

Central Virginia Transportation Technical Committee

Region 2000 Local Government Council

Large Conference Room

828 Main Street, 12th Floor

December 12th, 2013 at 10:30 a.m.

Agenda

1. Call to Order.....Paul Harvey, Chair
2. Approval of the November 14th, 2013 Meeting Minutes.....Paul Harvey, Chair
See attachment 2.
3. Central Virginia Long Range Transportation Plan Year 2040 Update.....
.....Bob White, Deputy Director and Philipp Gabathuler, Senior Planner

See attachment 3a and 3b.

a. Traffic Analysis Zone Report Update

The TAZ boundaries and associated characteristics regarding Population, Employment, Automobile, and Household Data have been updated with 2010 Census Data along with input from locality plans and local officials. The attached report describes the methodology used to assign Year 2010 and Year 2040 estimates to the TAZs in the Central Virginia MPO area. Staff seek the approval from the TTC regarding the new data before it is sent to VDOT Central Office for model integration.

A Google Earth “.kmz” file is attached to assist in viewing the changes to the TAZ characteristics. Once the file is open in Google Earth, click on a TAZ ID # to see its location and the changes that have occurred. The complete TAZ Data is available in the appendix of the attached report.

4. Consideration of an Amendment to the Central Virginia Transportation Improvement Program Fiscal Years 2012 – 2015 (CVTIP’12-’15)..... Bob White, Deputy Director

See attachment 4a and 4b.

The Greater Lynchburg Transit Company is requesting the Central Virginia Transportation Improvement Program Fiscal Years 2012-2015 (CVTIP ’12-’15) be amended to address a funding reallocation. This amendment would reallocate

the FY13 “Bus Real Estate Acquisition (STIP ID GLTC014)” funds (\$500K) to FY14. This amendment will also change the funding title from “Bus Real Estate Acquisition” to “Construction of Bus Transfer Center”. The Committee’s recommendation will be requested. The CVMPO will consider this item at its January 16, 2014 meeting.

5. Rural Corridor and Intersection Studies.....Scott Smith, Senior Planner

As part of its annual work program, LGC staff will be developing proficiency in conducting rural corridor and intersection studies. This initiative is supported by VDOT, and is being mirrored in regional planning district commissions around Virginia. These projects may include evaluations of operational, safety, and geometric deficiencies as well as access and growth-related issues. For the current fiscal year, a significant emphasis is being placed on training and the study of best practices in the field, but several studies will also be conducted. The Rural Long Range Transportation Plan and other sources are currently being reviewed for possible candidate corridors and/or intersections. Scott Smith will provide an update to this effort.

6. Matters from the Committee.....All

7. Adjournment - Next meeting: January 9, 2014 at 10:30 am

General Information

- Transportation Technical Committee Statement of Purpose
See attachment GI

Central Virginia Transportation Technical Committee

828 Main Street, 12th Floor
November 14, 2013 at 10:30 a.m.

MINUTES - Draft

URBAN MEMBERS

PRESENT

Christopher Arabia.....Virginia Department of Rail and Public Transportation
Lee Beaumont.....Liberty University
Jeremy Bryant.....Amherst County
Dennis Dorsey for Karen Walton.....Greater Lynchburg Transit Company
Paul Harvey.....Campbell County
Kevin Leamy.....Bedford County
Rick Youngblood.....VDOT-Lynchburg District

ABSENT

Doyle Allen.....Bedford County Citizen Representative
Mark Courtney.....Lynchburg Regional Airport
Don DeBerry.....City of Lynchburg
Michael Gray.....VDOT-Salem District
Jack HobbsTown of Amherst
Tom Martin.....City of Lynchburg
Richard Metz.....Campbell County Citizen’s Representative

RURAL MEMBERS

PRESENT

Christopher Arabia.....Virginia Department of Rail and Public Transportation
Jeremy Bryant.....Amherst County
Paul Harvey.....Campbell County
Kevin Leamy.....Bedford County
Johnnie Roark.....Appomattox County
Rick Youngblood.....VDOT-Lynchburg District

ABSENT

Richard Metz.....Campbell County Citizens Representative
Doyle Allen.....Bedford County Citizen Representative
Michael Gray.....VDOT-Salem District
Roaxanne Paulette.....Town of Appomattox
Russell Thurston.....Town of Brookneal
Bart Warner.....Bedford City
Dan Witt.....Town of Altavista

OTHERS PRESENT

David Cook.....VDOT-Lynchburg District
Philipp Gabathuler.....Local Government Council
Matt Perkins.....Local Government Council
Bob White.....Local Government Council

Minutes ~ *Draft*

1. Call to Order

Chairman Paul Harvey called the meeting to order at 10:30 am

2. Approval of the September 12, 2013 Meeting Minutes

Upon the motion of Johnnie Roark, seconded by Jeremy Bryant, the meeting minutes from September 12, 2013 were approved and carried without objection.

3. Central Virginia Long Range Transportation Plan Year 2040 Update

- a. Bob White informed the Committee that preparations were being made to begin work in February for the CVLRTP. Those preparations include securing the consultant, finalize the scope of work, and updating the Traffic Analysis Zone report. Bob further updated the Committee that the scope of work that was provided in the agenda packet has been approved by VDOT. Bob elaborated on the emphasis of the update, beyond the mandates from the FHWA, including the incorporation of the Comprehensive Economic Development Strategy (CEDS), continuing to move forward the relationship between land use planning and transportation investment decisions, and insuring that the multimodal perspective was added into the update effort. Bob also mentioned that with the new transportation bill at the federal level that the heightened importance on performance measures and development of those measures will be an important part of the update. Additionally, there will be an emphasis on the prioritization of projects in the region and how they are moved forward. And finally, the update will include recognition of the role that Liberty University is playing as a growth generator within the region.

- b. Philipp Gabathuler and David Cook updated the Committee on the TAZ update process. Philipp mentioned that all the localities, and Liberty University, within the MPO had been consulted and have had an opportunity to review the data that was used in populating the TAZ and offer comments and recommendations. Philipp presented the sources and references that were used in identifying areas of growth and the projections of population in those areas to extend to 2040. Also, they used future land use maps from the localities to identify proposed development areas and what noted the type. Philipp also presented information

on the other factors used in the TAZ update such as employment and automobile data. In conclusion, Philipp identified the time table for completion and notified the Committee that the localities would be receiving a draft for review and comment by November 27 and then presented for approval at the December 12, 2013 meeting.

4. Rural Corridor and Intersection Studies

Deferred to meeting scheduled December 12, 2013.

5. Alternative Transportation Planning Activities Update

Deferred to meeting scheduled December 12, 2013.

6. Presentation: Amherst County Planning and Development Update

Jeremy Bryant presented to the Committee the planning and development activities of Amherst County. Jeremy elaborated on the comprehensive plan yet focused the presentation on some of the key components and driving forces to planning and development. He presented the County's zoning map and future land use map and further explained existing growth boundaries and trends in growth patterns in relationship to planning and development policies. Further, Jeremy mentioned that a focus of the County's planning activities and discussions are in the preservation of the agricultural areas and communities. In conclusion, Jeremy mentioned Virginia's Midland Trail and the push to extend Rt. 60 as a designated scenic and historical corridor, which would impact Amherst County and also presented some information regarding the impact of the Rt. 29 bypass.

7. Matters from the Committee

Rick Youngblood made mention of the fall transportation meeting at the Kirkley on November 21 and also of the STARS 2 application to look at safety improvements and noted VDOT has received a grant to study the Lynchburg Expressway from Main Street to the Wards Ferry Road connectors.

8. Adjournment

A motion was made by Johnnie Roark to adjourn, seconded by Rick Youngblood, and without objection Chairman Harvey adjourned the meeting at 11:29 a.m.

Signed: _____ **DRAFT** _____

Paul E. Harvey, Chair



**Central Virginia
Metropolitan Planning
Organization**

Traffic Analysis Zone (TAZ) Data

*Technical Memorandum
2040 Forecasts Modeling Methodology
TAZ Allocation*

Submitted By:

Central Virginia Metropolitan Planning Organization
Virginia Department of Transportation Lynchburg District

December 2013

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Introduction

The Census defines Transportation or Traffic Analysis Zones (TAZ) as a special-purpose geographic entity delineated by state and local transportation officials for tabulating traffic related data from the decennial census, especially journey-to-work and place-of-work statistics from the Census Transportation Planning Package distributed by the Federal Bureau of Transportation Statistics. One of the rules determining TAZ boundaries is that TAZs are subdivisions of Census Tract. TAZ boundaries are used as statistical areas for modeling social and economic interactions in the regional transportation model. TAZ characteristics include Population, Employment, Automobile, and Household Data. This report describes the methodology used to assign Year 2010 and Year 2040 estimates to the TAZs in the MPO area.

During the 1990 and 2000 Census geography delineation program TAZ boundaries were drawn by VDOT Central Office Modeling Department in consultation with its member agencies and submitted to the Census Bureau. The Census Bureau made additional changes required by their rules for TAZ boundaries.

The primary determining factor for creating TAZ boundaries is to provide for adequate loading on the regional transportation model major street network that will be used for the Central Virginia Long Range Transportation Plan Year 2040 as well as other transportation planning activities. Most TAZ boundaries are drawn to represent a vehicle flow sheds onto the major arterials of the regional road network. Regionally significant collectors are also modeled.

Data Collection

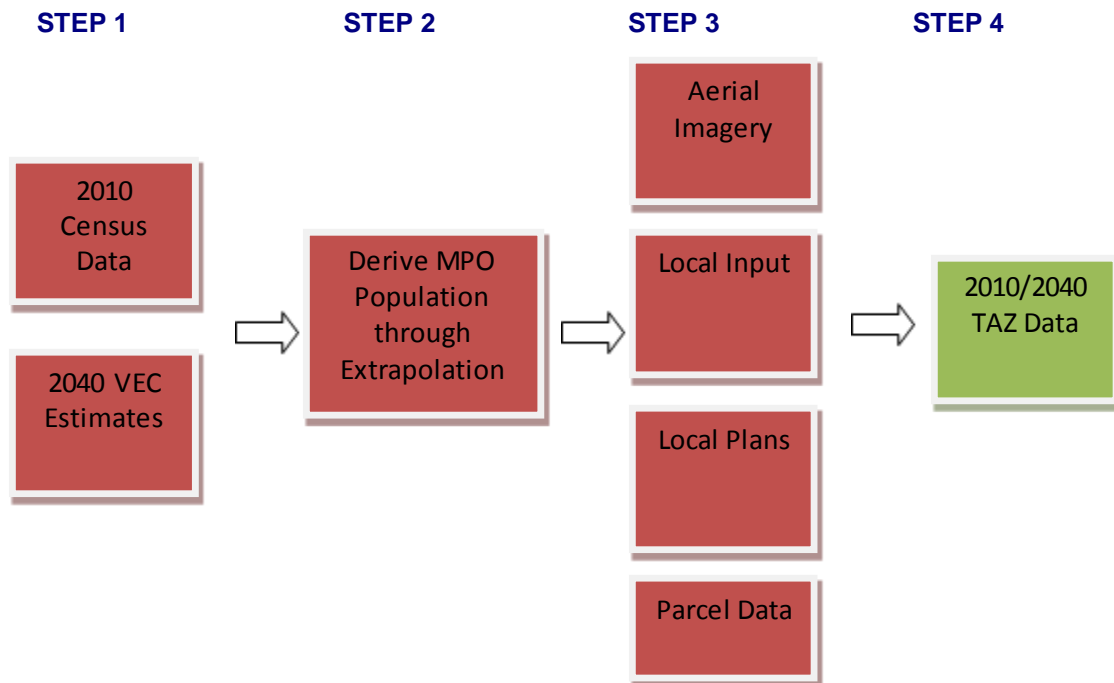
Data used to inventory current, and project future numbers of population, households, automobiles, and employment were derived from a variety of sources:

- The Transportation Analysis Zone (TAZ) data was provided by the Virginia Department of Transportation Central Office Modeling Department. This data consisted of boundary files with attribute data derived from the 2008 TAZ Report.
- Parcel data was collected from each MPO jurisdiction in order to project new development patterns and trends. The Year Built Field for several of the parcel Shapefiles was a helpful resource in determining new development areas post 2010 Census and locating where new employment centers and households are being currently being built or planned.
- Population, household, automobile, and employment data was compiled from the U.S. Census Bureau, Virginia Employment Commission, and the University of Virginia's Weldon Cooper Center for Public Service. Population data are broken down into two data sets; year 2010 actual Census data and year 2040 projections.
- Group quarters population for 2010 and 2040 was determined based on location and size of new and planned college dormitories, prisons, and nursing homes within the Lynchburg MPO.
- Forecast data was projected with information from the following documents:
 - 2007-2027 Amherst County Comprehensive Plan
 - <http://www.countyofamherst.com/egov/docs/1211314062521.htm>
 - 2009-2029 Campbell County Comprehensive Plan
 - <http://www.co.campbell.va.us/Pages/comprehensiveplan.aspx>
 - 2025 Bedford Comprehensive Plan
 - <http://www.co.bedford.va.us/Planning/CompPlan/index.asp>
 - 2030 Lynchburg Comprehensive Plan
 - <http://www.lynchburg2030.org/index.php/document-center>
 - Liberty University Master Plan
 - <http://www.liberty.edu/aboutliberty/index.cfm?PID=27631>
 - Virginia Community Profiles (Virginia Employment Commission Labor Market Information) for each locality in MPO (Amherst, Bedford, Campbell, Lynchburg)
 - <https://data.virginialmi.com/gsipub/index.asp?docid=342>
- Forecast data was also projected with insight on future land development from members of the Transportation Technical Committee (TTC), County and City Planners from all MPO Jurisdictions, the Bedford County Economic Development Director and County Supervisor, the Lynchburg City Commissioner of the Revenue, and the Town Manager of the Town of Amherst.
- 2011 Aerial Imagery from Virginia Tech: www.garden.gis.vt.edu

- Google Maps 2012 45 degree aerial imagery

Methodology of Data Analysis

Data from the aforementioned sources was used to make estimates for the year 2013 as a base year for data analysis and projections for the year 2040. The methodology for calculating the data is described in this section.



Population Numbers

- 2010 population numbers were derived from the 2010 Census Block Data.
- Population projections for each locality portion of the MPO was estimated by taking the amount of growth that occurred in the MPO portion for each County from 2000 – 2010 and applying that share of growth to the 2040 Weldon Cooper projection population of the entire County. For example, 84% of Campbell Counties population growth from 2000 – 2010 occurred within the MPO. Based on that, it is assumed that 84% of the population growth in Campbell County from 2010 to 2040 will occur within the MPO.

Table 1: Projected MPO Population Change 2010 - 2040

| County | % of Total Growth in MPO | MPO Absolute Change | 2010 MPO Population | 2040 MPO Population |
|-----------------|--------------------------|---------------------|---------------------|---------------------|
| Amherst County | 75 | 2,240 | 23,107 | 25,347 |
| Bedford County | 62 | 13,052 | 23,801 | 36,853 |
| Campbell County | 84 | 6,706 | 30,825 | 37,531 |
| Lynchburg city | 100 | 11,569 | 75,568 | 87,137 |
| TOTAL | 77 | 33,567 | 153,301 | 186,868 |

- The percentage of population in the MPO vs. the rural area was calculated for each jurisdiction using percentages from the 2008 TAZ report. This percentage was applied to the 2010 Census population numbers to estimate MPO population (Table 1).
- Utilized parcel data from each county to identify residential structures built from 2010 – 2013. This served as a base year for determining future residential development areas.
- Used aerial imagery (2011) and 45 degree imagery (2012) to count the number of dwelling units/parking spaces in each newly built parcel as well as those visibly under construction. Applied the average household size based on the 2010 Census to determine projected population for each TAZ.
- 2040 Projections: Virginia Employment Commission Projected Estimates.
 - Determined the 2040 projected population for each jurisdiction MPO portion by determining the amount of growth that occurred within the MPO versus the rest of the County for each County from 2000 – 2010 and applying that same share of growth for each MPO portion from 2010 – 2040.
 - This gave 2040 projections that had to be allocated to TAZs.
- Input meetings were held with local officials from each locality to identify areas of potential and targeted growth areas in accordance with designated growth boundaries (Amherst, Campbell) and high growth corridors (Bedford). Future land use maps were also heavily relied on to allocate new population into TAZs. Parcel data was also used to identify post-2010 growth areas.

- Utilized site plans and newspaper articles on new and planned developments as additional resources in determining where new development was going within the MPO.

Household Numbers

- Household data was derived from the 2010 and 2040 population estimates described in the population numbers section.
- Average household size was calculated for each TAZ based on the aggregation of 2010 Census Block Data within each TAZ.
- The following calculation yielded Household Data:

(TAZ Population) x (Average Household Size within TAZ) = (Number of Households within TAZ)

Table 3: Projected MPO Number of Households Change

| | 2010 | 2040 | Abs. Change | % Change |
|-----------|--------|--------|-------------|----------|
| Amherst | 9,591 | 10,864 | 1,273 | 13% |
| Bedford | 9,492 | 14,937 | 5,445 | 57% |
| Campbell | 13,861 | 16,892 | 3,031 | 22% |
| Lynchburg | 31,978 | 35,747 | 3,769 | 12% |

- Group Quarters: The 2010 defines Group Quarters as Correctional Facilities for Adults, Juvenile Facilities, Nursing Facilities, or Other Institutional Facilities.

Employment Numbers

- 2010 Total employment numbers were derived from the 2006 – 2010 5-year ACS Commuter Adjusted Daytime Population data file.
- 2040 Total employment projections were derived from the Virginia Employment Commission by using their Region 2000 community profile long-range employment projections.
- Meetings with local officials, future land use maps, local newspaper articles on new growth, and local knowledge of new developments were used in order to assign projected employees to high growth areas.
- 2013 Parcel data for Amherst, Bedford, Campbell, Lynchburg (Selected commercial and industrial parcels that had been built since 2010 to get current estimates)
- Viewed the aerials of selected parcels and gauged how many employees each new business had based on number of parking spaces, local knowledge, calls to business owners, and VDOT's Trip Generation Manual.

Table 4: Projected MPO Employment Change

| | 2010 | 2040 | Abs. Change | % Change |
|-----------|--------|--------|----------------|-------------|
| Amherst | 7,184 | 8,493 | 1,309 | 18% |
| Bedford | 8,696 | 18,378 | 9,682 | 111% |
| Campbell | 10,598 | 13,427 | 2,829 | 27% |
| Lynchburg | 55,995 | 68,019 | 12,024 | 21% |

Automobile Numbers

- Number of automobiles per capita showed little change nationwide from 2000 (804 automobiles per 1,000 people) to 2010 (810 automobiles per 1,000 people).
- Based on the lack of change in number of automobiles per capita from 2000 to 2010, the number of automobiles per TAZ was projected based on population change while the automobiles per capita was kept the same from 2000 levels.
- Notable exceptions include new dorms at Liberty and new lofts in the Lynchburg City Downtown area. For these areas, a lower rate of 0.6 automobiles was applied for every 1 new resident.

Table 4: Projected MPO Number of Automobiles Change

| | 2010 | 2040 | Abs. Change | % Change |
|-----------|--------|--------|----------------|-------------|
| Amherst | 17,957 | 20,051 | 2,094 | 12% |
| Bedford | 19,335 | 29,614 | 10,279 | 53% |
| Campbell | 25,074 | 30,551 | 5,477 | 22% |
| Lynchburg | 49,811 | 57,934 | 8,123 | 16% |

Appendix 1: TAZ Table

| TAZ ID | Locality | 2000 Pop. | 2010 Pop. | 2040 Pop. | 2010 House holds | 2010 Group Quarters Pop. | 2010 House hold Pop. | 2040 House holds | 2040 Group Quarters Pop. | 2040 House holds Pop. | 2010 Vehicles | 2040 Vehicles | 2000 Employment | 2010 Employment | 2040 Employment |
|--------|----------|-----------|-----------|-----------|------------------|--------------------------|----------------------|------------------|--------------------------|-----------------------|---------------|---------------|-----------------|-----------------|-----------------|
| 1 | Campbell | 424 | 503 | 505 | 227 | 0 | 503 | 228 | 0 | 505 | 419 | 421 | 2811 | 100 | 150 |
| 2 | Campbell | 948 | 1033 | 1299 | 439 | 0 | 1033 | 552 | 0 | 1299 | 806 | 1014 | 93 | 93 | 93 |
| 3 | Campbell | 277 | 294 | 294 | 157 | 0 | 294 | 157 | 0 | 294 | 258 | 258 | 0 | 0 | 0 |
| 4 | Campbell | 676 | 600 | 602 | 328 | 0 | 600 | 329 | 0 | 602 | 404 | 405 | 25 | 25 | 50 |
| 5 | Campbell | 1100 | 1193 | 1248 | 499 | 0 | 1193 | 522 | 0 | 1248 | 884 | 925 | 142 | 142 | 162 |
| 6 | Campbell | 79 | 88 | 338 | 43 | 0 | 88 | 165 | 0 | 338 | 62 | 238 | 2 | 2 | 2 |
| 7 | Campbell | 504 | 892 | 942 | 321 | 0 | 892 | 339 | 0 | 942 | 687 | 726 | 4 | 4 | 4 |
| 8 | Campbell | 2087 | 2031 | 2037 | 843 | 0 | 2031 | 845 | 0 | 2037 | 1602 | 1607 | 299 | 299 | 349 |
| 9 | Campbell | 1900 | 1999 | 2373 | 851 | 0 | 1999 | 1010 | 0 | 2373 | 1609 | 1910 | 357 | 367 | 397 |
| 10 | Campbell | 910 | 1024 | 1026 | 471 | 0 | 1024 | 472 | 0 | 1026 | 907 | 909 | 176 | 176 | 196 |
| 11 | Campbell | 639 | 644 | 644 | 305 | 0 | 644 | 305 | 0 | 644 | 623 | 623 | 591 | 591 | 621 |
| 12 | Campbell | 228 | 200 | 207 | 91 | 0 | 200 | 94 | 0 | 207 | 146 | 151 | 11 | 11 | 11 |
| 13 | Campbell | 1950 | 1803 | 1805 | 826 | 0 | 1803 | 827 | 0 | 1805 | 1561 | 1563 | 1644 | 1674 | 1674 |
| 14 | Campbell | 837 | 1547 | 2751 | 778 | 0 | 1547 | 1384 | 0 | 2751 | 1353 | 2406 | 742 | 882 | 1282 |
| 15 | Campbell | 693 | 662 | 576 | 326 | 0 | 662 | 326 | 0 | 576 | 566 | 492 | 66 | 66 | 66 |
| 16 | Campbell | 60 | 49 | 301 | 23 | 0 | 49 | 141 | 0 | 301 | 44 | 270 | 6 | 6 | 10 |
| 17 | Campbell | 268 | 562 | 762 | 277 | 0 | 562 | 376 | 0 | 762 | 449 | 609 | 5 | 5 | 5 |
| 18 | Campbell | 262 | 254 | 246 | 107 | 0 | 254 | 107 | 0 | 246 | 204 | 198 | 1 | 1 | 1 |
| 19 | Campbell | 403 | 373 | 295 | 165 | 0 | 373 | 165 | 0 | 295 | 277 | 219 | 452 | 502 | 702 |
| 20 | Campbell | 61 | 82 | 284 | 34 | 0 | 82 | 118 | 0 | 284 | 90 | 312 | 0 | 0 | 0 |
| 21 | Campbell | 287 | 296 | 296 | 132 | 0 | 296 | 132 | 0 | 296 | 238 | 238 | 279 | 447 | 1047 |
| 22 | Campbell | 831 | 1959 | 2781 | 821 | 0 | 1959 | 1165 | 400 | 2381 | 1634 | 2320 | 91 | 198 | 798 |
| 23 | Campbell | 176 | 283 | 483 | 182 | 0 | 283 | 311 | 0 | 483 | 281 | 480 | 190 | 190 | 190 |
| 24 | Campbell | 425 | 405 | 409 | 193 | 0 | 405 | 195 | 0 | 409 | 322 | 325 | 10 | 10 | 60 |
| 25 | Campbell | 1784 | 2157 | 2226 | 969 | 0 | 2157 | 1000 | 0 | 2226 | 1840 | 1899 | 324 | 324 | 374 |
| 26 | Campbell | 533 | 540 | 750 | 262 | 0 | 540 | 364 | 0 | 750 | 422 | 586 | 95 | 95 | 95 |
| 27 | Campbell | 52 | 35 | 38 | 22 | 0 | 35 | 24 | 0 | 38 | 19 | 21 | 0 | 0 | 0 |
| 28 | Campbell | 45 | 36 | 39 | 23 | 0 | 36 | 25 | 0 | 39 | 20 | 22 | 813 | 813 | 813 |
| 29 | Campbell | 409 | 428 | 435 | 195 | 0 | 428 | 198 | 0 | 435 | 354 | 360 | 89 | 89 | 139 |
| 30 | Campbell | 556 | 509 | 513 | 230 | 0 | 509 | 232 | 0 | 513 | 335 | 338 | 22 | 22 | 32 |
| 31 | Campbell | 582 | 612 | 621 | 264 | 0 | 612 | 268 | 0 | 621 | 492 | 499 | 53 | 53 | 73 |
| 32 | Campbell | 433 | 409 | 1551 | 179 | 0 | 409 | 679 | 0 | 1551 | 311 | 1179 | 207 | 207 | 207 |
| 33 | Campbell | 633 | 706 | 713 | 299 | 0 | 706 | 302 | 0 | 713 | 580 | 586 | 35 | 35 | 95 |
| 34 | Campbell | 41 | 38 | 35 | 19 | 0 | 38 | 19 | 0 | 35 | 34 | 31 | 0 | 0 | 0 |
| 35 | Campbell | 55 | 41 | 31 | 21 | 0 | 41 | 21 | 0 | 31 | 31 | 23 | 1 | 1 | 1 |

| TAZ ID | Locality | 2000 Pop. | 2010 Pop. | 2040 Pop. | 2010 House holds | 2010 Group Quarters Pop. | 2010 House hold Pop. | 2040 House holds | 2040 Group Quarters Pop. | 2040 House holds Pop. | 2010 Veh-icles | 2040 Veh-icles | 2000 Emp-loy-ment | 2010 Emp-loy-ment | 2040 Emp-loy-ment |
|--------|-----------|-----------|-----------|-----------|------------------|--------------------------|----------------------|------------------|--------------------------|-----------------------|----------------|----------------|-------------------|-------------------|-------------------|
| 36 | Campbell | 264 | 264 | 264 | 73 | 126 | 138 | 73 | 126 | 138 | 116 | 116 | 825 | 825 | 925 |
| 37 | Campbell | 94 | 104 | 104 | 47 | 0 | 104 | 47 | 0 | 104 | 91 | 91 | 22 | 22 | 42 |
| 38 | Campbell | 381 | 458 | 465 | 187 | 0 | 458 | 190 | 0 | 465 | 356 | 361 | 4 | 4 | 4 |
| 39 | Campbell | 32 | 31 | 30 | 20 | 0 | 31 | 20 | 0 | 30 | 17 | 16 | 5 | 5 | 5 |
| 40 | Campbell | 242 | 250 | 252 | 125 | 0 | 250 | 126 | 0 | 252 | 149 | 150 | 31 | 31 | 51 |
| 41 | Campbell | 309 | 355 | 355 | 152 | 63 | 292 | 152 | 63 | 292 | 170 | 170 | 16 | 16 | 26 |
| 42 | Campbell | 477 | 519 | 798 | 222 | 0 | 519 | 341 | 0 | 798 | 411 | 632 | 182 | 182 | 242 |
| 43 | Campbell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 1630 | 1830 |
| 44 | Campbell | 162 | 173 | 175 | 74 | 0 | 173 | 75 | 0 | 175 | 157 | 159 | 0 | 0 | 0 |
| 45 | Campbell | 309 | 497 | 1496 | 211 | 0 | 497 | 635 | 0 | 1496 | 466 | 1403 | 14 | 14 | 14 |
| 46 | Campbell | 1524 | 1564 | 1566 | 704 | 0 | 1564 | 705 | 0 | 1566 | 1335 | 1337 | 232 | 232 | 262 |
| 47 | Campbell | 1066 | 903 | 915 | 428 | 0 | 903 | 434 | 0 | 915 | 699 | 708 | 81 | 81 | 101 |
| 48 | Campbell | 1655 | 1653 | 1655 | 696 | 0 | 1653 | 697 | 0 | 1655 | 1243 | 1245 | 126 | 126 | 226 |
| | | | | | | | | | | | | | | | |
| 49 | Lynchburg | 857 | 2681 | 3201 | 1326 | 0 | 2681 | 1583 | 0 | 3201 | 2024 | 2417 | 1189 | 1837 | 2337 |
| 50 | Lynchburg | 990 | 1551 | 1669 | 866 | 61 | 1490 | 932 | 61 | 1608 | 1098 | 1182 | 901 | 1101 | 1301 |
| 51 | Lynchburg | 163 | 157 | 151 | 74 | 0 | 157 | 74 | 0 | 151 | 108 | 104 | 90 | 80 | 280 |
| 52 | Lynchburg | 2958 | 3797 | 6297 | 3 | 3797 | 0 | 5 | 6297 | 0 | 2903 | 4570 | 1143 | 1673 | 2573 |
| 53 | Lynchburg | 384 | 363 | 775 | 168 | 0 | 363 | 359 | 0 | 775 | 241 | 515 | 1875 | 1875 | 2025 |
| 54 | Lynchburg | 443 | 674 | 706 | 298 | 0 | 674 | 312 | 0 | 706 | 566 | 593 | 61 | 71 | 91 |
| 55 | Lynchburg | 28 | 10 | 4 | 11 | 0 | 10 | 11 | 0 | 4 | 7 | 3 | 214 | 254 | 654 |
| 56 | Lynchburg | 96 | 63 | 41 | 38 | 0 | 63 | 38 | 0 | 41 | 43 | 28 | 258 | 258 | 258 |
| 57 | Lynchburg | 512 | 551 | 608 | 212 | 0 | 551 | 234 | 0 | 608 | 394 | 435 | 112 | 30 | 60 |
| 58 | Lynchburg | 2058 | 2091 | 2151 | 762 | 605 | 1486 | 784 | 605 | 1546 | 688 | 708 | 324 | 300 | 300 |
| 59 | Lynchburg | 1357 | 1324 | 1332 | 683 | 0 | 1324 | 687 | 0 | 1332 | 1128 | 1135 | 423 | 433 | 453 |
| 60 | Lynchburg | 618 | 845 | 877 | 341 | 0 | 845 | 354 | 0 | 877 | 552 | 573 | 8 | 128 | 158 |
| 61 | Lynchburg | 12 | 18 | 18 | 7 | 0 | 18 | 7 | 0 | 18 | 17 | 17 | 21 | 21 | 21 |
| 62 | Lynchburg | 1167 | 1100 | 1736 | 444 | 0 | 1100 | 701 | 0 | 1736 | 901 | 1422 | 104 | 84 | 84 |
| 63 | Lynchburg | 238 | 548 | 578 | 185 | 0 | 548 | 195 | 0 | 578 | 311 | 328 | 49 | 49 | 49 |
| 64 | Lynchburg | 852 | 871 | 880 | 503 | 123 | 748 | 508 | 123 | 757 | 676 | 683 | 515 | 515 | 600 |
| 65 | Lynchburg | 234 | 205 | 187 | 80 | 0 | 205 | 83 | 0 | 187 | 156 | 142 | 14 | 14 | 14 |
| 66 | Lynchburg | 251 | 188 | 200 | 61 | 67 | 121 | 65 | 67 | 133 | 90 | 96 | 56 | 56 | 76 |
| 67 | Lynchburg | 1364 | 1289 | 1218 | 580 | 0 | 1289 | 580 | 0 | 1218 | 959 | 906 | 325 | 365 | 375 |
| 68 | Lynchburg | 963 | 1089 | 1094 | 461 | 0 | 1089 | 463 | 0 | 1094 | 714 | 717 | 189 | 189 | 229 |
| 69 | Lynchburg | 11 | 17 | 258 | 8 | 0 | 17 | 121 | 0 | 258 | 5 | 76 | 8 | 38 | 393 |
| 70 | Lynchburg | 973 | 1167 | 1167 | 551 | 0 | 1167 | 551 | 0 | 1167 | 736 | 736 | 79 | 79 | 129 |

| TAZ ID | Locality | 2000 Pop. | 2010 Pop. | 2040 Pop. | 2010 House holds | 2010 Group Quarters Pop. | 2010 House hold Pop. | 2040 House holds | 2040 Group Quarters Pop. | 2040 House holds Pop. | 2010 Veh-icles | 2040 Veh-icles | 2000 Emp-loy-ment | 2010 Emp-loy-ment | 2040 Emp-loy-ment |
|--------|-----------|-----------|-----------|-----------|------------------|--------------------------|----------------------|------------------|--------------------------|-----------------------|----------------|----------------|-------------------|-------------------|-------------------|
| 71 | Lynchburg | 1306 | 1225 | 1310 | 674 | 116 | 1109 | 730 | 116 | 1194 | 547 | 585 | 327 | 347 | 397 |
| 72 | Lynchburg | 355 | 436 | 438 | 224 | 0 | 436 | 225 | 0 | 438 | 324 | 325 | 614 | 644 | 684 |
| 73 | Lynchburg | 278 | 262 | 247 | 152 | 0 | 262 | 152 | 0 | 247 | 193 | 182 | 383 | 413 | 588 |
| 74 | Lynchburg | 290 | 323 | 347 | 150 | 5 | 318 | 161 | 5 | 342 | 277 | 298 | 622 | 622 | 622 |
| 75 | Lynchburg | 392 | 394 | 394 | 183 | 0 | 394 | 183 | 0 | 394 | 262 | 262 | 48 | 68 | 68 |
| 76 | Lynchburg | 421 | 421 | 421 | 179 | 0 | 421 | 179 | 0 | 421 | 272 | 272 | 46 | 46 | 66 |
| 77 | Lynchburg | 1538 | 2029 | 2130 | 918 | 0 | 2029 | 964 | 0 | 2130 | 1203 | 1263 | 269 | 229 | 379 |
| 78 | Lynchburg | 601 | 695 | 695 | 323 | 0 | 695 | 323 | 0 | 695 | 424 | 424 | 980 | 1200 | 1700 |
| 79 | Lynchburg | 854 | 904 | 950 | 553 | 0 | 904 | 581 | 0 | 950 | 661 | 695 | 429 | 469 | 499 |
| 80 | Lynchburg | 92 | 87 | 82 | 48 | 0 | 87 | 48 | 0 | 82 | 81 | 76 | 185 | 215 | 415 |
| 81 | Lynchburg | 1894 | 1893 | 1897 | 947 | 0 | 1893 | 949 | 0 | 1897 | 1200 | 1203 | 308 | 328 | 328 |
| 82 | Lynchburg | 214 | 217 | 280 | 84 | 0 | 217 | 108 | 0 | 280 | 107 | 149 | 45 | 45 | 65 |
| 83 | Lynchburg | 497 | 497 | 499 | 245 | 0 | 497 | 246 | 0 | 499 | 352 | 353 | 2 | 2 | 2 |
| 84 | Lynchburg | 27 | 82 | 82 | 38 | 0 | 82 | 38 | 0 | 82 | 64 | 64 | 80 | 70 | 70 |
| 85 | Lynchburg | 328 | 384 | 393 | 171 | 0 | 384 | 175 | 0 | 393 | 218 | 223 | 76 | 76 | 76 |
| 86 | Lynchburg | 534 | 460 | 462 | 215 | 0 | 460 | 216 | 0 | 462 | 301 | 302 | 34 | 34 | 34 |
| 87 | Lynchburg | 313 | 254 | 206 | 110 | 0 | 254 | 110 | 0 | 206 | 182 | 148 | 41 | 41 | 41 |
| 88 | Lynchburg | 945 | 894 | 926 | 404 | 0 | 894 | 419 | 0 | 926 | 448 | 464 | 1661 | 1561 | 1561 |
| 89 | Lynchburg | 330 | 300 | 273 | 137 | 0 | 300 | 137 | 0 | 273 | 209 | 190 | 1 | 1 | 1 |
| 90 | Lynchburg | 438 | 433 | 435 | 202 | 0 | 433 | 203 | 0 | 435 | 378 | 380 | 17 | 17 | 17 |
| 91 | Lynchburg | 1556 | 1541 | 1547 | 834 | 75 | 1466 | 837 | 75 | 1472 | 1489 | 1495 | 253 | 253 | 273 |
| 92 | Lynchburg | 325 | 318 | 320 | 203 | 0 | 318 | 204 | 0 | 320 | 386 | 388 | 3269 | 3469 | 3669 |
| 93 | Lynchburg | 117 | 113 | 109 | 53 | 0 | 113 | 53 | 0 | 109 | 55 | 53 | 125 | 100 | 130 |
| 94 | Lynchburg | 865 | 814 | 766 | 432 | 60 | 754 | 432 | 60 | 706 | 378 | 356 | 63 | 63 | 63 |
| 95 | Lynchburg | 1029 | 1000 | 972 | 451 | 0 | 1000 | 451 | 0 | 972 | 430 | 418 | 22 | 53 | 53 |
| 96 | Lynchburg | 852 | 649 | 653 | 367 | 77 | 572 | 369 | 77 | 576 | 273 | 275 | 147 | 147 | 147 |
| 97 | Lynchburg | 660 | 647 | 656 | 389 | 0 | 647 | 394 | 0 | 656 | 365 | 370 | 73 | 63 | 63 |
| 98 | Lynchburg | 394 | 448 | 448 | 208 | 0 | 448 | 208 | 0 | 448 | 376 | 376 | 379 | 349 | 358 |
| 99 | Lynchburg | 595 | 700 | 767 | 343 | 0 | 700 | 376 | 0 | 767 | 332 | 377 | 32 | 32 | 52 |
| 100 | Lynchburg | 994 | 1332 | 1400 | 18 | 1268 | 64 | 19 | 1336 | 64 | 1031 | 1084 | 490 | 490 | 520 |
| 101 | Lynchburg | 1610 | 1510 | 1416 | 714 | 343 | 1167 | 714 | 343 | 1073 | 658 | 617 | 1348 | 1400 | 1600 |
| 102 | Lynchburg | 217 | 191 | 199 | 108 | 0 | 191 | 113 | 0 | 199 | 137 | 143 | 250 | 250 | 300 |
| 103 | Lynchburg | 575 | 645 | 648 | 236 | 6 | 639 | 237 | 6 | 642 | 416 | 418 | 410 | 410 | 410 |
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| 105 | Lynchburg | 279 | 332 | 332 | 135 | 0 | 332 | 135 | 0 | 332 | 312 | 312 | 15 | 15 | 15 |
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| TAZ ID | Locality | 2000 Pop. | 2010 Pop. | 2040 Pop. | 2010 House holds | 2010 Group Quarters Pop. | 2010 House hold Pop. | 2040 House holds | 2040 Group Quarters Pop. | 2040 House holds Pop. | 2010 Veh-icles | 2040 Veh-icles | 2000 Emp-loy-ment | 2010 Emp-loy-ment | 2040 Emp-loy-ment |
|--------|-----------|-----------|-----------|-----------|------------------|--------------------------|----------------------|------------------|--------------------------|-----------------------|----------------|----------------|-------------------|-------------------|-------------------|
| 107 | Lynchburg | 237 | 224 | 212 | 104 | 5 | 219 | 104 | 5 | 207 | 194 | 184 | 1463 | 1473 | 1773 |
| 108 | Lynchburg | 50 | 154 | 154 | 64 | 0 | 154 | 64 | 0 | 154 | 68 | 68 | 113 | 63 | 123 |
| 109 | Lynchburg | 339 | 317 | 296 | 159 | 0 | 317 | 159 | 0 | 296 | 292 | 273 | 108 | 108 | 128 |
| 110 | Lynchburg | 1116 | 1094 | 1072 | 488 | 0 | 1094 | 488 | 0 | 1072 | 871 | 853 | 194 | 174 | 204 |
| 111 | Lynchburg | 1464 | 1507 | 1510 | 581 | 16 | 1491 | 582 | 16 | 1494 | 928 | 930 | 41 | 41 | 41 |
| 112 | Lynchburg | 799 | 813 | 813 | 391 | 0 | 813 | 391 | 0 | 813 | 528 | 528 | 169 | 169 | 189 |
| 113 | Lynchburg | 26 | 29 | 29 | 11 | 0 | 29 | 11 | 0 | 29 | 26 | 26 | 549 | 569 | 589 |
| 114 | Lynchburg | 1152 | 1188 | 1190 | 576 | 0 | 1188 | 577 | 0 | 1190 | 798 | 799 | 382 | 400 | 400 |
| 115 | Lynchburg | 774 | 798 | 808 | 363 | 0 | 798 | 368 | 0 | 808 | 410 | 415 | 803 | 803 | 803 |
| 116 | Lynchburg | 3 | 4 | 320 | 2 | 0 | 4 | 160 | 0 | 320 | 5 | 400 | 622 | 622 | 652 |
| 117 | Lynchburg | 84 | 80 | 386 | 40 | 0 | 80 | 240 | 0 | 386 | 59 | 285 | 703 | 703 | 1403 |
| 118 | Lynchburg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 100 | 120 |
| 119 | Lynchburg | 175 | 165 | 156 | 87 | 0 | 165 | 87 | 0 | 156 | 91 | 86 | 17 | 17 | 17 |
| 120 | Lynchburg | 287 | 240 | 201 | 123 | 19 | 221 | 123 | 19 | 182 | 115 | 96 | 83 | 80 | 90 |
| 121 | Lynchburg | 718 | 701 | 684 | 301 | 0 | 701 | 301 | 0 | 684 | 343 | 335 | 491 | 491 | 491 |
| 122 | Lynchburg | 411 | 394 | 499 | 180 | 14 | 380 | 245 | 14 | 485 | 167 | 237 | 21 | 21 | 101 |
| 123 | Lynchburg | 385 | 330 | 345 | 169 | 0 | 330 | 210 | 0 | 345 | 105 | 110 | 79 | 89 | 169 |
| 124 | Lynchburg | 269 | 268 | 327 | 108 | 0 | 268 | 148 | 0 | 327 | 121 | 160 | 160 | 160 | 220 |
| 125 | Lynchburg | 453 | 456 | 456 | 213 | 0 | 456 | 213 | 0 | 456 | 252 | 252 | 485 | 485 | 515 |
| 126 | Lynchburg | 34 | 14 | 66 | 14 | 0 | 14 | 66 | 0 | 66 | 6 | 41 | 208 | 218 | 318 |
| 127 | Lynchburg | 486 | 397 | 324 | 210 | 0 | 397 | 210 | 0 | 324 | 183 | 149 | 130 | 100 | 130 |
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| 129 | Lynchburg | 542 | 486 | 436 | 246 | 0 | 486 | 246 | 0 | 436 | 279 | 250 | 145 | 145 | 145 |
| 130 | Lynchburg | 337 | 340 | 340 | 172 | 0 | 340 | 172 | 0 | 340 | 203 | 203 | 318 | 318 | 418 |
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| 133 | Lynchburg | 295 | 249 | 210 | 121 | 0 | 249 | 121 | 0 | 210 | 134 | 113 | 53 | 53 | 53 |
| 134 | Lynchburg | 8 | 15 | 540 | 6 | 0 | 15 | 7 | 0 | 540 | 19 | 369 | 188 | 700 | 800 |
| 135 | Lynchburg | 46 | 46 | 46 | 21 | 0 | 46 | 21 | 0 | 46 | 24 | 24 | 4 | 4 | 4 |
| 136 | Lynchburg | 119 | 110 | 102 | 56 | 0 | 110 | 56 | 0 | 102 | 104 | 96 | 322 | 344 | 744 |
| 137 | Lynchburg | 502 | 534 | 534 | 248 | 0 | 534 | 248 | 0 | 534 | 372 | 372 | 82 | 82 | 82 |
| 138 | Lynchburg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 483 | 533 |
| 139 | Lynchburg | 36 | 46 | 46 | 20 | 0 | 46 | 20 | 0 | 46 | 40 | 40 | 1709 | 1749 | 2749 |
| 140 | Lynchburg | 331 | 304 | 279 | 172 | 0 | 304 | 172 | 0 | 279 | 232 | 213 | 103 | 103 | 203 |
| 141 | Lynchburg | 508 | 619 | 627 | 231 | 7 | 612 | 234 | 7 | 620 | 440 | 446 | 214 | 214 | 234 |
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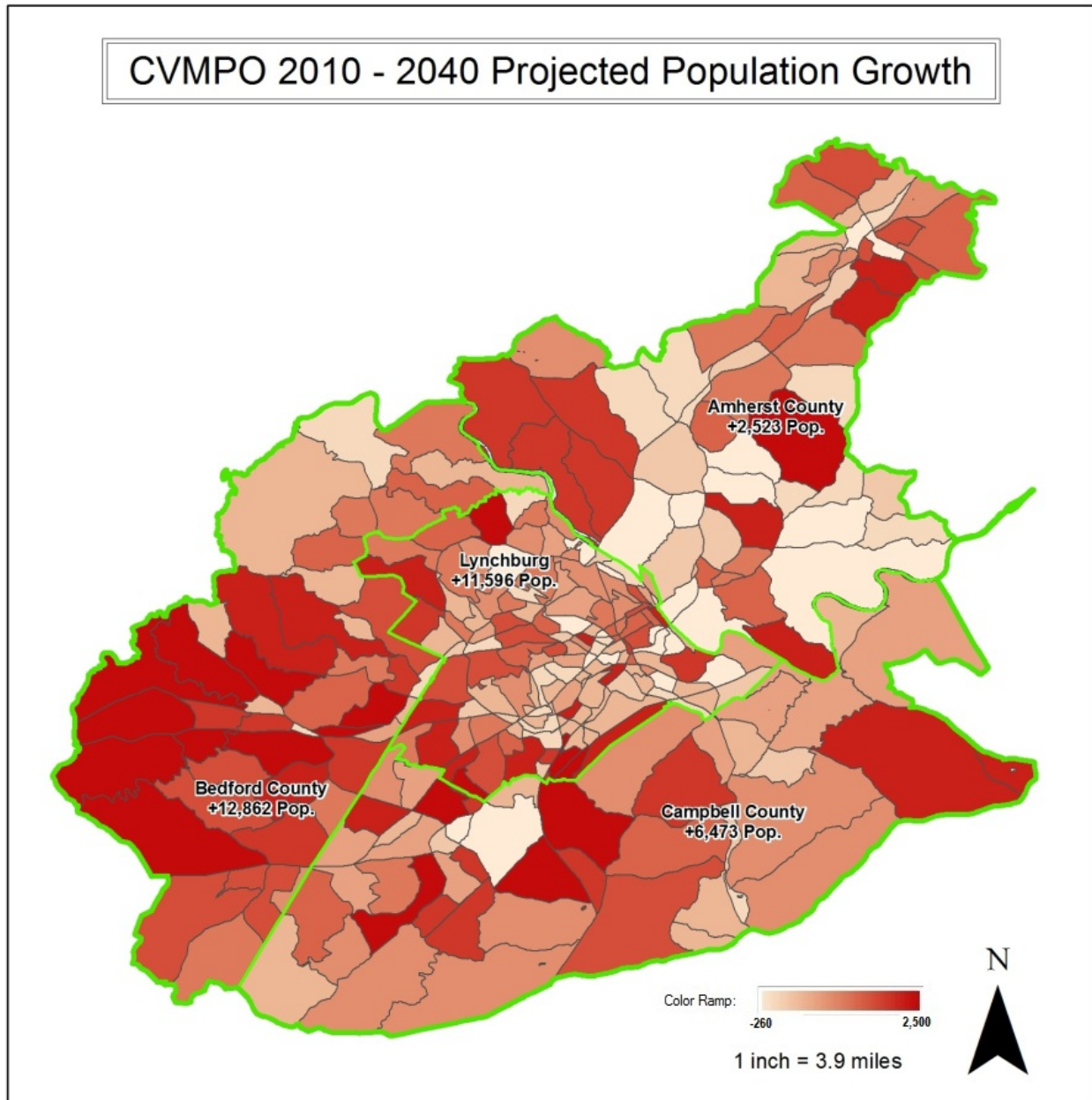
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|--------|-----------|-----------|-----------|-----------|------------------|--------------------------|----------------------|------------------|--------------------------|-----------------------|----------------|----------------|-------------------|-------------------|-------------------|
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| 146 | Lynchburg | 279 | 726 | 1418 | 390 | 0 | 726 | 762 | 0 | 1418 | 528 | 1031 | 166 | 166 | 466 |
| 147 | Lynchburg | 383 | 444 | 484 | 182 | 0 | 444 | 199 | 0 | 484 | 332 | 362 | 371 | 371 | 421 |
| 148 | Lynchburg | 3 | 1 | 0 | 3 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 177 | 187 | 187 |
| 149 | Lynchburg | 1812 | 1826 | 2286 | 793 | 60 | 1766 | 993 | 60 | 2226 | 1364 | 1708 | 184 | 184 | 194 |
| 150 | Lynchburg | 278 | 295 | 295 | 131 | 0 | 295 | 131 | 0 | 295 | 287 | 287 | 199 | 179 | 179 |
| 151 | Lynchburg | 89 | 71 | 57 | 27 | 0 | 71 | 27 | 0 | 57 | 39 | 31 | 383 | 383 | 483 |
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| 153 | Lynchburg | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1879 | 932 | 1932 |
| 154 | Lynchburg | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3152 | 3252 | 3552 |
| 155 | Lynchburg | 6 | 2538 | 3967 | 144 | 2538 | 0 | 156 | 3967 | 0 | 1523 | 2381 | 0 | 20 | 320 |
| 156 | Lynchburg | 79 | 93 | 93 | 31 | 0 | 93 | 31 | 0 | 93 | 85 | 85 | 410 | 470 | 470 |
| 157 | Lynchburg | 218 | 201 | 203 | 99 | 6 | 195 | 100 | 6 | 197 | 99 | 100 | 1 | 1 | 1 |
| 158 | Lynchburg | 147 | 171 | 309 | 114 | 14 | 157 | 206 | 14 | 295 | 30 | 122 | 338 | 338 | 438 |
| 159 | Lynchburg | 391 | 442 | 480 | 307 | 112 | 330 | 333 | 112 | 368 | 98 | 123 | 3372 | 3472 | 3672 |
| 160 | Lynchburg | 22 | 64 | 620 | 71 | 0 | 64 | 441 | 0 | 620 | 17 | 388 | 2954 | 3136 | 3536 |
| 161 | Lynchburg | 403 | 364 | 329 | 138 | 113 | 251 | 138 | 103 | 226 | 144 | 130 | 160 | 140 | 140 |
| 162 | Lynchburg | 662 | 631 | 601 | 273 | 0 | 631 | 273 | 0 | 601 | 268 | 255 | 290 | 290 | 290 |
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| 164 | Lynchburg | 1010 | 1169 | 1332 | 454 | 42 | 1127 | 561 | 42 | 1290 | 278 | 317 | 19 | 19 | 19 |
| 165 | Lynchburg | 415 | 360 | 312 | 158 | 27 | 333 | 158 | 25 | 287 | 245 | 212 | 280 | 280 | 290 |
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| 169 | Lynchburg | 316 | 778 | 1334 | 283 | 0 | 778 | 485 | 0 | 1334 | 458 | 785 | 14 | 14 | 14 |
| 170 | Lynchburg | 738 | 809 | 809 | 367 | 0 | 809 | 367 | 0 | 809 | 555 | 555 | 2 | 2 | 2 |
| 171 | Lynchburg | 735 | 639 | 562 | 101 | 469 | 170 | 104 | 413 | 149 | 562 | 494 | 343 | 343 | 363 |
| 172 | Lynchburg | 619 | 577 | 583 | 385 | 0 | 577 | 389 | 0 | 583 | 449 | 454 | 37 | 37 | 37 |
| 173 | Lynchburg | 32 | 40 | 40 | 17 | 0 | 40 | 17 | 0 | 40 | 13 | 13 | 628 | 828 | 1228 |
| 174 | Lynchburg | 122 | 114 | 133 | 59 | 0 | 114 | 69 | 0 | 133 | 76 | 91 | 159 | 159 | 159 |
| 175 | Lynchburg | 578 | 620 | 706 | 297 | 0 | 620 | 338 | 0 | 706 | 483 | 550 | 408 | 458 | 478 |
| 176 | Lynchburg | 670 | 586 | 674 | 279 | 0 | 586 | 321 | 0 | 674 | 244 | 281 | 345 | 345 | 345 |
| 177 | Lynchburg | 2 | 0 | 150 | 0 | 0 | 0 | 1 | 150 | 0 | 0 | 100 | 63 | 63 | 113 |
| 178 | Lynchburg | 52 | 47 | 42 | 18 | 0 | 47 | 18 | 0 | 42 | 29 | 26 | 175 | 375 | 475 |

| TAZ ID | Locality | 2000 Pop. | 2010 Pop. | 2040 Pop. | 2010 House holds | 2010 Group Quarters Pop. | 2010 House hold Pop. | 2040 House holds | 2040 Group Quarters Pop. | 2040 House holds Pop. | 2010 Veh-icles | 2040 Veh-icles | 2000 Emp-loy-ment | 2010 Emp-loy-ment | 2040 Emp-loy-ment |
|--------|-----------|-----------|-----------|-----------|------------------|--------------------------|----------------------|------------------|--------------------------|-----------------------|----------------|----------------|-------------------|-------------------|-------------------|
| 179 | Lynchburg | 15 | 93 | 285 | 42 | 0 | 93 | 129 | 0 | 285 | 99 | 195 | 819 | 1019 | 919 |
| 180 | Lynchburg | 0 | 1 | 572 | 2 | 0 | 1 | 6 | 572 | 0 | 1 | 572 | 0 | 20 | 320 |
| | | | | | | | | | | | | | | | |
| 181 | Bedford | 583 | 539 | 576 | 246 | 0 | 539 | 263 | 0 | 576 | 448 | 479 | 10 | 10 | 10 |
| 182 | Bedford | 134 | 112 | 94 | 57 | 0 | 112 | 57 | 0 | 94 | 92 | 77 | 0 | 0 | 0 |
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| 184 | Bedford | 370 | 422 | 441 | 176 | 0 | 422 | 184 | 0 | 441 | 313 | 327 | 26 | 26 | 26 |
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| 187 | Bedford | 290 | 269 | 1090 | 112 | 0 | 269 | 454 | 0 | 1090 | 199 | 806 | 100 | 140 | 240 |
| 188 | Bedford | 226 | 306 | 1142 | 124 | 0 | 306 | 463 | 0 | 1142 | 255 | 952 | 57 | 57 | 57 |
| 189 | Bedford | 1237 | 1293 | 1416 | 500 | 0 | 1293 | 548 | 0 | 1416 | 982 | 1075 | 77 | 77 | 107 |
| 190 | Bedford | 199 | 149 | 742 | 54 | 0 | 149 | 269 | 0 | 742 | 106 | 528 | 35 | 495 | 595 |
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| 193 | Bedford | 263 | 254 | 245 | 131 | 0 | 254 | 131 | 0 | 245 | 226 | 218 | 207 | 367 | 1167 |
| 194 | Bedford | 134 | 145 | 156 | 65 | 0 | 145 | 70 | 0 | 156 | 119 | 128 | 0 | 0 | 0 |
| 195 | Bedford | 162 | 221 | 221 | 94 | 0 | 221 | 94 | 0 | 221 | 168 | 168 | 16 | 16 | 16 |
| 196 | Bedford | 114 | 138 | 138 | 63 | 0 | 138 | 63 | 0 | 138 | 140 | 140 | 12 | 12 | 12 |
| 197 | Bedford | 339 | 451 | 451 | 177 | 0 | 451 | 177 | 0 | 451 | 383 | 383 | 0 | 0 | 20 |
| 198 | Bedford | 767 | 913 | 915 | 465 | 0 | 913 | 466 | 0 | 915 | 921 | 923 | 180 | 200 | 250 |
| 199 | Bedford | 133 | 177 | 177 | 113 | 0 | 177 | 113 | 0 | 177 | 133 | 133 | 555 | 755 | 955 |
| 200 | Bedford | 228 | 250 | 250 | 95 | 0 | 250 | 95 | 0 | 250 | 167 | 167 | 157 | 157 | 457 |
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| 202 | Bedford | 512 | 467 | 1298 | 183 | 0 | 467 | 609 | 0 | 1298 | 393 | 1092 | 62 | 62 | 122 |
| 203 | Bedford | 29 | 22 | 0 | 1 | 22 | -22 | 0 | 0 | 0 | 0 | 0 | 156 | 406 | 906 |
| 204 | Bedford | 426 | 747 | 873 | 254 | 0 | 747 | 297 | 0 | 873 | 573 | 670 | 24 | 24 | 24 |
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| 207 | Bedford | 520 | 837 | 1502 | 287 | 0 | 837 | 515 | 0 | 1502 | 525 | 942 | 1865 | 2300 | 3800 |
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| 209 | Bedford | 650 | 665 | 834 | 287 | 0 | 665 | 360 | 0 | 834 | 546 | 685 | 99 | 220 | 250 |
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| 211 | Bedford | 24 | 297 | 368 | 117 | 0 | 297 | 145 | 0 | 368 | 359 | 445 | 80 | 120 | 320 |
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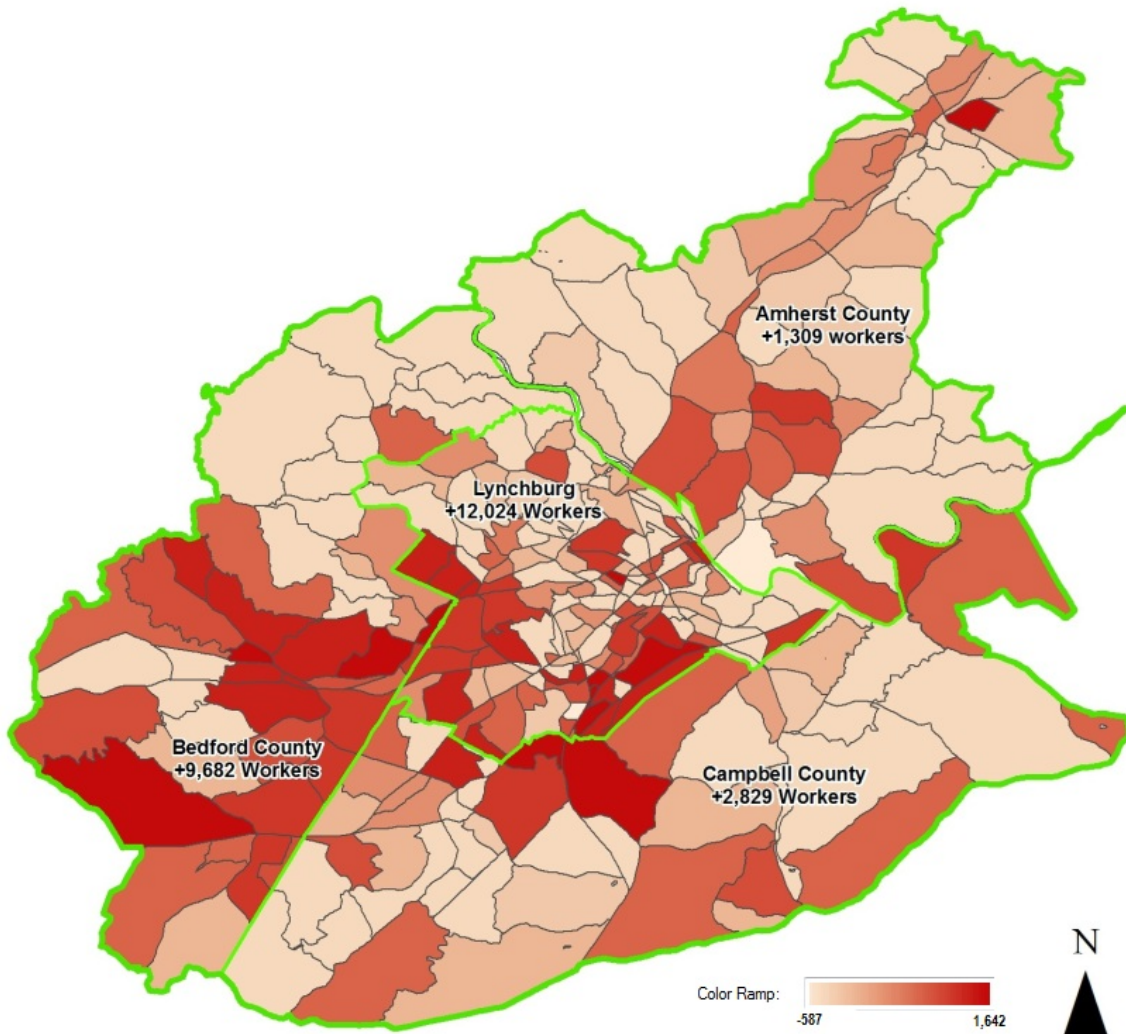
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| 216 | Bedford | 634 | 1069 | 2240 | 449 | 0 | 1069 | 941 | 0 | 2240 | 821 | 1720 | 283 | 283 | 783 |
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| 220 | Bedford | 67 | 365 | 585 | 173 | 0 | 365 | 277 | 0 | 585 | 229 | 367 | 290 | 450 | 950 |
| 221 | Bedford | 178 | 188 | 411 | 75 | 0 | 188 | 164 | 0 | 411 | 171 | 374 | 24 | 24 | 24 |
| 222 | Bedford | 22 | 35 | 1519 | 12 | 0 | 35 | 521 | 0 | 1519 | 27 | 1172 | 4 | 4 | 4 |
| 223 | Bedford | 436 | 369 | 1196 | 139 | 0 | 369 | 451 | 0 | 1196 | 278 | 901 | 25 | 75 | 175 |
| 224 | Bedford | 559 | 1294 | 1622 | 449 | 0 | 1294 | 563 | 0 | 1622 | 1007 | 1262 | 31 | 31 | 81 |
| 225 | Bedford | 243 | 87 | 94 | 37 | 0 | 87 | 40 | 0 | 94 | 86 | 93 | 13 | 13 | 113 |
| | | | | | | | | | | | | | | | |
| 226 | Amherst | 283 | 319 | 481 | 134 | 0 | 319 | 202 | 0 | 481 | 266 | 401 | 0 | 0 | 0 |
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| 229 | Amherst | 476 | 393 | 310 | 203 | 123 | 270 | 203 | 97 | 213 | 214 | 169 | 961 | 961 | 1011 |
| 230 | Amherst | 438 | 500 | 562 | 220 | 0 | 500 | 247 | 0 | 562 | 346 | 389 | 4 | 4 | 4 |
| 231 | Amherst | 329 | 316 | 303 | 140 | 0 | 316 | 140 | 0 | 303 | 319 | 306 | 112 | 112 | 122 |
| 232 | Amherst | 312 | 283 | 254 | 123 | 0 | 283 | 123 | 0 | 254 | 255 | 229 | 0 | 0 | 0 |
| 233 | Amherst | 221 | 196 | 171 | 91 | 0 | 196 | 91 | 0 | 171 | 134 | 117 | 140 | 101 | 151 |
| 234 | Amherst | 48 | 55 | 62 | 27 | 0 | 55 | 30 | 0 | 62 | 46 | 52 | 578 | 578 | 598 |
| 235 | Amherst | 571 | 560 | 549 | 248 | 50 | 510 | 248 | 50 | 499 | 350 | 343 | 153 | 153 | 183 |
| 236 | Amherst | 353 | 81 | 81 | 39 | 0 | 81 | 39 | 0 | 81 | 50 | 50 | 6 | 6 | 6 |
| 237 | Amherst | 3 | 8 | 13 | 3 | 0 | 8 | 5 | 0 | 13 | 8 | 13 | 193 | 193 | 213 |
| 238 | Amherst | 148 | 193 | 238 | 72 | 0 | 193 | 89 | 0 | 238 | 175 | 216 | 53 | 53 | 83 |
| 239 | Amherst | 333 | 332 | 331 | 132 | 0 | 332 | 132 | 0 | 331 | 227 | 226 | 15 | 30 | 60 |
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| 243 | Amherst | 193 | 157 | 121 | 79 | 0 | 157 | 79 | 0 | 121 | 104 | 80 | 389 | 300 | 380 |
| 244 | Amherst | 1085 | 1051 | 1017 | 473 | 0 | 1051 | 473 | 0 | 1017 | 870 | 842 | 68 | 68 | 88 |
| 245 | Amherst | 976 | 862 | 748 | 384 | 0 | 862 | 384 | 0 | 748 | 635 | 551 | 126 | 126 | 326 |
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| 247 | Amherst | 415 | 409 | 403 | 190 | 0 | 409 | 190 | 0 | 403 | 414 | 408 | 422 | 322 | 372 |
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| 251 | Amherst | 794 | 807 | 820 | 360 | 0 | 807 | 366 | 0 | 820 | 782 | 795 | 44 | 44 | 44 |
| 252 | Amherst | 184 | 203 | 222 | 85 | 0 | 203 | 93 | 0 | 222 | 201 | 220 | 9 | 9 | 9 |
| 253 | Amherst | 1105 | 823 | 563 | 186 | 516 | 307 | 186 | 256 | 307 | 146 | 100 | 1841 | 1287 | 700 |
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| 260 | Amherst | 52 | 108 | 214 | 50 | 0 | 108 | 99 | 0 | 214 | 85 | 168 | 10 | 10 | 10 |
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| 262 | Amherst | 48 | 79 | 140 | 34 | 0 | 79 | 60 | 0 | 140 | 84 | 149 | 21 | 21 | 21 |
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| 264 | Amherst | 72 | 80 | 88 | 33 | 0 | 80 | 36 | 0 | 88 | 51 | 56 | 145 | 145 | 185 |
| 265 | Amherst | 993 | 761 | 761 | 110 | 610 | 151 | 110 | 610 | 151 | 516 | 516 | 428 | 428 | 458 |
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| 269 | Amherst | 293 | 306 | 319 | 124 | 0 | 306 | 129 | 0 | 319 | 260 | 271 | 2 | 2 | 22 |
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| 271 | Amherst | 533 | 469 | 405 | 227 | 0 | 469 | 227 | 0 | 405 | 404 | 349 | 3 | 3 | 3 |
| 272 | Amherst | 64 | 59 | 54 | 28 | 0 | 59 | 28 | 0 | 54 | 47 | 43 | 7 | 0 | 0 |
| 273 | Amherst | 224 | 208 | 192 | 84 | 0 | 208 | 84 | 0 | 192 | 150 | 138 | 0 | 0 | 0 |
| 274 | Amherst | 898 | 1198 | 1798 | 486 | 0 | 1198 | 729 | 0 | 1798 | 993 | 1490 | 5 | 5 | 9 |
| 275 | Amherst | 0 | 0 | 380 | 2 | 0 | 0 | 2 | 380 | 0 | 0 | 0 | 0 | 0 | 80 |
| 276 | Amherst | 535 | 467 | 399 | 206 | 0 | 467 | 206 | 0 | 399 | 395 | 337 | 14 | 14 | 14 |
| 277 | Amherst | 580 | 645 | 710 | 329 | 0 | 645 | 362 | 0 | 710 | 441 | 485 | 174 | 174 | 174 |
| 278 | Amherst | 803 | 725 | 669 | 332 | 0 | 725 | 332 | 0 | 669 | 367 | 339 | 110 | 60 | 75 |
| 279 | Amherst | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 57 | 57 |
| 280 | Amherst | 222 | 215 | 340 | 100 | 0 | 215 | 158 | 0 | 340 | 197 | 312 | 46 | 46 | 46 |
| 281 | Amherst | 234 | 193 | 152 | 94 | 0 | 193 | 94 | 0 | 152 | 126 | 99 | 111 | 111 | 116 |
| 282 | Amherst | 771 | 859 | 1067 | 341 | 0 | 859 | 424 | 0 | 1067 | 739 | 918 | 59 | 59 | 59 |

Appendix 2: Maps



CVMPO 2010 - 2040 Projected Employment Growth



| OBJECTID | Locality |
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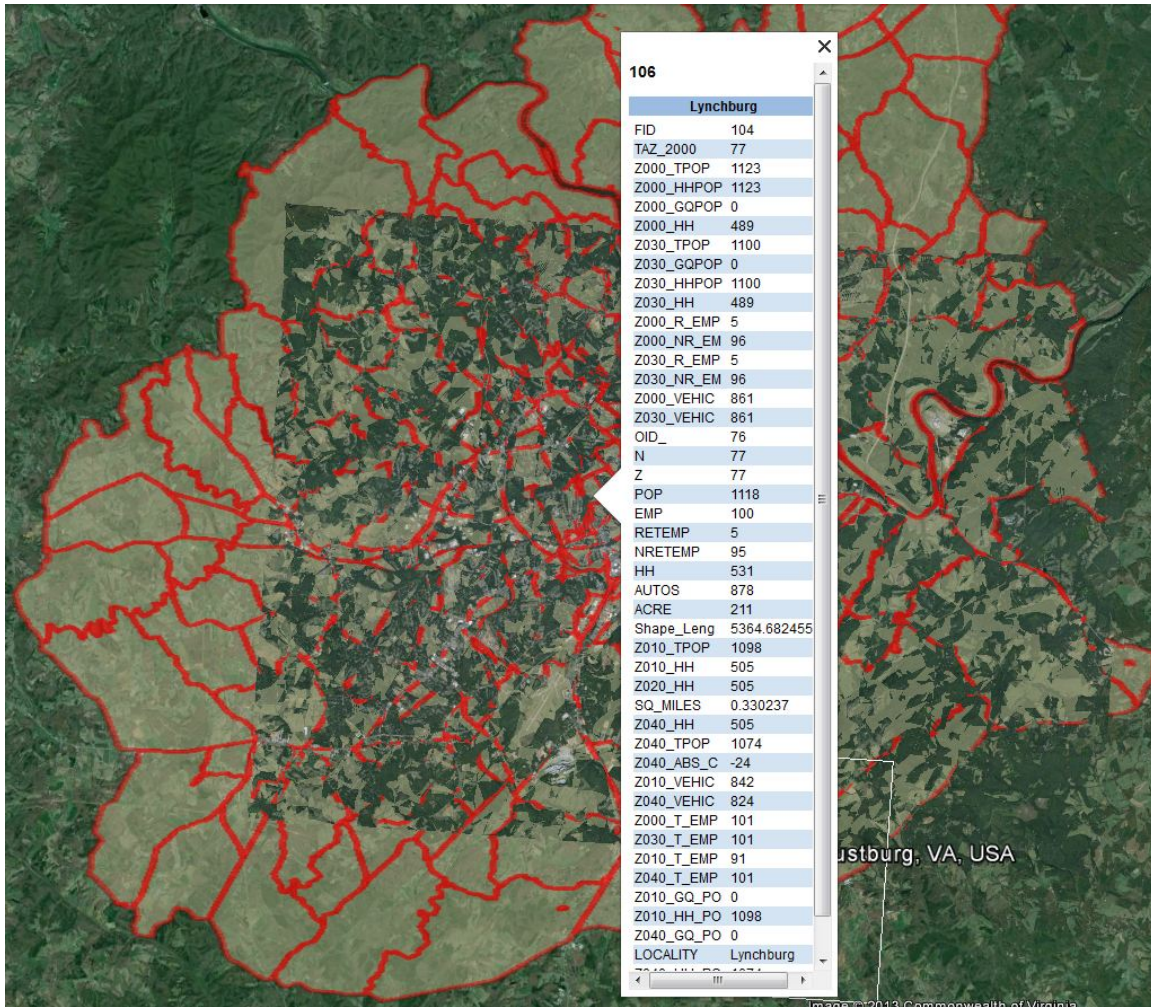
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Example of TAZ Update using Google Earth “.kmz” file attached to email.



Summary of Changes to the TIP:

This amendment would reallocate the FY13 “Bus Real Estate Acquisition (STIP ID GLTC014)” funds (\$500K) to FY14. This amendment will also change the funding title from “Bus Real Estate Acquisition” to “Construction of Bus Transfer Center”.

Existing TIP Section 4

| | Previous Funding | FY 2012 | FY 2013 | FY 2014 | FY 2015 | Total FY 2012-2015 |
|---|------------------|----------|------------|-----------|----------|-------------------------|
| STIP ID: GLTC014 Title: Bus Real Estate Acquisition Recipient: Greater Lynchburg Transit Company | | | | | | |
| FTA 5309 | 960 | | | | | FTA 5309 - |
| Flexible STP | | | 400 | 60 | | Flexible STP 460 |
| State | 240 | | 55 | 8 | | State 63 |
| Local | - | | 45 | 7 | | Local 52 |
| Year Total: | 1,200 | - | 500 | 75 | - | Total Funds: 575 |

Proposed TIP Section 4

| | Previous Funding | FY 2012 | FY 2013 | FY 2014 | FY 2015 | Total FY 2012-2015 |
|---|------------------|----------|----------|------------|----------|-------------------------|
| STIP ID: GLTC014 Title: Construction of Bus Transfer Center Recipient: Greater Lynchburg Transit Company | | | | | | |
| FTA 5309 | 960 | | | | | FTA 5309 - |
| Flexible STP | | | | 460 | | Flexible STP 460 |
| State | 240 | | | 63 | | State 63 |
| Local | - | | | 52 | | Local 52 |
| Year Total: | 1,200 | - | - | 575 | - | Total Funds: 575 |



RESOLUTION OF THE CENTRAL VIRGINIA METROPOLITAN PLANNING ORGANIZATION TO AMEND THE CENTRAL VIRGINIA TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2012 – 2015

WHEREAS, the Central Virginia Transportation Improvement Program (CVTIP) is required to be submitted to the Virginia Department of Transportation for inclusion in the State Transportation Improvement Program; and

WHEREAS, inclusion of transportation projects in the CVTIP is a condition of federal participation in the funding of projects and programs; and

WHEREAS, this amendment of the CVTIP includes a transfer of funds in Section 4. This amendment would reallocate the FY13 “Bus Real Estate Acquisition (STIP ID GLTC014)” funds (\$500K) to FY14. This amendment would also change the funding title from “Bus Real Estate Acquisition” to “Construction of Bus Transfer Center”.

WHEREAS, public input has been sought in amending the CVTIP as required.

NOW, THEREFORE, BE IT RESOLVED THAT the Central Virginia Metropolitan Planning Organization does hereby approve the Central Virginia Transportation Improvement Program Fiscal Years 2012-2015, as amended and dated January 16, 2014.

Upon motion by Member _____ duly seconded by Member _____, adopted this ____ day of _____ 2014.

ATTESTED BY:

CERTIFIED BY:

Gary F. Christie, Secretary
Central Virginia Metropolitan
Planning Organization

John Sharp, Chair
Central Virginia Metropolitan
Planning Organization

STATEMENT OF PURPOSE
Approved September 5, 2002

The Central Virginia Transportation Technical Committee (Committee) is responsible for supporting the Central Virginia Metropolitan Planning Organization's (CVMPO) and Region 2000 Regional Commission's transportation policy decision-making efforts.

The Committee provides technical advice in coordinating the federally-mandated "3-C" or continuing, comprehensive, and cooperative, transportation planning and programming process.

The Committee's three principal work efforts are updating the long range transportation plan, updating the transportation improvement program (TIP), and developing the annual unified planning work program. The Committee, in conjunction with its rural colleagues, also develops the annual Rural Transportation Planning Assistance Program Scope of Work. The Committee's intent is to review and comment on TIP projects and work program products.

The Committee acknowledges that the long range transportation plan update is the primary planning document for transportation issues in the Central Virginia region. This planning initiative drives the formulation of the transportation improvement program, as well as the annual work programs.

The Committee further realizes that the long range transportation planning process must identify regional priorities in order to fully influence project funding decisions ultimately exercised by the Commonwealth Transportation Board. The Committee's intent is to recommend priorities and encourage the CVMPO to set these priorities at the regional level.

Because of its importance, the Committee is fully committed to actively being involved in the long range transportation planning process.

In carrying out its responsibilities, the Committee will:

1. Coordinate with local planning departments to ensure an understanding of pertinent local development issues and their impact on the region;
2. Coordinate with nearby MPOs and develop an ongoing dialogue with them;
3. Strive to integrate land use and economic development, as well as transportation considerations, in its planning process;
4. Strive to be proactive as opposed to reactive in problem solving.