use them.
- Improved communication between providers and customers.
- Greater awareness and education for providers, decision makers and others that with older age these mobility issues increase.
- Market environmental, economic and social benefits of transit as incentives for choice riders.
- Build relationships between vendors to institute a regional transit network.

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 #6 – Build Coordination Among Existing Public Transit, Private, and Human Service Transportation Providers

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 the region can build upon the coordination efforts already occurring.

Unmet Needs/Issues Strategy Will Address:

- Build relationships between vendors to institute a regional transit network.
- Improved coordination between transportation providers.
- Reduce customers need to rely on different providers for different types of trips.
- Increase the number of volunteer drivers.
- Need to coordinate to expand access to accessible vehicles.
- Coordinate a one-stop location for riders to get information on available services and to request services.
- More regional approach in marketing and coordination of services.
- Bring non-profits and churches with available vans into coordination efforts.
- Increase the information around supplemental insurance through the state office of risk management.
- Establish a mobility call center for transportation information.
- Engage the faith community through the use of volunteers and church vehicles.

Potential Projects:

- A region 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 region 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 #7 – Provide Targeted Shuttle Services to Access Employment Opportunities

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:

- Fixed route service to employment areas, especially growing suburban locations.
- Weekend service throughout region.
- Access to evening and night jobs.

- Greater midday service.
- Build a transit link between Hanover and Chesterfield Counties.
- Shorter and more frequent trips.
- Serve non-profit organizations that provide public services that are not along current routes.

Potential Projects:

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

<p>Strategy # 8 - Utilize the Veteran's Transportation Community Living Initiative Program to Establish Regular Trips to the McGuire VAMC</p>

The Veteran's Transportation and Community Living Initiative (VTCLI) is a \$29 million dollar competitive grants program to help veterans, military families and others connect to jobs and services in their communities by improving access to local transportation options. The VTCLI program has already been utilized in the Commonwealth by Culpeper County; where a grant was awarded for the creation of a veteran's transportation one-call/one-click center. With the number of veterans living in the Richmond and Petersburg areas this grant could be a great option to expanding transportation services to veterans and military families. This strategy could also be a cost-effective way to provide veterans' medical trip information without tying up human service or public transit information centers.

Unmet Needs/Issues Strategy Will Address:

- Building relationships between vendors to institute a regional transit network.
- More movement for transportation provision between localities.
- Service to the McGuire Veterans Administration Medical Center.
- Serve non-profit organizations that provide public services that are not along current routes.

Potential Projects:

- Veteran's transportation one-call/one-click center to provide multiple transportation solutions for veterans.
- Upgrade scheduling software, in-vehicle technology and routing to improve access to transit services.
- Build information kiosks at key locations including VA health care centers.

Third Tier Strategies

Strategy #9 – Implement New Public Transportation Services or Operate Existing Public Transit Services on a More Frequent Basis

The service hours for public transit are limited in some portions of the region. 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.

Unmet Needs/Issues Strategy Will Address:

- Fixed route service to employment areas, especially growing suburban locations.
- Weekend service throughout region.
- Access to evening and night jobs.
- Greater midday service.
- Door-to-door services, door-through-door services, and other assistance to enable mobility.
- Build a transit link between Hanover and Chesterfield Counties.
- Shorter and more frequent trips.
- Serve non-profit organizations that provide public services that are not along current routes.

Potential Projects:

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

Strategy #10 – Improve Built Environment to Enable Access to Available Transportation Options

Built environments facilitate more active lifestyles and reduce barriers to physical activity. With these barriers removed, active transportation (i.e. walking, cycling) increases. This could lead to an increase in transit ridership due the ease of combining active transportation with public transit. In addition, improved built environments can improve the mobility of those living with disabilities. Many buildings, neighborhoods and bus stops do not feature ADA accessible facilities or even sidewalks and curb ramps which can greatly improve mobility for non-ambulatory individuals.

Unmet Needs/Issues Strategy Will Address:

- Greater access to stops; need sidewalks to increase access to public transportation
- Additional bus shelters.

- Some apartment complexes and retirement communities do not accommodate buses.
- Landscaping along sidewalks needs to be more sensitive to persons with disabilities and seniors, i.e. low-hanging branches and tree roots breaking the sidewalk pose inconveniences and dangers.
- Curb cuts need to be available on both sides of the street.
- Increase accessibility at major destinations including hospitals and shopping centers, i.e. buses cannot go through the roundabout at Henrico Hospital, and the clearance is too low for accessible vehicles; fixed-route buses also stop at the parking lot at Stony Point Mall instead of driving to a major entrance.
- Make new developments more accessible.
- Safe and efficient loading at the medical facilities in the region.
- Ensure traffic signals have accessibility devices.

Potential Projects:

- Identify possible areas for focus through the greater regional efforts; including marketing and outreach, transportation planning and connectivity, and advocacy for accessible environments.

<p>Strategy #11 – Expand Access to Taxi Services and Other Private Transportation Operators</p>

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.

Unmet Needs/Issues Strategy Will Address:

- Increase the number of wheelchair accessible taxicabs.
- Build relationships between vendors to institute a regional transit network.
- Improved coordination between transportation providers.
- More regional approach in marketing and coordination of services.
- Bring non-profits and churches with available vans into coordination efforts.

Potential Projects:

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

Strategy #12 – Provide Taxicab Vouchers, Travel Training and Bus Buddies as Other Potential Solutions for the Transportation Dependent

Mobility management, including travel training, is a concept that stresses cooperation between transportation providers and the better use of existing transportation resources. Building on related coordination and mobility management efforts, a campaign can be developed to educate elected officials, stakeholders and the general public on the need for funding and coordination. Some potential partners may include Easter Seals, the ARC of Richmond, LogistiCare, Resources for Independent Living, the Community Service Boards, and various advocacy organizations for persons with disabilities. Through this strategy the region can take advantage of its existing organizational structure, building on recent accomplishments and expanding the scope of current mobility management efforts.

Unmet Needs/Issues Strategy Will Address:

- Need to allow more movement for transportation provision between localities.
- Greater flexibility for people who are borderline eligible for services.
- Door-to-door services, door-through-door services, and other assistance to enable mobility.
- Increase cost efficiency by transitioning more expensive paratransit services to fixed-route services as possible.
- Build relationships between vendors to institute a regional transit network.

Potential Projects:

- Partnership with public transit agencies in the region to provide travel training on their vehicles.
- Partnership with private transportation providers to coordinate trips.
- 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.

Strategy #13 – Provide Flexible Transportation Options and More Specialized Transportation Services or One-To-One Services through the 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 more personal and one-on-one transportation service for customers who may require additional assistance.

Unmet Needs/Issues Strategy Will Address:

- Promote more transportation provision between localities.
- Consider and respond to health care reform and coordinate trips to minimize cost.
- Engage the faith community through the use of volunteers and church vehicles.
- Bring more non-profits and churches with available vans into coordination efforts.

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.

Coordinated Human Service Mobility Case Studies

Through the initial coordinated planning process, stakeholders agreed that adding a section to this plan for best-case studies in coordination could give the region specific goals or projects to aspire to accomplish. Through a call for case studies to include in this plan the Ride Connection; based in Portland, Oregon was identified. While this section currently only features one case study it is the prerogative of the group overseeing this plan to add other case studies that are relatable and indicative to the Richmond and Petersburg metropolitan areas.

Ride Connection

Portland, Oregon

Ride Connection is a non-profit organization that is dedicated to providing responsive and accessible transportation options for those in need. Many of Ride Connection's customers include seniors and people with disabilities. Ride Connection meets a variety of transportation needs from working closely with Portland's TriMet to provide travel training for the elderly, disabled and low income to providing public transit in rural areas surrounding Portland. More information on each of Ride Connection's programs is included below.

- Serves the Portland Metro Area; including Clackamas, Multnomah and Washington counties
- Provided 416,000 trips in 2012
- Assisted 1,000 clients through Ridewise Travel Training
- www.rideconnection.org

Ridewise

Ridewise is Ride Connection's travel training program. Ridewise offers qualified travel trainers, free of charge, to seniors (60+) and persons with disabilities. Trainers will travel anywhere in the tri-county Portland Metro region to provide training. Ridewise is a close partner with TriMet, the public agency that operates mass transit in the Portland area. TriMet volunteers the use of its buses and MAX light rail cars, when they are not in service, to be used as training platforms.

Services offered through Ridewise:

- One-on-one travel training – short term, practical and individualized.
- Group travel training – social and relaxed training to familiar locations.
- Riders Club trips – organized fun adventure trips using public transit.
- Mobility device training – familiarization with transit vehicles.

Door To Door

Ride Connection and partner agencies provide rides for medical, nutritive, shopping, recreational and work related needs to seniors (60+) and persons with disabilities. Door To Door service is provided Monday through Friday; hours, capacity and days of service may vary. The service is offered throughout Clackamas, Multnomah and Washington counties free of charge, although donations are encouraged.

Washington County Bus Service

The Washington County Bus Service allows residents of rural Washington County a way to connect to TriMet or the Tillamook County Transportation District WAVE buses. Ride Connection pays the fare for WAVE riders traveling to/from the TriMet connections. The bus also allows connections to GroveLink, the public transit in the Forest Grove community. The bus operates Monday through Friday in the morning and evening to accommodate commuters. The route is free of charge although donations are encouraged.

GroveLink Transit

GroveLink is public transit for the Forest Grove community. This service extends TriMet's line 57 to serve a greater part of the city helping to link residents to downtown locations. GroveLink is a fixed route bus service consisting of an east and west loop with an employment shuttle. This service feeds into TriMet bus service and the Washington County Community Bus.

Urban Job Access

The Urban Job Access program provides transportation for anyone who meets the income requirements and needs employment related rides in Tigard and Forest Grove. Transportation is available Monday through Friday from 6:00 AM to 6:00 PM. All rides must be for employment related purposes and originate and end in Tigard or Forest Grove.

Veteran Transportation Program

Volunteer based program specifically to help veterans and their families obtain accessible transportation to places like doctor appointments, the grocery store and local community centers. Transportation under this program is provided free of charge although donations are accepted. Ride Connection is currently seeking service partners in providing veterans transportation.

Worklink

Worklink is Ride Connection's orientation program for low income job seekers and wage earners. The Worklink service is only available throughout Multnomah and Washington counties. The service is free of charge to qualified low income persons.

Service offered through WorkLink:

- Orientation on all of the ways to plan a trip on TriMet.
- Information on where to buy tickets and how to read transfers.
- How to ensure safety, security and comfort on the bus and MAX.
- How to take a bicycle on the bus and MAX.

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.

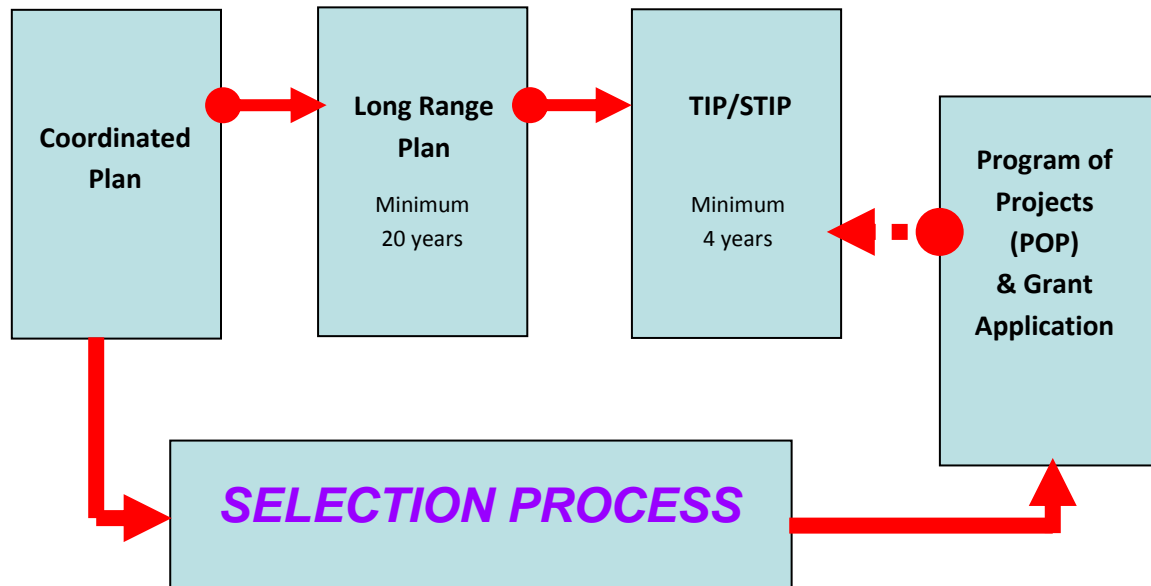
MPOs and/or States may work with the lead agency developing the coordinated plan to coordinate schedules, agendas, and strategies of the coordinated planning process with metropolitan and statewide planning in order to minimize additional costs and avoid duplication of efforts. MPOs and States must still 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/21stcclc/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/H_CLTC/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/H_CLTC/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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<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>
(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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<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>
Special Diabetes Program for Indians http://www.ihs.gov/MedicalPrograms/Diabetes/index.cfm?module=programsSDPI This is a program to treat and prevent diabetes among American Indians and Alaska Natives. Grants are provided on a discretionary basis to IHS, tribal and urban Indian Health programs to provide community-based diabetes treatment and prevention services, including the transportation aspects of diabetes countermeasures such as physical fitness and access to nutrition	\$112m Trans- port: \$359K	Other	IHS facilities and programs	N	Y	N	Y	N
Substance Abuse and Mental Health Services Administration								
Community Mental Health Services Block Grant http://www.samhsa.gov/about/cmhs.aspx The Community Mental Health Services Block Grant is a formula grant awarded to states and territories to improve access (including transportation, if necessary) to community-based health care delivery systems for adults with serious mental illnesses and children with serious emotional disturbances.	\$400m	Other	States	State	Y	Y	N	N
Substance Abuse Prevention and Treatment Block Grants http://www.samhsa.gov/grants/blockgrant/ States receive these formula-based grants to address substance abuse prevention, treatment, recovery supports and other services (sometimes including transportation) that will supplement services covered by Medicaid, Medicare and private insurance.	\$1.8b	Other	States	N	Y	Y	N	N
Comprehensive Community Mental Health Services Program for Children and Their Families http://www.samhsa.gov/grants/ Under this program, competitively selected communities provide coordinated mental health services to children and families through a system of care that is not limited to traditional mental health services, but may also offer services such as respite care, tutoring, vocational counseling, legal services, peer-to-peer and family-to-family support systems, and therapeutic recreation, along with the possibility of necessary transportation for these services.	\$85m	Other	Local entities	N	N	N	Y	N
Access to Recovery http://www.atr.samhsa.gov/ Access To Recovery (ATR) is a program of three-year competitive grants program funded by the Substance Abuse and Mental Health Services Administration, Center for Substance Abuse Treatment. ATR provides vouchers to clients for purchase of substance abuse clinical treatment and recovery support services. The goals of the program are to expand capacity, support client choice, and increase the array of faith-based and community based providers for clinical treatment and recovery support services, including transportation.	\$95m Trans- port: \$3.0m	Other	Local entities	N	N	N	Y	N
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT								

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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>
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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<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>
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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<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>
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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<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>
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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<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>
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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<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>
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

Richmond and Petersburg Metropolitan Area Demographics (Census 2010)

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/Sq. Mile
Charles City County	510366001001	23.59	1473	62.44
Charles City County	510366001002	23.96	1253	52.29
Charles City County	510366002001	18.66	1261	67.57
Charles City County	510366002002	23.83	1077	45.19
Charles City County	510366003001	29.27	1166	39.83
Charles City County	510366003002	63.50	1026	16.16
Chesterfield County	510411001061	1.63	2006	1233.49
Chesterfield County	510411001062	0.54	1004	1861.15
Chesterfield County	510411001071	1.17	2240	1916.39
Chesterfield County	510411002051	0.42	752	1790.79
Chesterfield County	510411002052	0.35	2284	6554.56
Chesterfield County	510411002053	0.39	3172	8054.62
Chesterfield County	510411002054	0.37	1070	2878.69
Chesterfield County	510411002061	0.46	599	1296.86
Chesterfield County	510411002062	0.95	1007	1055.46
Chesterfield County	510411002063	1.33	3152	2376.17
Chesterfield County	510411002064	0.48	1473	3073.52
Chesterfield County	510411002081	0.90	1091	1218.09
Chesterfield County	510411002082	0.77	1493	1941.84
Chesterfield County	510411002091	0.69	1127	1644.93
Chesterfield County	510411002092	0.54	962	1792.63
Chesterfield County	510411002093	0.97	2701	2773.37
Chesterfield County	510411002094	0.80	1479	1841.98
Chesterfield County	510411002101	1.30	1637	1258.39
Chesterfield County	510411003001	1.63	1424	872.28
Chesterfield County	510411003002	0.42	1033	2438.42
Chesterfield County	510411004031	11.73	719	61.30
Chesterfield County	510411004032	2.64	2947	1117.07
Chesterfield County	510411004033	9.26	1843	199.04
Chesterfield County	510411004041	0.93	2384	2553.27
Chesterfield County	510411004051	0.44	1505	3416.70
Chesterfield County	510411004052	0.26	847	3231.80
Chesterfield County	510411004061	1.40	1272	906.12
Chesterfield County	510411004071	0.99	617	620.68
Chesterfield County	510411004072	1.22	876	717.17
Chesterfield County	510411004073	1.24	1806	1458.61
Chesterfield County	510411004091	1.07	1485	1386.92
Chesterfield County	510411004092	1.18	2646	2249.76
Chesterfield County	510411004093	0.85	1498	1754.36
Chesterfield County	510411004094	1.05	740	708.02

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/Sq. Mile
Chesterfield County	510411004101	0.77	2188	2844.13
Chesterfield County	510411005051	0.61	1104	1813.44
Chesterfield County	510411005052	1.42	996	699.58
Chesterfield County	510411005053	1.24	1451	1167.89
Chesterfield County	510411005054	0.23	696	3029.39
Chesterfield County	510411005055	0.50	793	1599.46
Chesterfield County	510411005061	0.37	623	1677.59
Chesterfield County	510411005062	1.52	2959	1945.50
Chesterfield County	510411005063	1.96	1449	740.00
Chesterfield County	510411005064	0.49	1568	3225.63
Chesterfield County	510411005071	1.97	3843	1949.33
Chesterfield County	510411005072	2.10	1991	949.76
Chesterfield County	510411005081	1.10	2173	1980.12
Chesterfield County	510411005082	2.11	2868	1357.55
Chesterfield County	510411005091	9.16	3291	359.19
Chesterfield County	510411005092	3.26	3287	1007.77
Chesterfield County	510411005101	0.55	1306	2359.06
Chesterfield County	510411005102	1.94	1936	997.30
Chesterfield County	510411006001	0.53	817	1544.59
Chesterfield County	510411006002	0.35	2495	7220.47
Chesterfield County	510411006003	0.39	581	1487.30
Chesterfield County	510411007011	0.97	1790	1839.30
Chesterfield County	510411007012	1.04	1498	1440.18
Chesterfield County	510411007013	1.09	1287	1184.00
Chesterfield County	510411007014	1.34	1099	822.71
Chesterfield County	510411007021	10.51	2011	191.30
Chesterfield County	510411007031	8.60	878	102.09
Chesterfield County	510411007032	19.21	3127	162.82
Chesterfield County	510411007033	8.10	1847	227.97
Chesterfield County	510411007034	16.62	1517	91.25
Chesterfield County	510411008041	0.79	1888	2385.34
Chesterfield County	510411008042	0.41	1232	3019.24
Chesterfield County	510411008043	0.78	1378	1768.03
Chesterfield County	510411008051	0.53	921	1725.53
Chesterfield County	510411008052	1.35	3323	2457.26
Chesterfield County	510411008053	0.32	809	2508.85
Chesterfield County	510411008061	0.19	1955	10473.79
Chesterfield County	510411008062	0.64	1954	3062.99
Chesterfield County	510411008071	1.34	1510	1126.76
Chesterfield County	510411008121	3.01	1577	523.42
Chesterfield County	510411008122	1.06	2798	2650.08
Chesterfield County	510411008123	1.56	1432	918.46
Chesterfield County	510411008141	0.78	1674	2140.14
Chesterfield County	510411008142	1.47	1850	1254.43
Chesterfield County	510411008151	1.00	1668	1674.64

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/Sq. Mile
Chesterfield County	510411008152	1.19	2302	1926.98
Chesterfield County	510411008161	0.56	1074	1918.31
Chesterfield County	510411008162	0.70	2612	3749.89
Chesterfield County	510411008163	0.42	950	2268.25
Chesterfield County	510411008171	0.41	2004	4931.47
Chesterfield County	510411008172	1.59	1526	958.05
Chesterfield County	510411008181	0.85	1368	1604.60
Chesterfield County	510411008182	1.50	2402	1599.93
Chesterfield County	510411008191	1.06	1857	1757.95
Chesterfield County	510411008192	2.63	4416	1676.95
Chesterfield County	510411008201	3.87	2580	665.97
Chesterfield County	510411008211	11.32	2729	241.09
Chesterfield County	510411008212	13.36	1944	145.55
Chesterfield County	510411008221	5.94	840	141.50
Chesterfield County	510411008222	4.40	2681	609.31
Chesterfield County	510411008223	5.00	1563	312.31
Chesterfield County	510411008231	1.77	1297	732.61
Chesterfield County	510411008232	2.24	3778	1689.64
Chesterfield County	510411009021	0.45	1050	2349.68
Chesterfield County	510411009022	1.13	1976	1754.64
Chesterfield County	510411009023	0.36	778	2147.40
Chesterfield County	510411009071	1.27	1750	1373.81
Chesterfield County	510411009072	0.64	944	1483.48
Chesterfield County	510411009101	0.32	1201	3805.32
Chesterfield County	510411009102	0.72	1509	2087.92
Chesterfield County	510411009103	0.98	1574	1602.31
Chesterfield County	510411009104	0.51	1067	2109.96
Chesterfield County	510411009121	0.94	2008	2133.08
Chesterfield County	510411009122	0.43	1336	3134.69
Chesterfield County	510411009123	1.07	1802	1690.40
Chesterfield County	510411009124	0.64	1122	1750.35
Chesterfield County	510411009151	0.80	1508	1876.26
Chesterfield County	510411009152	1.16	2576	2226.18
Chesterfield County	510411009191	3.24	2639	813.57
Chesterfield County	510411009192	0.99	1661	1681.01
Chesterfield County	510411009193	1.34	2032	1521.28
Chesterfield County	510411009201	1.26	813	643.11
Chesterfield County	510411009211	0.30	1423	4793.53
Chesterfield County	510411009212	0.50	2102	4168.12
Chesterfield County	510411009213	0.22	994	4422.26
Chesterfield County	510411009214	0.42	1846	4422.50
Chesterfield County	510411009221	0.80	1945	2439.40
Chesterfield County	510411009222	1.33	2261	1703.46
Chesterfield County	510411009223	0.41	958	2352.76
Chesterfield County	510411009231	0.89	1817	2043.14

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/Sq. Mile
Chesterfield County	510411009232	0.35	965	2727.92
Chesterfield County	510411009241	4.91	4354	887.13
Chesterfield County	510411009261	3.01	2744	911.12
Chesterfield County	510411009262	1.14	1416	1237.32
Chesterfield County	510411009263	1.80	1903	1056.55
Chesterfield County	510411009271	1.16	2453	2117.23
Chesterfield County	510411009272	0.48	1665	3438.58
Chesterfield County	510411009273	8.50	3206	377.20
Chesterfield County	510411009281	5.26	2364	449.48
Chesterfield County	510411009282	2.40	2713	1130.26
Chesterfield County	510411009291	0.98	3135	3209.85
Chesterfield County	510411009292	1.06	1011	955.92
Chesterfield County	510411009293	0.92	2060	2230.82
Chesterfield County	510411009301	0.44	943	2148.84
Chesterfield County	510411009302	0.93	2565	2753.90
Chesterfield County	510411009311	0.69	942	1369.77
Chesterfield County	510411009312	1.48	1771	1192.99
Chesterfield County	510411009313	1.15	2670	2316.78
Chesterfield County	510411009321	1.09	3508	3212.65
Chesterfield County	510411009331	1.12	2720	2426.12
Chesterfield County	510411009341	0.80	1790	2243.84
Chesterfield County	510411009342	0.60	1997	3317.82
Chesterfield County	510411009343	1.27	2529	1985.25
Chesterfield County	510411009351	1.31	1579	1208.01
Chesterfield County	510411009352	1.58	2141	1358.79
Chesterfield County	510411009361	1.03	1283	1244.11
Chesterfield County	510411009362	1.50	2590	1729.30
Chesterfield County	510411010031	45.17	4515	99.96
Chesterfield County	510411010041	28.91	3535	122.27
Chesterfield County	510411010042	27.85	1192	42.80
Chesterfield County	510411010071	0.60	1537	2543.79
Chesterfield County	510411010072	0.63	2132	3365.86
Chesterfield County	510411010073	1.41	2595	1838.40
Chesterfield County	510411010081	1.56	1384	884.35
Chesterfield County	510411010082	0.99	2762	2779.40
Chesterfield County	510411010091	6.07	5841	962.91
Chesterfield County	510411010101	4.68	2769	591.77
Chesterfield County	510411010102	1.68	1968	1172.70
Chesterfield County	510411010103	1.37	2340	1713.80
Chesterfield County	510411010111	0.48	1015	2131.18
Chesterfield County	510411010112	0.52	2185	4202.08
Chesterfield County	510411010121	1.12	2877	2564.47
Chesterfield County	510411010122	1.26	2339	1856.11
Chesterfield County	510411010131	4.44	3289	740.02
Dinwiddie County	510538401001	77.99	1386	17.77

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/Sq. Mile
Dinwiddie County	510538401002	24.85	972	39.12
Dinwiddie County	510538401003	21.17	833	39.35
Dinwiddie County	510538401004	43.36	812	18.73
Dinwiddie County	510538401005	67.42	1717	25.47
Dinwiddie County	510538402001	31.46	1544	49.08
Dinwiddie County	510538402002	27.16	1073	39.51
Dinwiddie County	510538402003	11.55	1692	146.51
Dinwiddie County	510538403001	1.13	1339	1181.23
Dinwiddie County	510538403002	1.11	1605	1450.56
Dinwiddie County	510538403003	2.85	2747	965.15
Dinwiddie County	510538403004	1.45	785	542.86
Dinwiddie County	510538404001	2.01	1079	537.38
Dinwiddie County	510538405001	16.50	2263	137.19
Dinwiddie County	510538405002	9.94	1315	132.31
Dinwiddie County	510538406001	46.71	1573	33.67
Dinwiddie County	510538406002	31.94	1551	48.56
Dinwiddie County	510538406003	30.28	2284	75.42
Dinwiddie County	510538406004	34.32	1431	41.69
Dinwiddie County	510539801001	20.51	0	0.00
Goochland County	510754001001	13.71	1228	89.60
Goochland County	510754001002	10.20	1265	124.02
Goochland County	510754001003	11.01	2005	182.04
Goochland County	510754001004	9.13	1730	189.38
Goochland County	510754002001	26.39	2433	92.20
Goochland County	510754002002	7.17	797	111.10
Goochland County	510754002003	20.29	1034	50.97
Goochland County	510754003001	2.51	1406	561.25
Goochland County	510754004001	24.65	2583	104.78
Goochland County	510754004002	16.21	1845	113.82
Goochland County	510754004003	36.78	1128	30.67
Goochland County	510754005001	42.14	1897	45.01
Goochland County	510754005002	26.86	1383	51.49
Goochland County	510754005003	34.36	983	28.61
Hanover County	510853201001	20.47	705	34.44
Hanover County	510853201002	34.65	1925	55.56
Hanover County	510853201003	34.39	1933	56.22
Hanover County	510853201004	37.59	1804	48.00
Hanover County	510853202001	15.98	1801	112.73
Hanover County	510853202002	15.41	1980	128.49
Hanover County	510853202003	30.57	2110	69.03
Hanover County	510853203001	18.24	1580	86.61
Hanover County	510853203002	23.87	2481	103.95
Hanover County	510853204001	5.24	2283	435.47
Hanover County	510853204002	17.29	2145	124.08
Hanover County	510853205001	7.11	910	128.03

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/Sq. Mile
Hanover County	510853205002	6.43	1185	184.19
Hanover County	510853205003	9.14	906	99.15
Hanover County	510853206011	2.00	1290	644.01
Hanover County	510853206012	1.14	1524	1338.44
Hanover County	510853206013	2.73	1429	522.97
Hanover County	510853206021	2.08	1352	651.00
Hanover County	510853206022	1.20	1746	1458.24
Hanover County	510853207011	3.42	1238	361.49
Hanover County	510853207012	19.78	1596	80.70
Hanover County	510853207021	7.42	1605	216.35
Hanover County	510853207022	18.88	1394	73.84
Hanover County	510853208011	9.52	2577	270.73
Hanover County	510853208031	1.26	3408	2706.00
Hanover County	510853208032	2.09	1873	895.71
Hanover County	510853208041	0.57	1967	3478.54
Hanover County	510853208042	0.92	1010	1102.96
Hanover County	510853208043	0.65	2081	3222.20
Hanover County	510853208051	1.09	1665	1523.55
Hanover County	510853208052	2.24	1273	567.77
Hanover County	510853209001	2.74	1197	436.96
Hanover County	510853209002	2.68	2385	889.31
Hanover County	510853209003	3.50	2365	675.04
Hanover County	510853209004	2.82	1614	572.69
Hanover County	510853210011	0.55	908	1639.31
Hanover County	510853210012	1.85	2553	1381.15
Hanover County	510853210021	5.74	1203	209.44
Hanover County	510853210022	1.51	3899	2578.75
Hanover County	510853210023	1.40	2418	1723.17
Hanover County	510853211001	1.39	1972	1417.88
Hanover County	510853211002	0.48	1362	2828.19
Hanover County	510853211003	1.49	2170	1459.52
Hanover County	510853212011	0.98	1489	1514.04
Hanover County	510853212012	1.10	2113	1926.77
Hanover County	510853212013	2.27	953	419.47
Hanover County	510853212021	1.03	2975	2887.29
Hanover County	510853212022	2.35	940	400.12
Hanover County	510853213001	1.91	3552	1863.29
Hanover County	510853213002	1.02	1675	1635.67
Hanover County	510853213003	5.54	1109	200.27
Hanover County	510853214011	21.96	2103	95.76
Hanover County	510853214021	9.89	1946	196.72
Hanover County	510853214022	10.48	1324	126.30
Hanover County	510853214031	30.50	2862	93.84
Henrico County	510872001041	0.49	1165	2398.67
Henrico County	510872001042	0.69	2296	3318.68

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/Sq. Mile
Henrico County	510872001043	0.62	1725	2781.28
Henrico County	510872001051	0.29	1954	6756.76
Henrico County	510872001052	0.58	1942	3332.53
Henrico County	510872001053	0.77	2234	2893.99
Henrico County	510872001061	0.36	908	2530.44
Henrico County	510872001062	0.45	2171	4822.56
Henrico County	510872001063	0.30	1437	4735.85
Henrico County	510872001071	0.72	2419	3376.34
Henrico County	510872001072	1.06	2310	2187.58
Henrico County	510872001073	1.03	3125	3036.04
Henrico County	510872001081	1.78	729	410.08
Henrico County	510872001082	4.65	1959	421.12
Henrico County	510872001091	1.09	2723	2507.93
Henrico County	510872001092	0.61	913	1490.72
Henrico County	510872001121	0.54	1288	2391.86
Henrico County	510872001122	0.45	821	1840.39
Henrico County	510872001123	0.52	2070	3951.14
Henrico County	510872001124	0.46	1002	2192.24
Henrico County	510872001161	0.42	2148	5132.38
Henrico County	510872001162	0.23	678	2947.97
Henrico County	510872001163	0.41	1121	2754.67
Henrico County	510872001164	0.60	1742	2917.73
Henrico County	510872001191	2.46	2125	862.86
Henrico County	510872001192	1.83	3463	1887.47
Henrico County	510872001193	0.50	2380	4801.76
Henrico County	510872001194	0.19	1140	6118.49
Henrico County	510872001201	0.37	1706	4562.67
Henrico County	510872001202	0.78	2622	3372.48
Henrico County	510872001203	1.74	3477	1999.43
Henrico County	510872001211	0.62	1698	2722.56
Henrico County	510872001212	0.46	2381	5177.14
Henrico County	510872001213	0.57	2760	4863.30
Henrico County	510872001221	0.43	1426	3330.43
Henrico County	510872001222	0.50	1548	3117.72
Henrico County	510872001223	0.42	1405	3369.60
Henrico County	510872001231	0.20	2010	10059.68
Henrico County	510872001232	0.44	1022	2325.54
Henrico County	510872001241	0.41	1064	2614.73
Henrico County	510872001242	0.55	2141	3870.88
Henrico County	510872001243	0.24	1252	5240.65
Henrico County	510872001251	0.14	2357	16538.30
Henrico County	510872001252	0.24	1540	6480.91
Henrico County	510872001261	0.38	1033	2696.42
Henrico County	510872001262	0.14	1479	10275.86
Henrico County	510872001263	0.11	1115	10327.61

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/Sq. Mile
Henrico County	510872001271	0.40	1147	2902.50
Henrico County	510872001272	1.02	2430	2382.61
Henrico County	510872001273	0.61	1842	3013.24
Henrico County	510872001281	0.82	2674	3247.29
Henrico County	510872001282	0.82	1857	2257.26
Henrico County	510872001291	3.89	8235	2118.44
Henrico County	510872001292	3.71	3529	951.56
Henrico County	510872001301	1.04	3008	2889.71
Henrico County	510872001302	0.66	1667	2538.49
Henrico County	510872001303	0.73	2465	3356.49
Henrico County	510872002011	0.47	1199	2552.81
Henrico County	510872002012	0.50	1446	2914.72
Henrico County	510872002021	0.43	1024	2393.24
Henrico County	510872002022	0.38	1053	2781.05
Henrico County	510872002023	0.30	986	3234.08
Henrico County	510872002024	0.25	851	3349.60
Henrico County	510872003011	0.52	1250	2396.48
Henrico County	510872003021	0.24	763	3202.05
Henrico County	510872003022	0.33	1133	3414.47
Henrico County	510872003023	0.38	1219	3172.71
Henrico County	510872003031	0.56	2015	3573.21
Henrico County	510872003032	0.54	1624	2987.51
Henrico County	510872003051	0.60	854	1432.95
Henrico County	510872003052	0.48	1356	2848.69
Henrico County	510872003053	0.47	1926	4099.49
Henrico County	510872004041	0.51	1072	2119.99
Henrico County	510872004042	0.32	1887	5859.30
Henrico County	510872004061	0.28	1227	4434.05
Henrico County	510872004062	0.62	1789	2876.42
Henrico County	510872004063	0.57	1018	1783.81
Henrico County	510872004064	1.73	2059	1193.06
Henrico County	510872004065	2.34	2893	1238.59
Henrico County	510872004071	0.53	1549	2921.73
Henrico County	510872004072	0.42	2124	5088.23
Henrico County	510872004073	0.31	1118	3608.56
Henrico County	510872004091	0.84	2397	2859.56
Henrico County	510872004101	0.19	931	4790.69
Henrico County	510872004102	0.47	2506	5325.80
Henrico County	510872004103	0.22	1276	5750.35
Henrico County	510872004111	0.19	1851	9755.06
Henrico County	510872004112	0.47	2756	5892.68
Henrico County	510872004113	0.28	828	2918.94
Henrico County	510872004121	0.46	2130	4641.61
Henrico County	510872004131	1.64	4566	2791.17
Henrico County	510872004141	0.70	2359	3370.03

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/Sq. Mile
Henrico County	510872004142	0.31	1559	5013.77
Henrico County	510872004143	0.47	1897	4018.58
Henrico County	510872005011	0.48	877	1844.24
Henrico County	510872005012	0.61	1277	2081.16
Henrico County	510872005021	0.47	1431	3039.75
Henrico County	510872005022	1.55	630	406.31
Henrico County	510872005031	1.63	2791	1707.39
Henrico County	510872005032	0.63	978	1553.69
Henrico County	510872006001	0.26	1157	4468.97
Henrico County	510872006002	0.25	1445	5677.02
Henrico County	510872006003	0.20	1164	5816.95
Henrico County	510872006004	0.23	1073	4691.18
Henrico County	510872007001	0.66	1648	2491.66
Henrico County	510872007002	0.34	1211	3596.89
Henrico County	510872007003	0.18	727	3952.82
Henrico County	510872008011	1.21	1957	1612.68
Henrico County	510872008012	0.97	1210	1244.86
Henrico County	510872008021	1.37	1924	1408.88
Henrico County	510872008041	0.43	1452	3415.84
Henrico County	510872008042	0.61	1953	3179.20
Henrico County	510872008043	1.04	2354	2256.64
Henrico County	510872008051	0.65	2179	3363.34
Henrico County	510872008052	1.13	707	627.20
Henrico County	510872008053	0.18	1205	6797.82
Henrico County	510872009031	1.15	1564	1354.43
Henrico County	510872009032	0.80	2310	2900.02
Henrico County	510872009033	3.13	2832	904.32
Henrico County	510872009041	0.58	1234	2116.63
Henrico County	510872009042	2.95	2422	821.93
Henrico County	510872009043	1.95	2401	1232.24
Henrico County	510872009051	0.51	1311	2571.32
Henrico County	510872009052	1.35	2612	1929.15
Henrico County	510872009053	0.30	1123	3764.13
Henrico County	510872009061	0.73	2201	3002.84
Henrico County	510872009062	1.54	2099	1362.28
Henrico County	510872010011	2.05	1569	766.26
Henrico County	510872010012	2.61	1495	572.66
Henrico County	510872010013	0.99	2783	2813.06
Henrico County	510872010021	0.36	1159	3256.18
Henrico County	510872010022	0.54	691	1285.09
Henrico County	510872010023	0.26	1079	4075.43
Henrico County	510872010031	0.72	2292	3195.98
Henrico County	510872010032	0.93	2380	2572.18
Henrico County	510872010033	0.36	1348	3739.59
Henrico County	510872011011	1.15	2041	1767.65

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/Sq. Mile
Henrico County	510872011012	0.62	1477	2379.46
Henrico County	510872011013	0.12	1953	16318.92
Henrico County	510872011014	0.82	1449	1769.17
Henrico County	510872011021	0.38	1225	3207.25
Henrico County	510872011022	1.11	3052	2740.47
Henrico County	510872012011	3.50	2901	827.72
Henrico County	510872012012	0.47	1353	2888.49
Henrico County	510872012013	0.51	2249	4414.60
Henrico County	510872012021	0.61	2727	4443.98
Henrico County	510872012022	0.45	1541	3448.59
Henrico County	510872012023	1.07	1823	1706.03
Henrico County	510872014011	1.81	3150	1742.42
Henrico County	510872014012	0.89	1028	1149.34
Henrico County	510872014013	0.54	764	1424.84
Henrico County	510872014031	0.38	2517	6686.74
Henrico County	510872014032	1.01	600	594.37
Henrico County	510872014033	5.60	994	177.45
Henrico County	510872014034	2.36	1705	721.22
Henrico County	510872014041	11.83	2013	170.20
Henrico County	510872014042	5.24	2275	434.41
Henrico County	510872015011	4.58	1697	370.86
Henrico County	510872015012	1.05	3817	3629.23
Henrico County	510872015013	1.21	1866	1540.98
Henrico County	510872015014	0.23	1197	5239.83
Henrico County	510872015015	0.94	1295	1375.76
Henrico County	510872015021	7.74	1447	187.00
Henrico County	510872015022	6.10	3278	537.13
Henrico County	510872016011	11.00	2074	188.57
Henrico County	510872016012	23.04	1077	46.75
Henrico County	510872016021	14.39	3554	247.04
Henrico County	510872016022	12.04	1362	113.10
Henrico County	510872017011	1.22	2156	1761.55
Henrico County	510872017012	0.55	1654	2991.91
Henrico County	510879801001	3.41	0	0.00
New Kent County	511277001001	20.63	1701	82.47
New Kent County	511277001002	9.04	2590	286.42
New Kent County	511277001003	14.18	1443	101.74
New Kent County	511277002001	32.49	2320	71.40
New Kent County	511277002002	18.63	1153	61.89
New Kent County	511277002003	1.09	904	828.84
New Kent County	511277003001	39.77	1408	35.40
New Kent County	511277003002	30.25	2234	73.85
New Kent County	511277003003	36.88	3111	84.36
New Kent County	511277003004	6.76	1565	231.41
Powhatan County	511455001011	13.76	824	59.90

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/Sq. Mile
Powhatan County	511455001012	16.63	2222	133.60
Powhatan County	511455001013	13.34	1872	140.28
Powhatan County	511455001014	5.45	987	180.97
Powhatan County	511455001021	14.28	2597	181.91
Powhatan County	511455001022	9.18	1667	181.53
Powhatan County	511455001023	10.48	1255	119.71
Powhatan County	511455002001	15.09	1073	71.11
Powhatan County	511455002002	19.70	1867	94.79
Powhatan County	511455002003	23.98	3730	155.53
Powhatan County	511455002004	6.43	2174	338.14
Powhatan County	511455003001	12.94	2773	214.25
Powhatan County	511455004001	43.43	2300	52.96
Powhatan County	511455004002	55.52	2705	48.72
Prince George County	511498501001	1.87	4491	2404.13
Prince George County	511498501002	2.72	592	217.47
Prince George County	511498502001	4.18	555	132.82
Prince George County	511498502002	3.32	316	95.12
Prince George County	511498502003	0.74	1603	2175.43
Prince George County	511498502004	1.00	986	988.82
Prince George County	511498503011	2.74	902	329.30
Prince George County	511498503012	2.93	2487	849.48
Prince George County	511498503013	4.37	3234	740.50
Prince George County	511498503021	9.54	1990	208.69
Prince George County	511498503022	6.30	2140	339.61
Prince George County	511498504001	41.09	1122	27.31
Prince George County	511498504002	37.85	957	25.28
Prince George County	511498504003	26.51	1415	53.37
Prince George County	511498504004	21.30	1688	79.24
Prince George County	511498505011	16.77	2154	128.41
Prince George County	511498505012	18.00	1660	92.23
Prince George County	511498505013	37.25	2170	58.25
Prince George County	511498505021	10.31	1928	186.94
Prince George County	511498505022	9.14	2458	268.94
Prince George County	511498505023	7.23	877	121.35
Colonial Heights city	515708301001	1.38	2655	1927.95
Colonial Heights city	515708301002	0.56	1400	2479.21
Colonial Heights city	515708301003	1.58	756	478.02
Colonial Heights city	515708302001	0.91	2251	2464.10
Colonial Heights city	515708302002	0.32	1274	3938.39
Colonial Heights city	515708303001	0.51	1325	2580.13
Colonial Heights city	515708303002	0.45	1160	2589.38
Colonial Heights city	515708304001	0.42	1811	4336.07
Colonial Heights city	515708304002	0.35	818	2351.99
Colonial Heights city	515708305001	0.54	1807	3374.35
Colonial Heights city	515708305002	0.50	2154	4333.98

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/Sq. Mile
Hopewell city	516708201001	0.45	1555	3433.66
Hopewell city	516708203001	0.27	789	2875.30
Hopewell city	516708203002	0.83	1922	2310.62
Hopewell city	516708204001	0.52	1263	2409.43
Hopewell city	516708204002	0.85	1232	1455.50
Hopewell city	516708204003	1.15	2822	2443.55
Hopewell city	516708205001	0.32	1254	3932.32
Hopewell city	516708205002	0.23	1167	5134.26
Hopewell city	516708205003	0.33	1135	3487.07
Hopewell city	516708205004	0.33	1335	4087.75
Hopewell city	516708206001	0.29	945	3306.81
Hopewell city	516708206002	0.25	1205	4877.62
Hopewell city	516708206003	0.54	1275	2371.44
Hopewell city	516708206004	0.43	1208	2825.76
Hopewell city	516708206005	0.42	1041	2464.19
Hopewell city	516708207001	0.78	2443	3127.20
Hopewell city	516709801001	2.29	0	0.00
Petersburg city	517308101001	0.77	998	1289.81
Petersburg city	517308101002	1.59	1936	1214.04
Petersburg city	517308103001	0.61	1152	1883.84
Petersburg city	517308103002	0.48	624	1291.46
Petersburg city	517308103003	0.18	837	4768.00
Petersburg city	517308104001	0.41	1384	3353.59
Petersburg city	517308105001	0.32	921	2921.33
Petersburg city	517308105002	0.44	679	1532.99
Petersburg city	517308105003	0.62	1650	2659.34
Petersburg city	517308105004	0.38	1205	3171.41
Petersburg city	517308106001	0.30	1096	3653.43
Petersburg city	517308106002	0.18	788	4308.66
Petersburg city	517308107001	0.24	1061	4397.76
Petersburg city	517308107002	0.29	1162	3960.24
Petersburg city	517308109001	0.50	1341	2692.07
Petersburg city	517308109002	0.24	1023	4198.60
Petersburg city	517308109003	0.40	1097	2744.64
Petersburg city	517308110001	3.06	2019	660.88
Petersburg city	517308110002	0.22	748	3447.42
Petersburg city	517308110003	0.57	1496	2619.63
Petersburg city	517308111001	3.80	2075	545.67
Petersburg city	517308111002	0.32	808	2503.89
Petersburg city	517308112001	4.50	2189	486.54
Petersburg city	517308112002	1.42	1566	1104.01
Petersburg city	517308113001	0.34	685	2039.48
Petersburg city	517308113002	0.26	628	2422.31
Petersburg city	517308113003	0.28	673	2405.53
Petersburg city	517308113004	0.20	579	2868.90

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/Sq. Mile
Richmond city	517600102001	0.16	1044	6628.20
Richmond city	517600102002	0.18	728	3944.22
Richmond city	517600102003	0.86	1536	1790.80
Richmond city	517600102004	0.29	680	2348.68
Richmond city	517600103001	0.48	1266	2654.76
Richmond city	517600104011	0.29	1432	4896.42
Richmond city	517600104012	0.24	1389	5740.16
Richmond city	517600104021	0.26	795	3045.81
Richmond city	517600104022	0.37	1151	3120.67
Richmond city	517600104023	0.22	1217	5491.36
Richmond city	517600105001	0.14	805	5770.31
Richmond city	517600105002	0.17	634	3773.99
Richmond city	517600106001	0.35	1978	5707.61
Richmond city	517600107001	0.18	1159	6421.61
Richmond city	517600107002	0.10	695	6737.14
Richmond city	517600107003	0.11	484	4232.91
Richmond city	517600108001	0.21	1435	6885.96
Richmond city	517600108002	0.23	1573	6933.84
Richmond city	517600108003	0.13	1008	8056.35
Richmond city	517600109001	0.23	1156	4950.85
Richmond city	517600109002	0.10	526	5369.29
Richmond city	517600109003	0.07	480	7144.14
Richmond city	517600109004	0.33	795	2381.04
Richmond city	517600110001	0.25	461	1816.88
Richmond city	517600110002	0.13	712	5311.76
Richmond city	517600110003	0.12	824	7119.81
Richmond city	517600111001	0.16	710	4370.63
Richmond city	517600111002	0.34	514	1530.27
Richmond city	517600111003	0.14	614	4434.60
Richmond city	517600111004	0.33	1094	3309.20
Richmond city	517600201001	0.34	1669	4932.80
Richmond city	517600202001	0.26	2357	8926.16
Richmond city	517600202002	0.12	1454	11849.76
Richmond city	517600203001	0.14	591	4278.53
Richmond city	517600203002	0.18	1039	5931.65
Richmond city	517600204001	0.10	732	7641.04
Richmond city	517600204002	0.07	576	7910.12
Richmond city	517600204003	0.33	835	2532.33
Richmond city	517600204004	0.10	636	6179.45
Richmond city	517600204005	0.08	2336	30789.10
Richmond city	517600205001	0.18	1019	5563.60
Richmond city	517600205002	0.36	2832	7839.63
Richmond city	517600206001	0.11	1002	8835.01
Richmond city	517600206002	0.07	542	7794.32
Richmond city	517600207001	0.19	1155	6101.17

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/Sq. Mile
Richmond city	517600208001	0.31	1410	4592.92
Richmond city	517600209001	0.85	1060	1246.20
Richmond city	517600209002	0.10	582	5657.69
Richmond city	517600209003	0.11	977	8597.95
Richmond city	517600210001	0.18	940	5084.38
Richmond city	517600210002	0.14	627	4503.32
Richmond city	517600211001	0.59	1432	2437.35
Richmond city	517600212001	0.35	1575	4562.28
Richmond city	517600301001	0.14	877	6193.25
Richmond city	517600301002	0.12	2018	17243.00
Richmond city	517600302001	0.23	1547	6871.27
Richmond city	517600302002	0.28	508	1798.73
Richmond city	517600305001	0.67	1654	2480.19
Richmond city	517600305002	0.12	2375	20648.27
Richmond city	517600402001	0.20	2495	12715.96
Richmond city	517600402002	1.37	1405	1026.11
Richmond city	517600403001	0.20	4101	20498.57
Richmond city	517600404001	0.11	2569	24167.34
Richmond city	517600404002	0.08	1463	19371.15
Richmond city	517600405001	0.13	1627	12616.91
Richmond city	517600405002	0.11	1525	14147.31
Richmond city	517600406001	0.12	1810	15547.38
Richmond city	517600407001	0.26	2373	8972.81
Richmond city	517600408001	0.22	1364	6205.06
Richmond city	517600409001	0.13	1165	8700.08
Richmond city	517600409002	0.12	1379	11071.10
Richmond city	517600410001	0.09	1290	13740.05
Richmond city	517600410002	0.09	1335	14285.44
Richmond city	517600411001	0.09	767	8912.36
Richmond city	517600411002	0.10	1182	11327.99
Richmond city	517600411003	0.15	1775	12070.05
Richmond city	517600412001	0.12	1179	9583.28
Richmond city	517600413001	0.26	2256	8776.81
Richmond city	517600413002	0.75	844	1124.33
Richmond city	517600414001	0.14	1181	8697.71
Richmond city	517600414002	0.11	1071	10103.80
Richmond city	517600416001	0.94	916	977.92
Richmond city	517600416002	0.17	524	3052.23
Richmond city	517600501001	0.37	944	2558.71
Richmond city	517600501002	0.27	1633	6080.30
Richmond city	517600502001	0.26	983	3827.08
Richmond city	517600502002	0.24	1316	5511.23
Richmond city	517600502003	0.14	707	4987.67
Richmond city	517600503001	0.27	1267	4717.21
Richmond city	517600504001	0.39	1574	4057.63

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/Sq. Mile
Richmond city	517600504002	0.34	1333	3951.60
Richmond city	517600505001	0.41	1361	3327.76
Richmond city	517600505002	0.78	1258	1621.80
Richmond city	517600505003	0.41	2820	6927.23
Richmond city	517600506001	0.48	1039	2182.03
Richmond city	517600506002	1.40	1339	956.67
Richmond city	517600602001	0.40	954	2361.09
Richmond city	517600602002	0.11	589	5292.47
Richmond city	517600602003	0.08	535	6962.12
Richmond city	517600604001	0.27	821	3008.72
Richmond city	517600604002	0.11	664	5777.09
Richmond city	517600604003	0.13	1255	9323.56
Richmond city	517600604004	0.20	1127	5601.87
Richmond city	517600604005	0.19	1281	6666.99
Richmond city	517600605001	0.17	509	2971.60
Richmond city	517600605002	0.18	833	4608.53
Richmond city	517600605003	0.20	697	3474.84
Richmond city	517600605004	0.48	1127	2330.10
Richmond city	517600605005	0.44	2692	6087.69
Richmond city	517600606001	0.20	782	3996.11
Richmond city	517600606002	0.20	743	3660.73
Richmond city	517600606003	0.29	891	3046.97
Richmond city	517600607001	0.73	855	1166.25
Richmond city	517600607002	1.43	865	602.91
Richmond city	517600607003	0.28	1458	5267.25
Richmond city	517600607004	0.21	852	4055.43
Richmond city	517600607005	0.16	980	6215.22
Richmond city	517600608001	0.28	1353	4846.55
Richmond city	517600608002	0.53	1550	2934.55
Richmond city	517600608003	1.77	682	385.72
Richmond city	517600609001	1.21	1311	1082.80
Richmond city	517600610001	0.31	969	3172.14
Richmond city	517600610002	0.92	2315	2523.00
Richmond city	517600701001	2.29	2231	973.50
Richmond city	517600701002	0.87	779	891.06
Richmond city	517600701003	0.80	1696	2121.77
Richmond city	517600703001	0.88	2677	3043.36
Richmond city	517600703002	0.51	733	1424.01
Richmond city	517600704001	1.24	1599	1286.13
Richmond city	517600704002	0.81	1054	1307.04
Richmond city	517600704003	0.78	1183	1523.98
Richmond city	517600706011	0.66	1160	1766.28
Richmond city	517600706012	0.49	1807	3658.06
Richmond city	517600706013	0.09	1572	18412.74
Richmond city	517600706014	0.11	1121	9962.42

County/City	Block Group	Area (Sq. Miles)	2010 Population	Persons/Sq. Mile
Richmond city	517600706021	0.53	1146	2173.93
Richmond city	517600706022	0.29	1252	4345.57
Richmond city	517600707001	0.94	2503	2660.05
Richmond city	517600707002	0.82	2251	2736.80
Richmond city	517600708011	0.66	2493	3765.12
Richmond city	517600708012	0.87	1372	1580.31
Richmond city	517600708013	0.43	1247	2889.91
Richmond city	517600708014	0.55	2179	3931.97
Richmond city	517600708021	0.42	1170	2806.57
Richmond city	517600708022	0.38	745	1961.12
Richmond city	517600708023	0.37	788	2123.61
Richmond city	517600709001	0.34	854	2534.46
Richmond city	517600709002	1.23	1875	1528.67
Richmond city	517600709003	0.47	1526	3255.70
Richmond city	517600709004	0.67	709	1052.31
Richmond city	517600709005	0.45	1671	3722.79
Richmond city	517600710011	0.25	762	3062.69
Richmond city	517600710012	0.34	1718	5050.41
Richmond city	517600710013	0.19	1899	10231.85
Richmond city	517600710014	0.27	946	3443.79
Richmond city	517600710021	0.40	1079	2705.02
Richmond city	517600710022	0.47	2344	4936.59
Richmond city	517600711001	0.49	1319	2698.90
Richmond city	517600711002	0.18	589	3307.84
Richmond city	517600711003	0.31	1807	5818.03
Richmond city	517600711004	0.69	1246	1806.79

Appendix D- Demographics of Potentially Transit Dependent Persons

Richmond and Petersburg Metropolitan Area 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
510366001001	Charles City County	216	2	25	1	108	1	1	1
510366001002	Charles City County	248	2	27	1	161	2	1	2
510366002001	Charles City County	155	1	9	1	121	1	1	1
510366002002	Charles City County	202	1	33	1	128	1	1	1
510366003001	Charles City County	254	2	44	2	136	1	1	3
510366003002	Charles City County	181	1	23	1	170	2	1	1
510411001061	Chesterfield County	395	4	14	1	70	1	1	1
510411001062	Chesterfield County	99	1	0	1	2	1	1	2
510411001071	Chesterfield County	151	1	41	2	514	5	2	1
510411002051	Chesterfield County	102	1	9	1	279	4	2	2
510411002052	Chesterfield County	28	1	49	3	536	5	3	2
510411002053	Chesterfield County	94	1	19	1	427	5	1	1
510411002054	Chesterfield County	195	1	52	3	41	1	4	3
510411002061	Chesterfield County	52	1	9	1	114	1	1	1
510411002062	Chesterfield County	101	1	0	1	274	4	3	3
510411002063	Chesterfield County	158	1	0	1	210	3	1	1
510411002064	Chesterfield County	210	1	0	1	131	1	3	2
510411002081	Chesterfield County	175	1	10	1	23	1	1	1
510411002082	Chesterfield County	369	4	16	1	145	1	1	1
510411002091	Chesterfield County	129	1	79	5	323	5	3	3
510411002092	Chesterfield County	59	1	0	1	105	1	1	1
510411002093	Chesterfield County	445	5	26	1	25	1	1	1
510411002094	Chesterfield County	105	1	0	1	24	1	1	1
510411002101	Chesterfield County	135	1	0	1	90	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
510411003001	Chesterfield County	115	1	35	2	216	3	1	1
510411003002	Chesterfield County	129	1	16	1	69	1	1	1
510411004031	Chesterfield County	70	1	11	1	27	1	1	1
510411004032	Chesterfield County	438	5	8	1	8	1	1	1
510411004033	Chesterfield County	174	1	28	1	390	5	1	2
510411004041	Chesterfield County	150	1	98	5	641	5	3	2
510411004051	Chesterfield County	72	1	69	5	395	5	5	4
510411004052	Chesterfield County	123	1	0	1	239	3	3	2
510411004061	Chesterfield County	119	1	84	5	285	4	1	3
510411004071	Chesterfield County	75	1	24	1	78	1	1	3
510411004072	Chesterfield County	138	1	13	1	73	1	1	1
510411004073	Chesterfield County	208	1	13	1	265	4	1	1
510411004091	Chesterfield County	243	2	0	1	325	5	2	2
510411004092	Chesterfield County	229	2	0	1	100	1	1	1
510411004093	Chesterfield County	163	1	0	1	77	1	1	1
510411004094	Chesterfield County	78	1	15	1	100	1	1	1
510411004101	Chesterfield County	340	3	18	1	52	1	1	1
510411005051	Chesterfield County	171	1	0	1	125	1	2	1
510411005052	Chesterfield County	160	1	0	1	28	1	1	1
510411005053	Chesterfield County	107	1	0	1	115	1	1	1
510411005054	Chesterfield County	38	1	16	1	25	1	1	1
510411005055	Chesterfield County	203	1	12	1	0	1	1	2
510411005061	Chesterfield County	154	1	0	1	16	1	1	2
510411005062	Chesterfield County	173	1	0	1	13	1	1	1
510411005063	Chesterfield County	61	1	189	5	541	5	2	4
510411005064	Chesterfield County	136	1	64	4	204	2	2	2
510411005071	Chesterfield County	254	2	0	1	289	4	2	1
510411005072	Chesterfield County	183	1	0	1	43	1	1	1
510411005081	Chesterfield County	152	1	0	1	62	1	1	1
510411005082	Chesterfield County	358	4	48	3	496	5	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
510411005091	Chesterfield County	357	4	13	1	193	2	1	1
510411005092	Chesterfield County	136	1	11	1	0	1	1	1
510411005101	Chesterfield County	100	1	0	1	21	1	2	2
510411005102	Chesterfield County	235	2	15	1	46	1	1	1
510411006001	Chesterfield County	171	1	9	1	101	1	1	1
510411006002	Chesterfield County	0	1	9	1	0	1	1	1
510411006003	Chesterfield County	67	1	11	1	42	1	1	1
510411007011	Chesterfield County	139	1	0	1	36	1	1	1
510411007012	Chesterfield County	186	1	42	2	98	1	1	1
510411007013	Chesterfield County	110	1	44	2	32	1	1	1
510411007014	Chesterfield County	126	1	6	1	102	1	1	1
510411007021	Chesterfield County	216	2	18	1	118	1	1	1
510411007031	Chesterfield County	61	1	21	1	19	1	1	1
510411007032	Chesterfield County	316	3	0	1	54	1	1	2
510411007033	Chesterfield County	268	2	15	1	209	3	1	1
510411007034	Chesterfield County	185	1	36	2	17	1	1	1
510411008041	Chesterfield County	221	2	19	1	144	1	1	1
510411008042	Chesterfield County	138	1	0	1	265	4	1	1
510411008043	Chesterfield County	401	4	0	1	37	1	2	2
510411008051	Chesterfield County	264	2	16	1	76	1	1	1
510411008052	Chesterfield County	259	2	0	1	121	1	1	1
510411008053	Chesterfield County	115	1	18	1	34	1	1	1
510411008061	Chesterfield County	33	1	160	5	655	5	5	4
510411008062	Chesterfield County	223	2	25	1	169	2	1	1
510411008071	Chesterfield County	289	3	11	1	100	1	1	1
510411008121	Chesterfield County	156	1	0	1	159	2	1	1
510411008122	Chesterfield County	190	1	0	1	116	1	1	1
510411008123	Chesterfield County	393	4	15	1	40	1	1	1
510411008141	Chesterfield County	46	1	0	1	110	1	1	1
510411008142	Chesterfield County	137	1	4	1	180	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
510411008151	Chesterfield County	187	1	20	1	128	1	1	1
510411008152	Chesterfield County	175	1	0	1	198	2	1	1
510411008161	Chesterfield County	185	1	0	1	0	1	1	1
510411008162	Chesterfield County	191	1	25	1	125	1	1	1
510411008163	Chesterfield County	60	1	7	1	61	1	1	1
510411008171	Chesterfield County	151	1	47	3	136	1	1	1
510411008172	Chesterfield County	406	4	7	1	117	1	1	1
510411008181	Chesterfield County	57	1	28	1	73	1	1	1
510411008182	Chesterfield County	287	3	0	1	108	1	1	1
510411008191	Chesterfield County	445	5	62	4	91	1	1	1
510411008192	Chesterfield County	361	4	0	1	454	5	1	1
510411008201	Chesterfield County	96	1	44	2	212	3	1	1
510411008211	Chesterfield County	523	5	16	1	74	1	1	1
510411008212	Chesterfield County	182	1	13	1	40	1	1	1
510411008221	Chesterfield County	130	1	0	1	0	1	1	1
510411008222	Chesterfield County	240	2	0	1	31	1	1	1
510411008223	Chesterfield County	110	1	19	1	73	1	1	1
510411008231	Chesterfield County	234	2	17	1	0	1	1	1
510411008232	Chesterfield County	519	5	84	5	100	1	1	1
510411009021	Chesterfield County	259	2	11	1	117	1	1	1
510411009022	Chesterfield County	302	3	6	1	165	2	1	1
510411009023	Chesterfield County	106	1	0	1	2	1	1	1
510411009071	Chesterfield County	202	1	24	1	191	2	1	1
510411009072	Chesterfield County	298	3	79	5	27	1	3	3
510411009101	Chesterfield County	31	1	5	1	107	1	2	1
510411009102	Chesterfield County	187	1	6	1	62	1	1	1
510411009103	Chesterfield County	282	2	14	1	81	1	1	1
510411009104	Chesterfield County	142	1	10	1	24	1	1	1
510411009121	Chesterfield County	450	5	15	1	114	1	2	2
510411009122	Chesterfield County	138	1	13	1	19	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
510411009123	Chesterfield County	153	1	0	1	0	1	1	1
510411009124	Chesterfield County	174	1	0	1	75	1	1	1
510411009151	Chesterfield County	219	2	20	1	147	1	1	1
510411009152	Chesterfield County	433	5	13	1	86	1	1	1
510411009191	Chesterfield County	254	2	31	1	169	2	1	1
510411009192	Chesterfield County	68	1	0	1	274	4	1	1
510411009193	Chesterfield County	165	1	41	2	207	3	1	1
510411009201	Chesterfield County	130	1	42	2	43	1	1	1
510411009211	Chesterfield County	71	1	14	1	102	1	1	1
510411009212	Chesterfield County	269	2	0	1	98	1	1	1
510411009213	Chesterfield County	88	1	0	1	0	1	1	1
510411009214	Chesterfield County	219	2	0	1	313	5	1	1
510411009221	Chesterfield County	197	1	4	1	76	1	1	1
510411009222	Chesterfield County	278	2	19	1	319	5	1	1
510411009223	Chesterfield County	159	1	29	1	23	1	2	2
510411009231	Chesterfield County	167	1	0	1	93	1	1	1
510411009232	Chesterfield County	103	1	17	1	64	1	1	1
510411009241	Chesterfield County	389	4	27	1	132	1	1	1
510411009261	Chesterfield County	161	1	0	1	0	1	1	1
510411009262	Chesterfield County	524	5	144	5	105	1	3	3
510411009263	Chesterfield County	305	3	0	1	12	1	1	1
510411009271	Chesterfield County	123	1	0	1	86	1	1	1
510411009272	Chesterfield County	526	5	76	5	125	1	4	3
510411009273	Chesterfield County	219	2	13	1	0	1	1	1
510411009281	Chesterfield County	292	3	23	1	294	4	1	1
510411009282	Chesterfield County	435	5	79	5	99	1	1	1
510411009291	Chesterfield County	198	1	0	1	139	1	1	1
510411009292	Chesterfield County	148	1	20	1	35	1	1	1
510411009293	Chesterfield County	163	1	11	1	19	1	1	1
510411009301	Chesterfield County	51	1	0	1	45	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
510411009302	Chesterfield County	141	1	28	1	125	1	2	1
510411009311	Chesterfield County	331	3	0	1	27	1	1	2
510411009312	Chesterfield County	268	2	0	1	0	1	1	1
510411009313	Chesterfield County	238	2	0	1	75	1	1	1
510411009321	Chesterfield County	236	2	24	1	144	1	1	1
510411009331	Chesterfield County	121	1	26	1	158	2	1	1
510411009341	Chesterfield County	163	1	20	1	25	1	1	1
510411009342	Chesterfield County	80	1	19	1	62	1	1	1
510411009343	Chesterfield County	180	1	15	1	52	1	2	1
510411009351	Chesterfield County	385	4	136	5	17	1	3	3
510411009352	Chesterfield County	250	2	0	1	30	1	1	1
510411009361	Chesterfield County	222	2	33	1	151	1	2	2
510411009362	Chesterfield County	375	4	0	1	19	1	1	1
510411010031	Chesterfield County	301	3	11	1	64	1	1	1
510411010041	Chesterfield County	222	2	0	1	122	1	1	1
510411010042	Chesterfield County	208	1	11	1	21	1	1	1
510411010071	Chesterfield County	50	1	12	1	84	1	2	1
510411010072	Chesterfield County	188	1	15	1	15	1	1	1
510411010073	Chesterfield County	408	4	1	1	21	1	1	1
510411010081	Chesterfield County	69	1	9	1	0	1	1	2
510411010082	Chesterfield County	192	1	4	1	7	1	2	2
510411010091	Chesterfield County	260	2	28	1	227	3	1	1
510411010101	Chesterfield County	192	1	48	3	59	1	1	1
510411010102	Chesterfield County	378	4	0	1	50	1	1	1
510411010103	Chesterfield County	295	3	0	1	0	1	1	1
510411010111	Chesterfield County	89	1	0	1	64	1	1	1
510411010112	Chesterfield County	30	1	0	1	163	2	1	1
510411010121	Chesterfield County	141	1	27	1	65	1	1	1
510411010122	Chesterfield County	25	1	0	1	45	1	1	1
510411010131	Chesterfield County	293	3	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
510538401001	Dinwiddie County	197	1	10	1	194	2	1	1
510538401002	Dinwiddie County	182	1	36	2	224	3	1	3
510538401003	Dinwiddie County	96	1	3	1	34	1	1	1
510538401004	Dinwiddie County	91	1	8	1	102	1	1	1
510538401005	Dinwiddie County	338	3	23	1	261	4	1	2
510538402001	Dinwiddie County	127	1	0	1	136	1	1	1
510538402002	Dinwiddie County	170	1	9	1	109	1	1	1
510538402003	Dinwiddie County	343	3	4	1	265	4	1	2
510538403001	Dinwiddie County	160	1	16	1	136	1	1	1
510538403002	Dinwiddie County	278	2	49	3	80	1	1	1
510538403003	Dinwiddie County	151	1	24	1	98	1	1	1
510538403004	Dinwiddie County	42	1	0	1	51	1	1	1
510538404001	Dinwiddie County	241	2	0	1	372	5	1	2
510538405001	Dinwiddie County	310	3	64	4	346	5	1	1
510538405002	Dinwiddie County	119	1	4	1	303	4	1	2
510538406001	Dinwiddie County	220	2	42	2	220	3	1	1
510538406002	Dinwiddie County	254	2	36	2	291	4	1	1
510538406003	Dinwiddie County	465	5	18	1	180	2	1	1
510538406004	Dinwiddie County	155	1	10	1	121	1	1	1
510539801001	Dinwiddie County	0	1	0	1	0	1	1	1
510754001001	Goochland County	163	1	0	1	81	1	1	1
510754001002	Goochland County	175	1	0	1	10	1	1	1
510754001003	Goochland County	431	5	0	1	78	1	1	2
510754001004	Goochland County	447	5	0	1	57	1	1	2
510754002001	Goochland County	333	3	7	1	13	1	1	1
510754002002	Goochland County	266	2	0	1	0	1	1	2
510754002003	Goochland County	196	1	10	1	42	1	1	1
510754003001	Goochland County	58	1	3	1	59	1	1	1
510754004001	Goochland County	236	2	0	1	87	1	1	1
510754004002	Goochland County	286	3	16	1	254	3	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
510754004003	Goochland County	213	1	9	1	40	1	1	1
510754005001	Goochland County	138	1	38	2	55	1	1	1
510754005002	Goochland County	234	2	53	3	54	1	1	1
510754005003	Goochland County	163	1	18	1	94	1	1	1
510853201001	Hanover County	150	1	31	1	21	1	1	1
510853201002	Hanover County	195	1	0	1	70	1	1	1
510853201003	Hanover County	212	1	0	1	69	1	1	1
510853201004	Hanover County	215	2	0	1	480	5	1	3
510853202001	Hanover County	290	3	29	1	98	1	1	1
510853202002	Hanover County	341	3	54	3	183	2	1	1
510853202003	Hanover County	183	1	0	1	76	1	1	1
510853203001	Hanover County	222	2	0	1	92	1	1	1
510853203002	Hanover County	471	5	21	1	140	1	1	1
510853204001	Hanover County	235	2	58	4	277	4	1	1
510853204002	Hanover County	407	4	0	1	86	1	1	1
510853205001	Hanover County	156	1	36	2	0	1	1	1
510853205002	Hanover County	219	2	26	1	25	1	1	1
510853205003	Hanover County	201	1	7	1	10	1	1	1
510853206011	Hanover County	296	3	0	1	51	1	1	1
510853206012	Hanover County	35	1	0	1	22	1	1	1
510853206013	Hanover County	191	1	90	5	201	2	1	2
510853206021	Hanover County	225	2	39	2	75	1	1	1
510853206022	Hanover County	253	2	10	1	134	1	1	1
510853207011	Hanover County	188	1	0	1	71	1	1	1
510853207012	Hanover County	318	3	0	1	12	1	1	1
510853207021	Hanover County	226	2	0	1	56	1	1	1
510853207022	Hanover County	109	1	14	1	14	1	1	1
510853208011	Hanover County	325	3	10	1	162	2	1	1
510853208031	Hanover County	41	1	0	1	0	1	2	2
510853208032	Hanover County	223	2	0	1	134	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
510853208041	Hanover County	55	1	0	1	1	1	1	1
510853208042	Hanover County	66	1	0	1	0	1	1	2
510853208043	Hanover County	135	1	35	2	23	1	1	1
510853208051	Hanover County	153	1	0	1	69	1	1	1
510853208052	Hanover County	192	1	0	1	69	1	1	1
510853209001	Hanover County	162	1	19	1	21	1	1	1
510853209002	Hanover County	475	5	0	1	0	1	1	1
510853209003	Hanover County	290	3	0	1	267	4	1	1
510853209004	Hanover County	253	2	18	1	21	1	1	2
510853210011	Hanover County	129	1	9	1	6	1	1	2
510853210012	Hanover County	601	5	67	4	211	3	1	1
510853210021	Hanover County	165	1	12	1	3	1	1	1
510853210022	Hanover County	367	4	12	1	60	1	1	1
510853210023	Hanover County	268	2	16	1	232	3	1	1
510853211001	Hanover County	408	4	23	1	53	1	1	1
510853211002	Hanover County	157	1	11	1	190	2	1	1
510853211003	Hanover County	391	4	20	1	41	1	1	1
510853212011	Hanover County	304	3	11	1	46	1	1	2
510853212012	Hanover County	183	1	12	1	242	3	1	1
510853212013	Hanover County	178	1	0	1	126	1	1	1
510853212021	Hanover County	336	3	60	4	215	3	1	1
510853212022	Hanover County	47	1	0	1	19	1	1	1
510853213001	Hanover County	421	4	0	1	51	1	1	1
510853213002	Hanover County	71	1	15	1	2	1	1	1
510853213003	Hanover County	220	2	0	1	99	1	1	1
510853214011	Hanover County	347	3	13	1	91	1	1	2
510853214021	Hanover County	289	3	14	1	89	1	1	1
510853214022	Hanover County	220	2	0	1	71	1	1	1
510853214031	Hanover County	389	4	18	1	49	1	1	1
510872001041	Henrico County	156	1	0	1	16	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
510872001042	Henrico County	362	4	97	5	378	5	4	3
510872001043	Henrico County	415	4	47	3	162	2	1	1
510872001051	Henrico County	70	1	91	5	174	2	2	1
510872001052	Henrico County	399	4	8	1	428	5	2	2
510872001053	Henrico County	504	5	31	1	461	5	3	2
510872001061	Henrico County	129	1	15	1	258	4	2	2
510872001062	Henrico County	211	1	9	1	367	5	3	2
510872001063	Henrico County	570	5	148	5	264	4	5	4
510872001071	Henrico County	251	2	34	2	283	4	1	1
510872001072	Henrico County	629	5	9	1	94	1	2	1
510872001073	Henrico County	225	2	7	1	290	4	1	1
510872001081	Henrico County	165	1	4	1	12	1	1	2
510872001082	Henrico County	238	2	15	1	51	1	1	1
510872001091	Henrico County	395	4	7	1	26	1	1	1
510872001092	Henrico County	138	1	0	1	0	1	2	2
510872001121	Henrico County	157	1	10	1	114	1	1	1
510872001122	Henrico County	271	2	0	1	0	1	2	2
510872001123	Henrico County	602	5	211	5	120	1	5	4
510872001124	Henrico County	749	5	180	5	33	1	4	3
510872001161	Henrico County	177	1	49	3	114	1	1	1
510872001162	Henrico County	311	3	81	5	23	1	4	3
510872001163	Henrico County	359	4	0	1	0	1	2	2
510872001164	Henrico County	192	1	16	1	33	1	1	1
510872001191	Henrico County	67	1	0	1	8	1	1	1
510872001192	Henrico County	204	1	35	2	87	1	1	1
510872001193	Henrico County	137	1	0	1	70	1	1	1
510872001194	Henrico County	106	1	0	1	84	1	1	1
510872001201	Henrico County	164	1	0	1	31	1	1	1
510872001202	Henrico County	307	3	16	1	63	1	2	2
510872001203	Henrico County	343	3	58	4	50	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
510872001211	Henrico County	92	1	0	1	29	1	2	1
510872001212	Henrico County	307	3	29	1	213	3	1	1
510872001213	Henrico County	138	1	0	1	79	1	2	1
510872001221	Henrico County	112	1	0	1	5	1	1	1
510872001222	Henrico County	72	1	0	1	8	1	1	1
510872001223	Henrico County	104	1	0	1	32	1	1	1
510872001231	Henrico County	202	1	31	1	376	5	1	1
510872001232	Henrico County	122	1	0	1	133	1	1	1
510872001241	Henrico County	200	1	0	1	17	1	1	1
510872001242	Henrico County	206	1	14	1	80	1	1	1
510872001243	Henrico County	580	5	104	5	14	1	4	3
510872001251	Henrico County	52	1	47	3	174	2	1	1
510872001252	Henrico County	127	1	41	2	220	3	1	1
510872001261	Henrico County	39	1	54	3	162	2	2	2
510872001262	Henrico County	17	1	30	1	153	1	1	1
510872001263	Henrico County	51	1	8	1	76	1	1	1
510872001271	Henrico County	171	1	12	1	0	1	1	1
510872001272	Henrico County	934	5	132	5	158	2	4	3
510872001273	Henrico County	71	1	0	1	208	3	1	1
510872001281	Henrico County	175	1	0	1	30	1	1	1
510872001282	Henrico County	69	1	24	1	368	5	2	1
510872001291	Henrico County	554	5	73	5	243	3	1	1
510872001292	Henrico County	20	1	46	3	141	1	1	1
510872001301	Henrico County	469	5	10	1	118	1	2	1
510872001302	Henrico County	51	1	0	1	0	1	2	2
510872001303	Henrico County	78	1	10	1	62	1	2	1
510872002011	Henrico County	148	1	17	1	0	1	1	1
510872002012	Henrico County	193	1	11	1	125	1	1	1
510872002021	Henrico County	126	1	0	1	92	1	1	1
510872002022	Henrico County	212	1	8	1	0	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
510872002023	Henrico County	99	1	11	1	7	1	2	1
510872002024	Henrico County	94	1	0	1	113	1	2	1
510872003011	Henrico County	391	4	38	2	36	1	3	2
510872003021	Henrico County	81	1	11	1	58	1	1	1
510872003022	Henrico County	99	1	19	1	113	1	1	1
510872003023	Henrico County	181	1	13	1	46	1	1	1
510872003031	Henrico County	38	1	27	1	231	3	1	1
510872003032	Henrico County	289	3	21	1	116	1	1	1
510872003051	Henrico County	161	1	8	1	46	1	1	2
510872003052	Henrico County	352	3	54	3	12	1	2	1
510872003053	Henrico County	209	1	32	1	211	3	1	1
510872004041	Henrico County	291	3	11	1	179	2	3	2
510872004042	Henrico County	152	1	77	5	494	5	3	2
510872004061	Henrico County	78	1	27	1	279	4	2	1
510872004062	Henrico County	217	2	0	1	16	1	2	1
510872004063	Henrico County	206	1	0	1	16	1	1	1
510872004064	Henrico County	378	4	87	5	122	1	2	2
510872004065	Henrico County	265	2	13	1	43	1	1	1
510872004071	Henrico County	255	2	9	1	251	3	3	2
510872004072	Henrico County	107	1	46	3	175	2	1	1
510872004073	Henrico County	309	3	13	1	14	1	2	2
510872004091	Henrico County	192	1	87	5	485	5	3	2
510872004101	Henrico County	145	1	20	1	188	2	1	1
510872004102	Henrico County	121	1	0	1	394	5	2	1
510872004103	Henrico County	349	3	47	3	108	1	3	2
510872004111	Henrico County	145	1	0	1	395	5	3	2
510872004112	Henrico County	214	2	28	1	532	5	1	1
510872004113	Henrico County	14	1	0	1	35	1	1	1
510872004121	Henrico County	209	1	132	5	520	5	5	4
510872004131	Henrico County	970	5	28	1	155	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
510872004141	Henrico County	0	1	0	1	183	2	1	1
510872004142	Henrico County	138	1	12	1	0	1	1	1
510872004143	Henrico County	99	1	0	1	116	1	1	1
510872005011	Henrico County	121	1	48	3	60	1	2	2
510872005012	Henrico County	125	1	6	1	42	1	1	1
510872005021	Henrico County	173	1	6	1	281	4	3	2
510872005022	Henrico County	115	1	15	1	9	1	1	1
510872005031	Henrico County	439	5	40	2	383	5	1	1
510872005032	Henrico County	195	1	11	1	139	1	1	1
510872006001	Henrico County	118	1	0	1	57	1	2	2
510872006002	Henrico County	144	1	9	1	295	4	2	1
510872006003	Henrico County	111	1	11	1	168	2	1	1
510872006004	Henrico County	136	1	32	1	159	2	2	1
510872007001	Henrico County	378	4	159	5	702	5	5	5
510872007002	Henrico County	840	5	153	5	19	1	4	3
510872007003	Henrico County	96	1	42	2	0	1	1	1
510872008011	Henrico County	273	2	105	5	353	5	2	2
510872008012	Henrico County	253	2	0	1	27	1	1	1
510872008021	Henrico County	354	3	62	4	210	3	1	1
510872008041	Henrico County	279	2	34	2	145	1	1	1
510872008042	Henrico County	119	1	23	1	494	5	3	2
510872008043	Henrico County	37	1	112	5	314	5	2	2
510872008051	Henrico County	243	2	293	5	1489	5	5	4
510872008052	Henrico County	89	1	20	1	162	2	1	3
510872008053	Henrico County	111	1	180	5	346	5	4	3
510872009031	Henrico County	60	1	12	1	70	1	1	1
510872009032	Henrico County	194	1	72	5	245	3	2	2
510872009033	Henrico County	432	5	58	4	28	1	1	1
510872009041	Henrico County	417	4	25	1	200	2	3	2
510872009042	Henrico County	527	5	0	1	172	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
510872009043	Henrico County	256	2	0	1	74	1	1	1
510872009051	Henrico County	262	2	7	1	164	2	1	1
510872009052	Henrico County	248	2	87	5	516	5	2	2
510872009053	Henrico County	117	1	0	1	106	1	1	1
510872009061	Henrico County	219	2	30	1	142	1	1	1
510872009062	Henrico County	356	4	37	2	168	2	1	1
510872010011	Henrico County	160	1	25	1	82	1	1	1
510872010012	Henrico County	88	1	0	1	16	1	1	1
510872010013	Henrico County	272	2	32	1	361	5	2	2
510872010021	Henrico County	113	1	28	1	22	1	1	1
510872010022	Henrico County	110	1	14	1	129	1	1	1
510872010023	Henrico County	55	1	73	5	259	4	4	3
510872010031	Henrico County	382	4	38	2	299	4	2	2
510872010032	Henrico County	244	2	11	1	29	1	1	1
510872010033	Henrico County	320	3	126	5	254	3	5	4
510872011011	Henrico County	144	1	66	4	300	4	2	2
510872011012	Henrico County	112	1	38	2	407	5	4	3
510872011013	Henrico County	99	1	190	5	576	5	4	3
510872011014	Henrico County	319	3	0	1	79	1	1	1
510872011021	Henrico County	153	1	26	1	102	1	2	2
510872011022	Henrico County	211	1	97	5	267	4	2	1
510872012011	Henrico County	289	3	68	5	276	4	1	1
510872012012	Henrico County	244	2	16	1	148	1	2	1
510872012013	Henrico County	193	1	41	2	488	5	2	2
510872012021	Henrico County	218	2	45	3	270	4	1	1
510872012022	Henrico County	120	1	165	5	499	5	5	4
510872012023	Henrico County	195	1	72	5	328	5	3	2
510872014011	Henrico County	367	4	78	5	725	5	2	2
510872014012	Henrico County	347	3	35	2	492	5	3	3
510872014013	Henrico County	46	1	22	1	90	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
510872014031	Henrico County	176	1	15	1	420	5	2	1
510872014032	Henrico County	99	1	0	1	20	1	1	1
510872014033	Henrico County	251	2	0	1	89	1	1	1
510872014034	Henrico County	290	3	0	1	395	5	1	2
510872014041	Henrico County	212	1	58	4	215	3	1	2
510872014042	Henrico County	265	2	10	1	69	1	1	1
510872015011	Henrico County	39	1	12	1	42	1	1	1
510872015012	Henrico County	296	3	0	1	203	2	1	1
510872015013	Henrico County	90	1	17	1	532	5	2	2
510872015014	Henrico County	196	1	211	5	671	5	5	4
510872015015	Henrico County	76	1	11	1	334	5	3	3
510872015021	Henrico County	205	1	0	1	606	5	1	2
510872015022	Henrico County	301	3	7	1	123	1	1	1
510872016011	Henrico County	237	2	12	1	79	1	1	1
510872016012	Henrico County	95	1	0	1	0	1	1	1
510872016021	Henrico County	628	5	42	2	98	1	1	1
510872016022	Henrico County	181	1	10	1	53	1	1	1
510872017011	Henrico County	314	3	83	5	201	2	1	1
510872017012	Henrico County	157	1	46	3	318	5	2	1
510879801001	Henrico County	0	1	0	1	0	1	1	1
511277001001	New Kent County	259	2	0	1	64	1	1	1
511277001002	New Kent County	271	2	0	1	12	1	1	1
511277001003	New Kent County	167	1	0	1	47	1	1	1
511277002001	New Kent County	189	1	25	1	130	1	1	1
511277002002	New Kent County	178	1	24	1	209	3	1	2
511277002003	New Kent County	107	1	0	1	142	1	1	2
511277003001	New Kent County	207	1	37	2	96	1	1	2
511277003002	New Kent County	261	2	24	1	2	1	1	1
511277003003	New Kent County	389	4	2	1	79	1	1	1
511277003004	New Kent County	241	2	0	1	277	4	1	1

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
511455001011	Powhatan County	299	3	25	1	54	1	1	2
511455001012	Powhatan County	355	3	0	1	77	1	1	1
511455001013	Powhatan County	238	2	19	1	58	1	1	1
511455001014	Powhatan County	120	1	17	1	69	1	1	1
511455001021	Powhatan County	368	4	0	1	117	1	1	1
511455001022	Powhatan County	209	1	9	1	87	1	1	1
511455001023	Powhatan County	176	1	0	1	86	1	1	1
511455002001	Powhatan County	193	1	26	1	76	1	1	1
511455002002	Powhatan County	247	2	0	1	13	1	1	1
511455002003	Powhatan County	569	5	24	1	92	1	1	1
511455002004	Powhatan County	206	1	12	1	210	3	1	1
511455003001	Powhatan County	55	1	0	1	2	1	1	1
511455004001	Powhatan County	125	1	23	1	73	1	1	1
511455004002	Powhatan County	306	3	21	1	65	1	1	1
511498501001	Prince George County	49	1	0	1	0	1	1	1
511498501002	Prince George County	85	1	31	1	83	1	1	3
511498502001	Prince George County	0	1	0	1	14	1	1	1
511498502002	Prince George County	34	1	0	1	0	1	1	1
511498502003	Prince George County	12	1	3	1	152	1	2	2
511498502004	Prince George County	0	1	13	1	110	1	1	1
511498503011	Prince George County	236	2	8	1	64	1	1	1
511498503012	Prince George County	178	1	19	1	123	1	1	1
511498503013	Prince George County	225	2	22	1	20	1	1	1
511498503021	Prince George County	364	4	10	1	0	1	1	1
511498503022	Prince George County	420	4	16	1	178	2	1	1
511498504001	Prince George County	168	1	6	1	66	1	1	1
511498504002	Prince George County	89	1	24	1	22	1	1	1
511498504003	Prince George County	237	2	24	1	14	1	1	1
511498504004	Prince George County	317	3	6	1	277	4	1	2
511498505011	Prince George County	398	4	58	4	126	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
511498505012	Prince George County	180	1	22	1	172	2	1	1
511498505013	Prince George County	142	1	15	1	213	3	1	1
511498505021	Prince George County	273	2	46	3	82	1	1	2
511498505022	Prince George County	149	1	0	1	129	1	1	1
511498505023	Prince George County	212	1	13	1	27	1	1	1
515708301001	Colonial city	590	5	0	1	164	2	2	2
515708301002	Colonial city	243	2	21	1	48	1	2	2
515708301003	Colonial city	270	2	0	1	33	1	1	2
515708302001	Colonial city	540	5	188	5	229	3	4	3
515708302002	Colonial city	173	1	54	3	118	1	4	3
515708303001	Colonial city	333	3	12	1	17	1	2	1
515708303002	Colonial city	256	2	0	1	70	1	1	1
515708304001	Colonial city	266	2	96	5	236	3	3	2
515708304002	Colonial city	133	1	20	1	50	1	1	1
515708305001	Colonial city	290	3	27	1	107	1	1	1
515708305002	Colonial city	282	2	49	3	179	2	1	1
516708201001	Hopewell city	99	1	138	5	455	5	5	4
516708203001	Hopewell city	101	1	35	2	135	1	4	3
516708203002	Hopewell city	204	1	257	5	467	5	4	3
516708204001	Hopewell city	321	3	16	1	208	3	1	1
516708204002	Hopewell city	226	2	0	1	71	1	1	1
516708204003	Hopewell city	555	5	21	1	495	5	2	1
516708205001	Hopewell city	204	1	38	2	96	1	2	1
516708205002	Hopewell city	123	1	9	1	184	2	2	1
516708205003	Hopewell city	304	3	0	1	415	5	4	3
516708205004	Hopewell city	117	1	17	1	78	1	1	1
516708206001	Hopewell city	42	1	29	1	77	1	3	2
516708206002	Hopewell city	159	1	56	4	305	4	5	4
516708206003	Hopewell city	340	3	89	5	171	2	5	4
516708206004	Hopewell city	179	1	148	5	524	5	5	4

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
516708206005	Hopewell city	108	1	80	5	159	2	4	3
516708207001	Hopewell city	281	2	120	5	483	5	4	3
516709801001	Hopewell city	0	1	0	1	0	1	1	1
517308101001	Petersburg city	180	1	165	5	288	4	3	4
517308101002	Petersburg city	147	1	223	5	773	5	4	4
517308103001	Petersburg city	188	1	147	5	353	5	4	4
517308103002	Petersburg city	94	1	24	1	14	1	1	3
517308103003	Petersburg city	66	1	147	5	455	5	4	3
517308104001	Petersburg city	135	1	215	5	815	5	5	4
517308105001	Petersburg city	225	2	81	5	287	4	5	4
517308105002	Petersburg city	29	1	23	1	138	1	1	3
517308105003	Petersburg city	210	1	18	1	187	2	1	1
517308105004	Petersburg city	161	1	112	5	850	5	5	4
517308106001	Petersburg city	163	1	161	5	268	4	5	4
517308106002	Petersburg city	156	1	68	5	162	2	5	4
517308107001	Petersburg city	286	3	191	5	434	5	5	4
517308107002	Petersburg city	242	2	71	5	196	2	5	4
517308109001	Petersburg city	180	1	0	1	134	1	1	1
517308109002	Petersburg city	203	1	26	1	99	1	1	1
517308109003	Petersburg city	260	2	9	1	84	1	2	2
517308110001	Petersburg city	211	1	7	1	483	5	1	2
517308110002	Petersburg city	111	1	0	1	43	1	1	1
517308110003	Petersburg city	241	2	58	4	184	2	3	2
517308111001	Petersburg city	437	5	32	1	154	1	1	1
517308111002	Petersburg city	81	1	8	1	42	1	1	1
517308112001	Petersburg city	226	2	92	5	534	5	1	2
517308112002	Petersburg city	261	2	11	1	145	1	1	1
517308113001	Petersburg city	62	1	98	5	89	1	2	4
517308113002	Petersburg city	94	1	25	1	62	1	1	1
517308113003	Petersburg city	52	1	36	2	427	5	4	3

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
517308113004	Petersburg city	92	1	45	3	140	1	4	3
517600102001	Richmond city	78	1	210	5	414	5	5	4
517600102002	Richmond city	133	1	0	1	28	1	1	1
517600102003	Richmond city	1107	5	449	5	198	2	3	4
517600102004	Richmond city	0	1	14	1	0	1	1	1
517600103001	Richmond city	214	2	156	5	348	5	4	3
517600104011	Richmond city	151	1	0	1	44	1	1	1
517600104012	Richmond city	54	1	343	5	257	3	4	3
517600104021	Richmond city	127	1	49	3	39	1	3	2
517600104022	Richmond city	242	2	131	5	182	2	4	3
517600104023	Richmond city	130	1	97	5	98	1	2	2
517600105001	Richmond city	163	1	54	3	113	1	5	4
517600105002	Richmond city	191	1	19	1	52	1	2	2
517600106001	Richmond city	254	2	117	5	167	2	2	2
517600107001	Richmond city	226	2	87	5	343	5	5	5
517600107002	Richmond city	133	1	90	5	175	2	3	2
517600107003	Richmond city	18	1	19	1	196	2	5	5
517600108001	Richmond city	161	1	94	5	480	5	5	4
517600108002	Richmond city	375	4	228	5	318	5	5	5
517600108003	Richmond city	142	1	97	5	194	2	4	3
517600109001	Richmond city	147	1	37	2	178	2	3	2
517600109002	Richmond city	89	1	91	5	109	1	4	3
517600109003	Richmond city	80	1	51	3	68	1	3	2
517600109004	Richmond city	154	1	112	5	212	3	5	4
517600110001	Richmond city	70	1	28	1	67	1	2	2
517600110002	Richmond city	110	1	62	4	187	2	4	3
517600110003	Richmond city	120	1	91	5	130	1	4	3
517600111001	Richmond city	252	2	35	2	113	1	4	3
517600111002	Richmond city	62	1	63	4	108	1	2	2
517600111003	Richmond city	28	1	85	5	364	5	4	3

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
517600111004	Richmond city	32	1	5	1	108	1	1	1
517600201001	Richmond city	138	1	343	5	1151	5	5	4
517600202001	Richmond city	215	2	448	5	2097	5	5	5
517600202002	Richmond city	99	1	219	5	1035	5	4	3
517600203001	Richmond city	99	1	89	5	328	5	4	3
517600203002	Richmond city	187	1	74	5	329	5	5	4
517600204001	Richmond city	176	1	173	5	208	3	5	4
517600204002	Richmond city	62	1	62	4	145	1	5	4
517600204003	Richmond city	59	1	109	5	281	4	4	4
517600204004	Richmond city	79	1	106	5	402	5	4	3
517600204005	Richmond city	20	1	398	5	1670	5	5	4
517600205001	Richmond city	90	1	224	5	680	5	4	3
517600205002	Richmond city	69	1	75	5	376	5	1	1
517600206001	Richmond city	135	1	54	3	128	1	1	1
517600206002	Richmond city	29	1	10	1	122	1	2	2
517600207001	Richmond city	151	1	228	5	359	5	4	3
517600208001	Richmond city	76	1	45	3	167	2	1	1
517600209001	Richmond city	144	1	106	5	167	2	2	2
517600209002	Richmond city	170	1	80	5	22	1	3	2
517600209003	Richmond city	103	1	112	5	74	1	4	3
517600210001	Richmond city	47	1	90	5	602	5	4	3
517600210002	Richmond city	88	1	109	5	50	1	3	2
517600211001	Richmond city	174	1	63	4	121	1	2	1
517600212001	Richmond city	183	1	89	5	232	3	3	2
517600301001	Richmond city	165	1	387	5	496	5	5	4
517600301002	Richmond city	9	1	384	5	1334	5	5	4
517600302001	Richmond city	84	1	156	5	641	5	4	3
517600302002	Richmond city	0	1	0	1	0	1	1	1
517600305001	Richmond city	29	1	147	5	455	5	3	3
517600305002	Richmond city	109	1	347	5	954	5	4	3

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
517600402001	Richmond city	153	1	120	5	769	5	4	3
517600402002	Richmond city	6	1	78	5	422	5	1	3
517600403001	Richmond city	15	1	115	5	387	5	3	2
517600404001	Richmond city	279	2	401	5	1193	5	4	3
517600404002	Richmond city	94	1	87	5	1037	5	4	3
517600405001	Richmond city	165	1	40	2	350	5	2	1
517600405002	Richmond city	236	2	177	5	345	5	4	3
517600406001	Richmond city	59	1	96	5	444	5	3	2
517600407001	Richmond city	140	1	110	5	379	5	2	1
517600408001	Richmond city	97	1	131	5	324	5	4	3
517600409001	Richmond city	34	1	41	2	107	1	1	1
517600409002	Richmond city	203	1	81	5	407	5	4	3
517600410001	Richmond city	67	1	31	1	85	1	1	1
517600410002	Richmond city	168	1	64	4	191	2	1	1
517600411001	Richmond city	63	1	5	1	407	5	2	2
517600411002	Richmond city	28	1	71	5	479	5	4	3
517600411003	Richmond city	129	1	104	5	771	5	4	3
517600412001	Richmond city	42	1	59	4	544	5	4	3
517600413001	Richmond city	256	2	280	5	1012	5	5	4
517600413002	Richmond city	155	1	62	4	225	3	3	4
517600414001	Richmond city	177	1	12	1	293	4	2	2
517600414002	Richmond city	69	1	63	4	136	1	3	2
517600416001	Richmond city	189	1	18	1	95	1	1	1
517600416002	Richmond city	64	1	0	1	62	1	1	1
517600501001	Richmond city	194	1	98	5	98	1	3	2
517600501002	Richmond city	275	2	12	1	167	2	1	1
517600502001	Richmond city	173	1	22	1	33	1	1	1
517600502002	Richmond city	188	1	0	1	59	1	1	1
517600502003	Richmond city	39	1	11	1	11	1	1	1
517600503001	Richmond city	189	1	34	2	121	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
517600504001	Richmond city	138	1	10	1	82	1	1	1
517600504002	Richmond city	243	2	0	1	73	1	2	1
517600505001	Richmond city	91	1	23	1	228	3	1	1
517600505002	Richmond city	330	3	9	1	31	1	1	1
517600505003	Richmond city	0	1	0	1	0	1	1	1
517600506001	Richmond city	179	1	3	1	9	1	1	1
517600506002	Richmond city	327	3	0	1	64	1	1	1
517600602001	Richmond city	91	1	56	4	460	5	4	3
517600602002	Richmond city	152	1	17	1	225	3	4	3
517600602003	Richmond city	59	1	51	3	16	1	4	3
517600604001	Richmond city	84	1	165	5	451	5	4	3
517600604002	Richmond city	0	1	134	5	391	5	4	3
517600604003	Richmond city	211	1	207	5	903	5	5	5
517600604004	Richmond city	283	2	54	3	87	1	5	4
517600604005	Richmond city	57	1	71	5	289	4	5	4
517600605001	Richmond city	96	1	190	5	117	1	4	3
517600605002	Richmond city	135	1	39	2	109	1	1	1
517600605003	Richmond city	45	1	14	1	52	1	1	1
517600605004	Richmond city	162	1	0	1	16	1	1	1
517600605005	Richmond city	481	5	366	5	741	5	5	4
517600606001	Richmond city	74	1	0	1	74	1	1	1
517600606002	Richmond city	65	1	21	1	0	1	1	1
517600606003	Richmond city	131	1	12	1	0	1	1	1
517600607001	Richmond city	23	1	76	5	264	4	2	4
517600607002	Richmond city	43	1	100	5	633	5	1	3
517600607003	Richmond city	147	1	119	5	522	5	5	4
517600607004	Richmond city	42	1	44	2	786	5	5	4
517600607005	Richmond city	101	1	86	5	252	3	4	3
517600608001	Richmond city	71	1	124	5	365	5	5	4
517600608002	Richmond city	79	1	133	5	679	5	4	3

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
517600608003	Richmond city	49	1	31	1	276	4	1	3
517600609001	Richmond city	135	1	85	5	605	5	3	4
517600610001	Richmond city	83	1	122	5	294	4	4	3
517600610002	Richmond city	44	1	175	5	777	5	4	3
517600701001	Richmond city	505	5	0	1	67	1	1	1
517600701002	Richmond city	185	1	0	1	37	1	1	2
517600701003	Richmond city	497	5	71	5	80	1	3	2
517600703001	Richmond city	515	5	53	3	201	2	1	1
517600703002	Richmond city	135	1	30	1	11	1	1	1
517600704001	Richmond city	383	4	23	1	130	1	1	1
517600704002	Richmond city	239	2	10	1	10	1	1	1
517600704003	Richmond city	109	1	0	1	22	1	1	1
517600706011	Richmond city	77	1	124	5	468	5	4	3
517600706012	Richmond city	288	3	62	4	468	5	4	3
517600706013	Richmond city	0	1	80	5	531	5	4	3
517600706014	Richmond city	15	1	68	5	1444	5	4	3
517600706021	Richmond city	195	1	31	1	139	1	1	1
517600706022	Richmond city	77	1	5	1	101	1	1	1
517600707001	Richmond city	228	2	91	5	515	5	4	3
517600707002	Richmond city	148	1	194	5	420	5	3	2
517600708011	Richmond city	178	1	195	5	797	5	5	4
517600708012	Richmond city	71	1	44	2	526	5	3	3
517600708013	Richmond city	129	1	25	1	0	1	1	1
517600708014	Richmond city	179	1	111	5	1023	5	5	4
517600708021	Richmond city	98	1	0	1	248	3	3	2
517600708022	Richmond city	143	1	19	1	116	1	2	2
517600708023	Richmond city	117	1	11	1	108	1	2	2
517600709001	Richmond city	35	1	57	4	495	5	5	4
517600709002	Richmond city	307	3	39	2	202	2	2	2
517600709003	Richmond city	151	1	35	2	438	5	3	2

Block Group Number	County/City	Seniors (65+)	Older Adult Classification	Autoless Households	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
517600709004	Richmond city	61	1	20	1	194	2	1	2
517600709005	Richmond city	127	1	93	5	349	5	3	2
517600710011	Richmond city	44	1	20	1	149	1	2	1
517600710012	Richmond city	192	1	257	5	638	5	4	3
517600710013	Richmond city	221	2	135	5	392	5	5	4
517600710014	Richmond city	185	1	115	5	4	1	3	2
517600710021	Richmond city	81	1	8	1	120	1	1	1
517600710022	Richmond city	364	4	249	5	590	5	5	4
517600711001	Richmond city	148	1	17	1	18	1	1	1
517600711002	Richmond city	173	1	0	1	39	1	2	2
517600711003	Richmond city	20	1	24	1	340	5	2	1
517600711004	Richmond city	188	1	56	4	90	1	1	1