

Rural Long Range Transportation Plan FY27 Update

Thomas Jefferson Planning District Commission
October 1, 2026



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Agenda

- I. Rural Long Range Plan Overview
- II. Overview of the Region
- III. Rural Long Range Plan Draft Goals
- IV. Next Steps

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What is the Rural Long Range Plan?

- Serves as the long term vision for transportation improvements in the region's rural jurisdictions
- Identifies regional transportation needs and priorities over a 20-year planning horizon
- Ability for local jurisdictions to adopt it as the transportation chapter or as an addendum to the local comprehensive plan
- Rural Transportation Advisory Committee (RTAC)
 - Provide data and document review
 - Identify long range transportation priorities, currently programmed projects, planned projects
 - Provide recommendations for Commission action
- TJPD Commission
 - Updates following RTAC meetings
 - Provide policy direction for plan goals, objectives, project prioritization, and plan adoption



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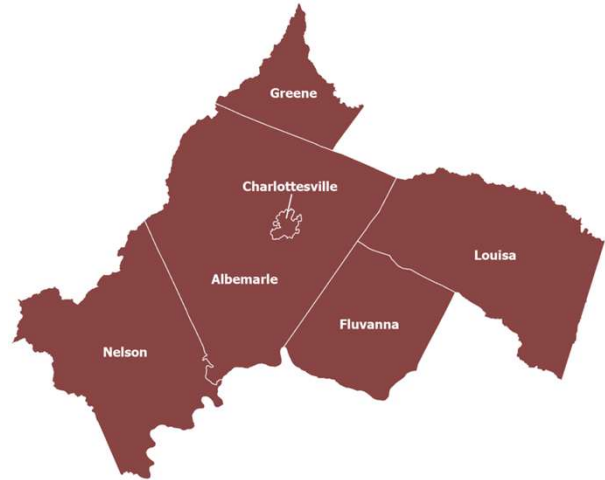
RLRP Schedule and Phases

MONTH	JUL 2026	AUG 2026	SEP 2026	OCT 2026	NOV 2026	DEC 2026	JAN 2027	FEB 2027	MAR 2027	APR 2027	MAY 2027	JUN 2027	JUL 2027	AUG 2027	SEPT 2027
RTAC Meetings		●			●				●		●			●	
TJPD Commission Meetings				●		●				●		●			●
PHASE	Plan Initiation and Goals		System Assessment and Framework			Virtual Public Engagement and Draft Project Recommendations				Final Recommendations		Final Plan			
Key Activities and Decision Points	• Kickoff and introduction • Existing conditions • Goals and objectives		• Assessment of the regional transportation system • Prioritization framework • Engagement approach Action: Goals and Objectives			• Engagement in partnership with local jurisdictions • Engagement analysis and summary • Prioritization Framework • Draft recommended project list by jurisdiction Action: Prioritization Framework				• Final project list Action: Final Project List Approval		• Final plan drafting, review, and approval Action: Plan Approval			

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Other Concurrent Planning Efforts

- TJPDC Regional Housing Study
- TJPDC Transit Prioritization Study
- Greene County and Louisa County Comprehensive Plan updates
- Nelson County Zoning and Subdivision Ordinance update
- Albemarle County Multimodal Transportation Plan
- City of Charlottesville Citywide Mobility Plan
- Louisa County – Agricultural and Forestal Districts



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Population and Projections

- Louisa County is projected to experience the highest growth rate (**48.6%**)
- Albemarle County is projected to experience the highest increase in total residents (**43,951**), approximately half of the region's projected growth
- Nelson County is projected to experience a slight population decline by 2050
- The TJPDC region is projected to grow at a faster rate than Virginia

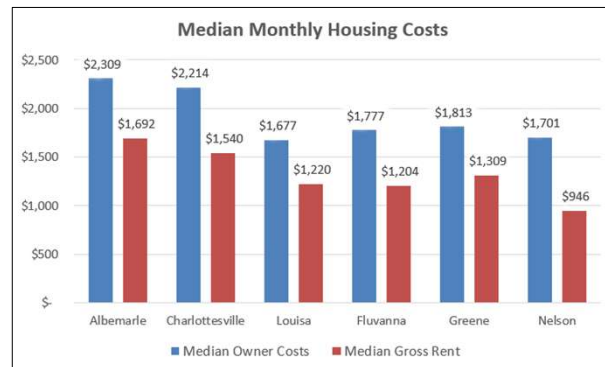
	2020	2024	2030	2040	2050	2020 to 2050 Difference	2020 to 2050 Growth Rate
Albemarle	108,819	114,919	124,560	137,105	152,770	43,951	40.4%
Charlottesville	47,217	45,437	54,717	57,427	57,832	10,615	22.5%
Louisa	36,654	39,980	44,679	48,809	54,467	17,813	48.6%
Fluvanna	26,873	28,092	29,125	30,487	33,885	7,012	26.1%
Greene	19,734	21,155	22,887	24,876	27,366	7,632	38.7%
Nelson	14,812	14,732	14,486	14,150	14,230	(582)	-3.9%
TJPDC Region	254,109	264,315	290,454	312,854	340,550	86,441	34.0%
Virginia	8,509,358	8,811,195	9,060,433	9,628,974	10,343,481	1,834,123	21.6%

Sources: US Census American Community Survey 2020 and 2024 Estimates
Weldon Cooper Center Population Projections

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Transportation and Housing

- For most households, housing and transportation are the two largest components of the household budget
- Some may willingly accept longer commutes in exchange for other considerations, while others may choose to live closer to employment despite higher costs because overall costs may be lower once transportation is considered
- Median housing costs vary considerably throughout the region, reflecting differences in local markets, development patterns, and housing supply
- Regional Housing Study will include more detailed data and identify strategies for local housing policy and future investments



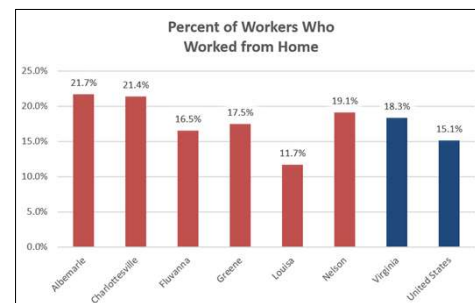
Sources: US Census American Community Survey 2024 Estimates

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Regional Commuter Patterns

- Average commute times is one of many indicators of the relationship between housing, employment locations, and the regional transportation system
- Mean travel time to work in the TJPDC region is 28.3, though they vary considerably among jurisdictions
- Albemarle and Charlottesville have the shortest average commute times and highest percentages of workers who worked from home
- The region's rural counties experience longer average commutes, with Louisa's average commute time being the longest
- Nelson County also has a significant share of residents who work from home

Mean Travel Time to Work (Minutes)	
Albemarle	22.2
Charlottesville	17
Fluvanna	32
Greene	32.3
Louisa	35.7
Nelson	30.3
TJPDC Region	28.3
Virginia	28.3
United States	27.2



Sources: US Census American Community Survey 2024 Estimates

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Regional Commuter Patterns

- Understanding where residents work provides insight into regional travel patterns, economic connections, and transportation needs across the planning area
- Data Source:** Census OnTheMap Longitudinal Employer-Household Dynamics (LEHD) Data
 - Administrative employment records
 - Federal administrative records
 - Census Bureau data
 - Links where workers live (home location) with where they work (work location)
- Limitations**
 - It represents worker trips, not all trips (education, healthcare, recreation, etc.)
 - Reflects workplace location, not exact travel routes (does not indicate which roads workers use or the mode of travel)
 - Based on employment records
 - Latest year available was 2023



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Commuting Between Jurisdictions

- In 2023, over 100,000 employed residents were within the six-jurisdiction TJPDC region
- 65,676 residents lived and worked within the TJPDC region, while over 36,000 commuted to jobs outside of the region (approximately one third)
- The region also attracts workers from surrounding areas
- Strongest commuting relationship occurs between the City of Charlottesville and Albemarle County

Work Location Home Location	Albemarle	Charlottesville	Fluvanna	Greene	Louisa	Nelson	Outside Region
Albemarle	18,099	10,871	432	446	425	266	14,128
Charlottesville	5,862	5,984	101	91	118	56	5,385
Fluvanna	3,105	2,022	1,852	87	457	42	3,578
Greene	2,472	1,211	87	1,479	144	19	3,262
Louisa	1,843	991	330	102	3,418	26	7,605
Nelson	1,029	580	42	24	23	1,540	2,727
Outside Region	20,564	12,824	2,218	1,706	5,215	1,528	

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Albemarle County Commuting Characteristics



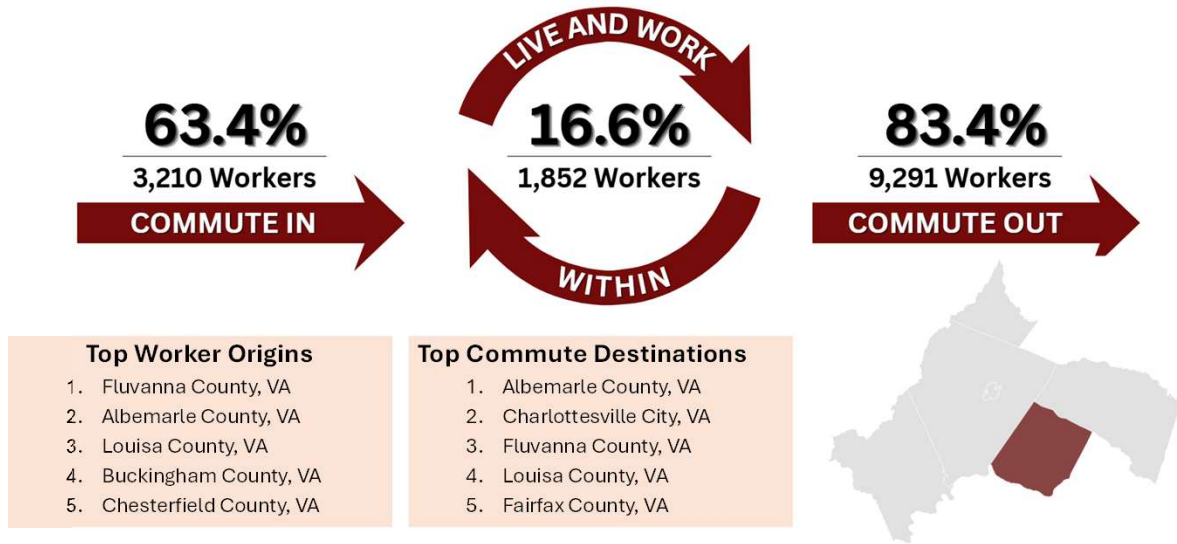
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City of Charlottesville Commuting Characteristics



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Fluvanna County Commuting Characteristics



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Greene County Commuting Characteristics



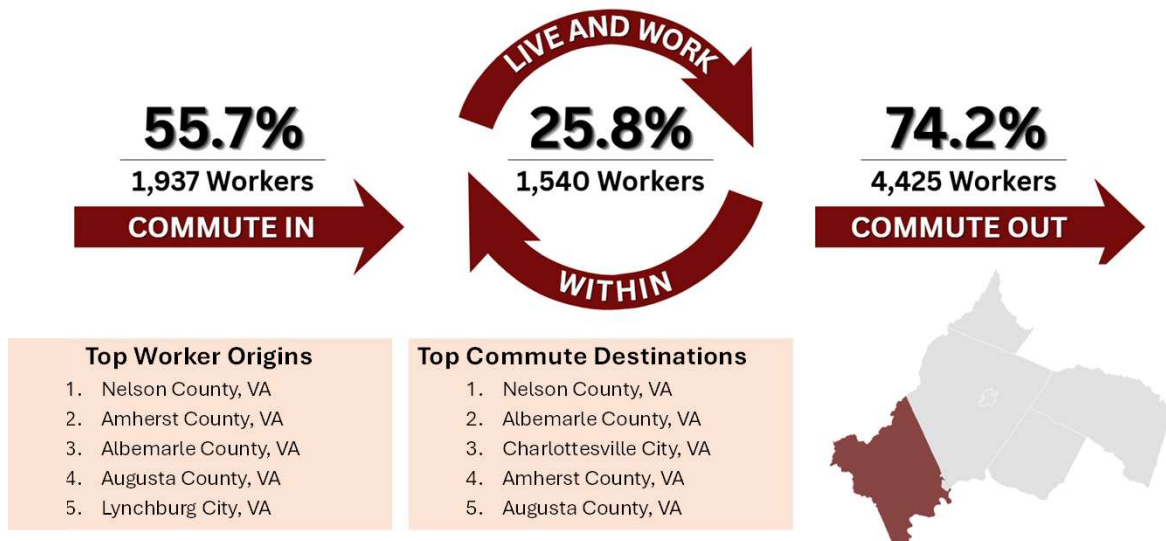
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Louisa County Commuting Characteristics



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Nelson County Commuting Characteristics



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Draft 2050 RLRP Goals

- **Goal 1: Safety**
Improve the safety of the transportation system for all users by reducing crashes, fatalities, and serious injuries through infrastructure improvements and education.
- **Goal 2: Mobility and Accessibility**
Provide reliable access to destinations for all users by integrating various modes of transportation.
- **Goal 3: Economic Development**
Support freight movement, workforce access, agriculture, tourism, and economic development.
- **Goal 4: Land Use and Transportation Coordination**
Promote coordinated transportation and land use decisions that support efficient growth, improve access to destinations, preserve rural character, and maximize the effectiveness of transportation investments.
- **Goal 5: System Preservation and Maintenance**
Maintain, preserve, and enhance the transportation system to ensure existing assets remain safe, reliable, and cost-effective.
- **Goal 6: Community and Environmental Stewardship**
Reduce the impact of transportation projects on the environment and communities by promoting sustainable transportation investments that improve the region's quality of life.

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Next Steps

- November 2026 RTAC meeting
 - *Finalized goals and objectives
 - Assessment of the regional transportation system
 - Public engagement approach
 - Draft Prioritization Framework
- December 2026 TJPD Commission meeting
 - *Finalized goals and objectives
 - Assessment of the regional transportation system
 - Public engagement approach
 - Draft Prioritization framework

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