

Rural Long Range Transportation Plan FY27 Update

**Rural Transportation Advisory Committee
August 4, 2026**



Agenda

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

What is the Rural Long Range Plan (RLRP)?

- Serves as the long term vision for transportation improvements and investments across the region's rural jurisdictions
- Helps identify transportation needs, priorities, and opportunities over a 20-year planning horizon
- Not federally required
- Last adopted by the Thomas Jefferson Planning District Commission August 2018
- Ability for local jurisdictions to adopt it as the transportation chapter or as an addendum to the local comprehensive plan, if desired
- 2050 planning horizon



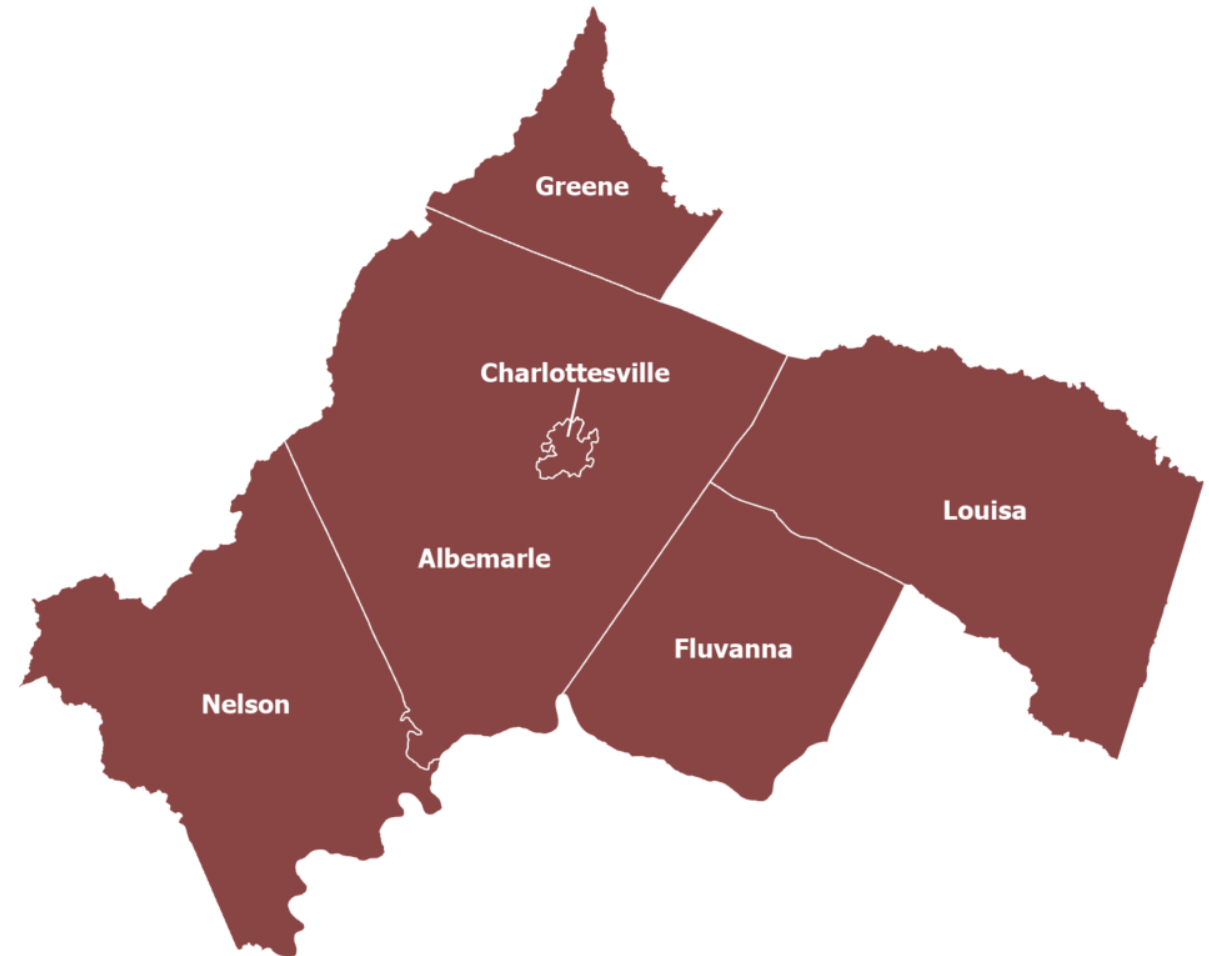
RLRP Schedule and Phases

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 Action: Goals and Objectives	- Assessment of the regional transportation system - Prioritization framework - Engagement approach Action: Prioritization Framework	- Engagement in partnership with local jurisdictions - Engagement analysis and summary - Draft recommended project list by jurisdiction	Final project list Action: Final Project List Approval	Final plan drafting, review, and approval Action: Plan Approval

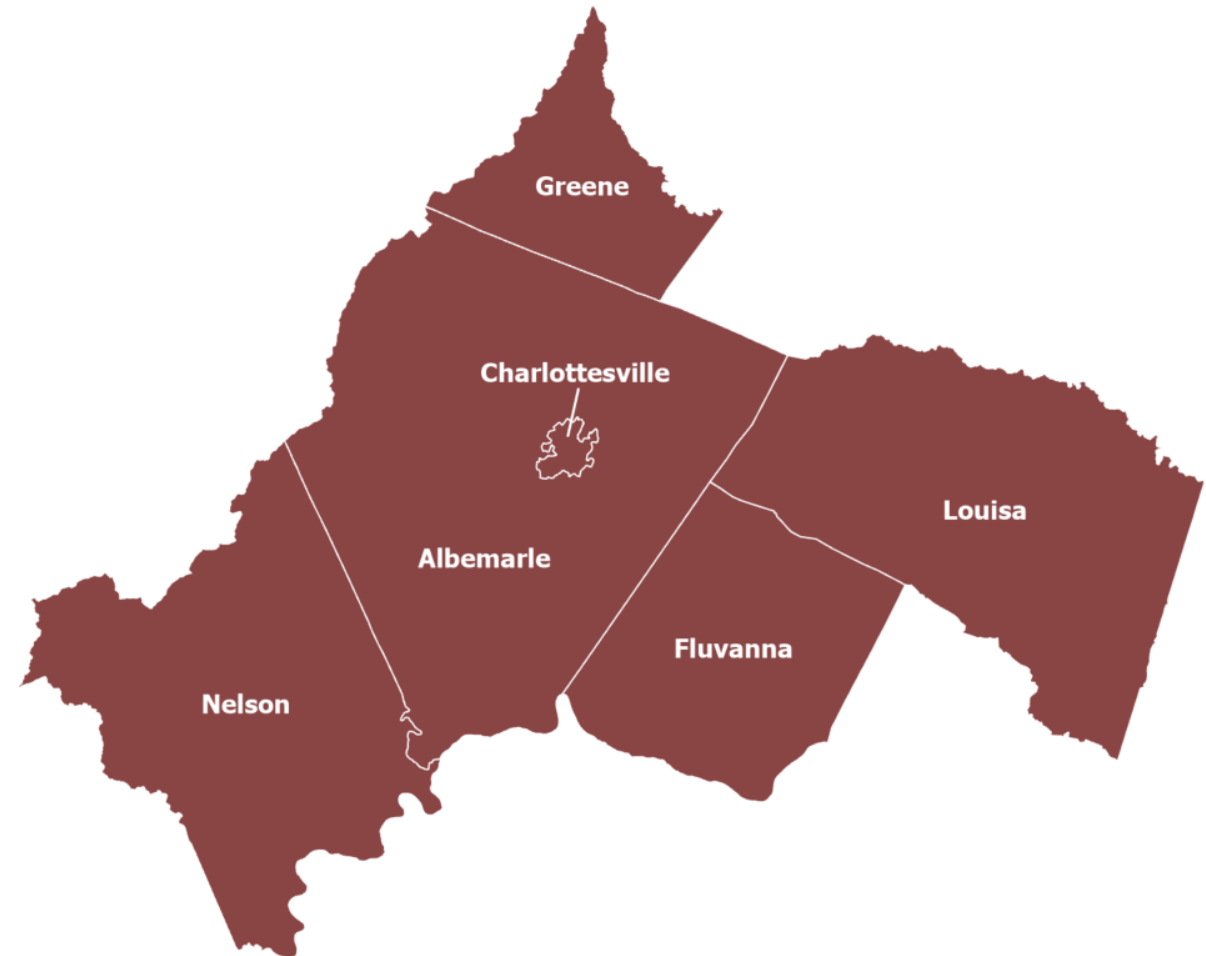
Other Concurrent Planning Efforts

- TJPDC Regional Housing Study
- Greene County and Louisa County Comprehensive Plan updates
- Nelson County Zoning and Subdivision Ordinance update
- Albemarle County Multimodal Transportation Plan (and other AC44 implementation activities)
- City of Charlottesville Citywide Mobility Plan



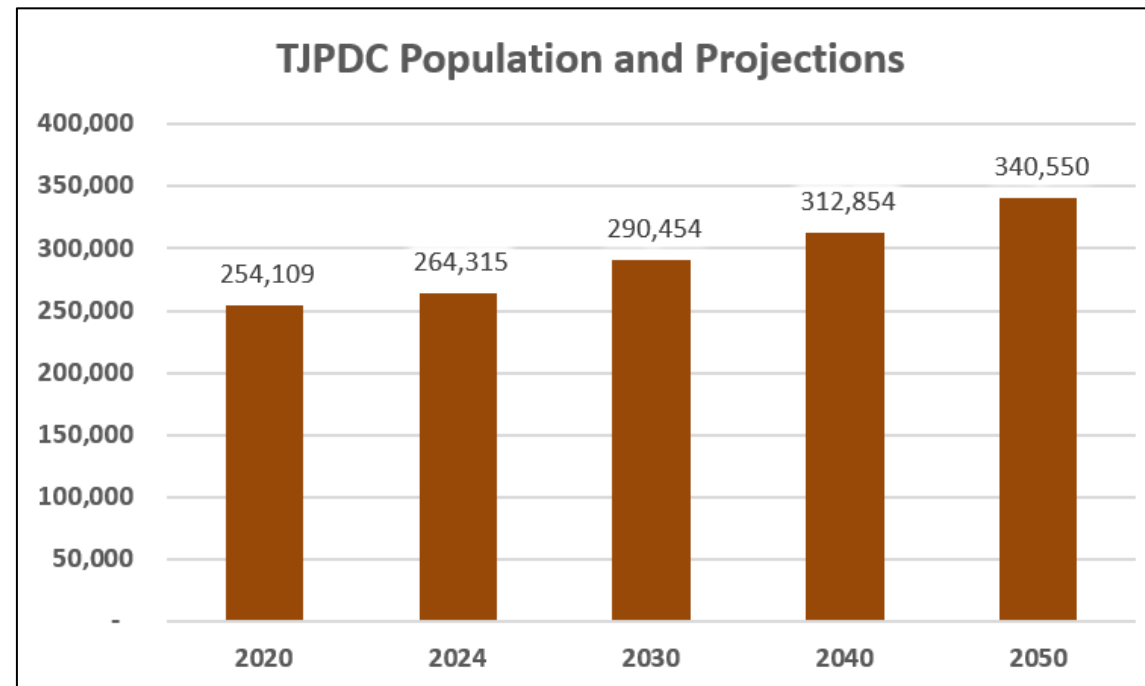
Overview of the Region

- The Thomas Jefferson Planning District Commission (TJPDC) serves Virginia's Planning District 10
- Six localities encompass a diverse mix of urban, suburban, and rural communities connected by regional corridors that support commuting, freight, tourism, and access to employment, education, healthcare, and recreation



Population and Projections

- Steady population growth over the past several decades
- Region grew from **254,109** residents in 2020 to an estimated **266,709** residents in 2024
- Population projections anticipate continued growth, with the regional population expected to reach **more than 340,000** residents by 2050



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

Population and Projections

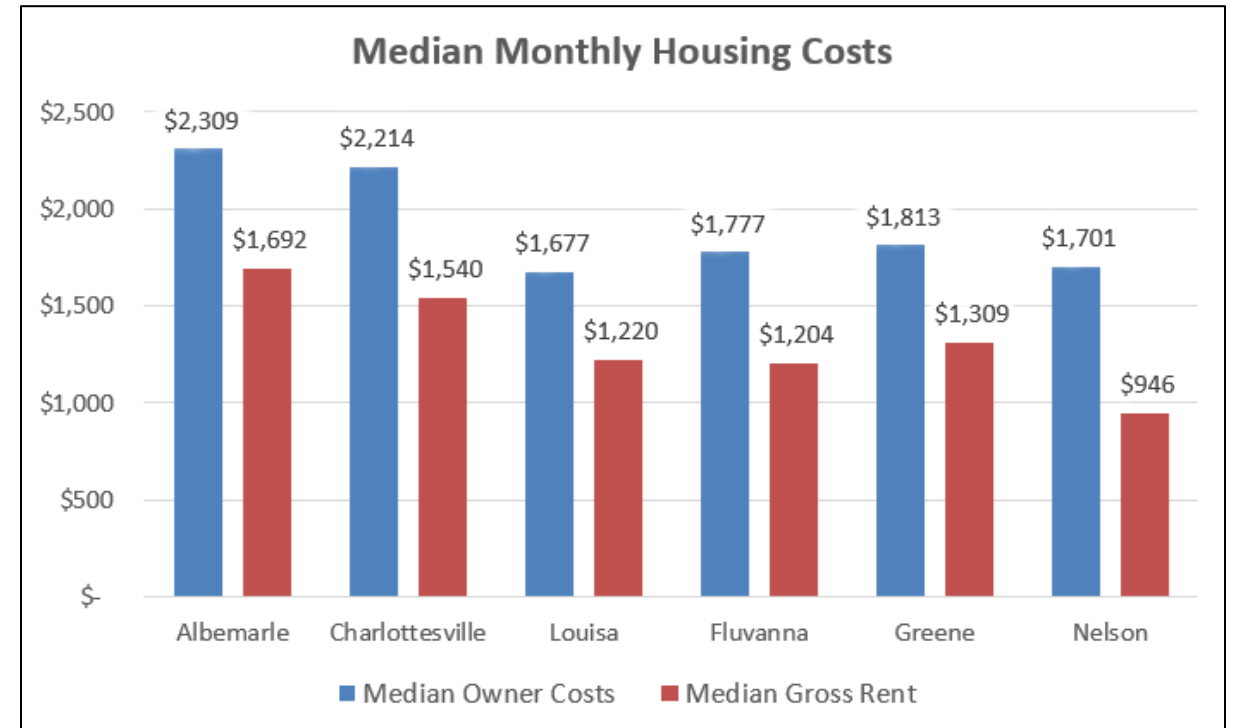
- Louisa County is projected to experience the highest growth rate **(48.6%)**
- Albemarle County is projected to experience the highest increase in total residents **(43,951)**, approximately half of the region's projected growth
- Nelson County is projected to experience a slight population decline 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*

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



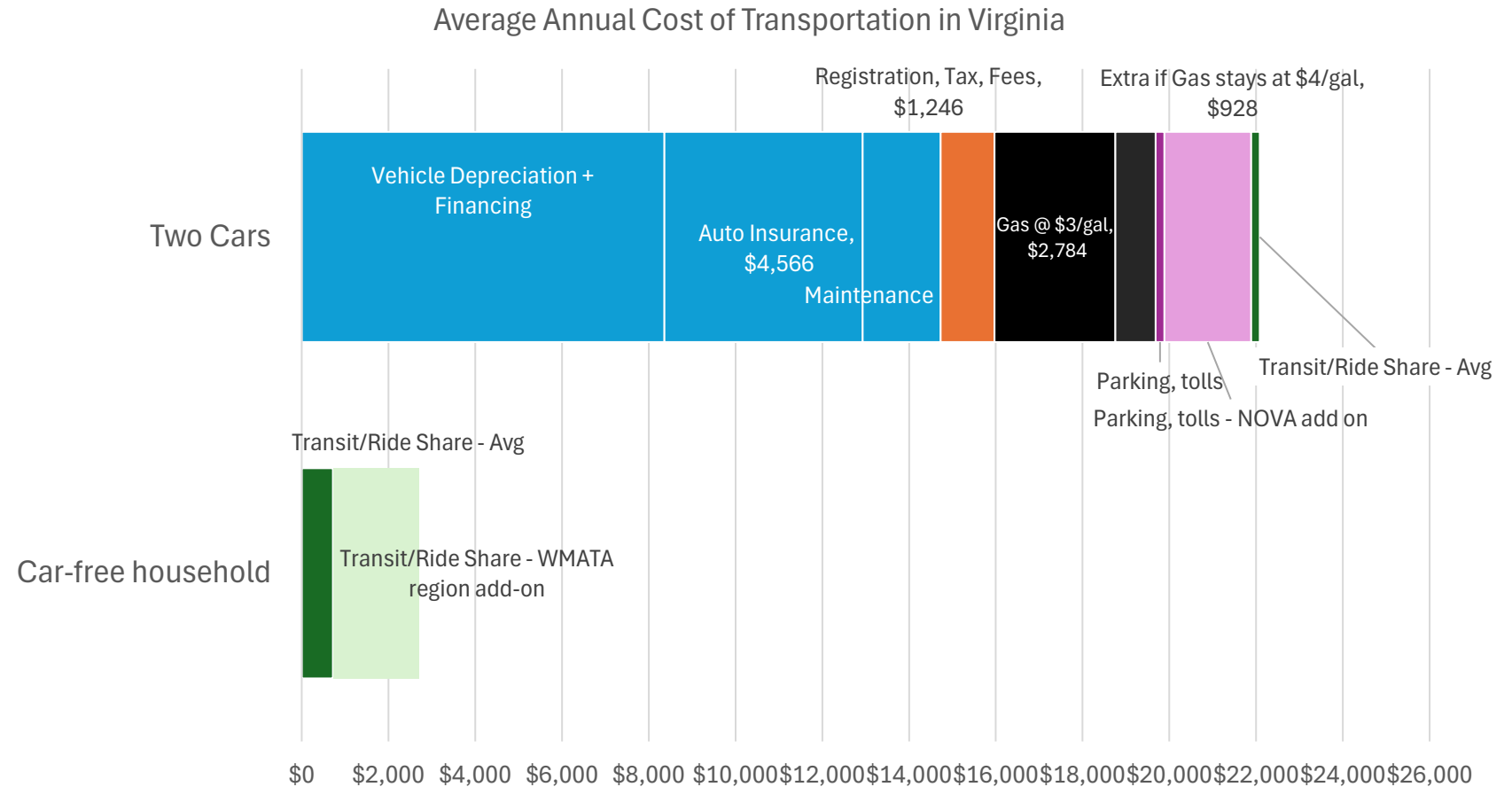
Sources: US Census American Community Survey 2024 Estimates



Affordability Context: Virginian's 2nd highest expense

Goal: All Virginians have affordable transportation options.

- Improving affordability looks different in different parts of the state and for different communities.
- For urban areas it usually means affordable housing closer to jobs, better and more frequent transit, and more walkability and bike-ability.
- For peri-urban and rural areas it usually means affordable housing closer to jobs, WFH options, and micro transit expansion.



Albemarle County at a Glance

Albemarle County is the largest jurisdiction by population and land area in the Thomas Jefferson Planning District. Together with the City of Charlottesville, Albemarle County serves as the region's primary economic center.

2024 American Community Survey (ACS) 5-Year Estimates



Total Population: 114,919



Median Age: 39.7 years old



Median Household Income: \$104,392



Households with No Vehicle Available: 4.9%

City of Charlottesville at a Glance

The City of Charlottesville is the urban center of the Thomas Jefferson Planning District Commission (TJPD) region and is the core of the federally mandated Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO).

2024 American Community Survey (ACS) 5-Year Estimates



Total Population: 45,437



Median Age: 33.1 years old



Median Household Income: \$74,824



Households with No Vehicle Available: 11%

Fluvanna County at a Glance

Fluvanna County is located in the southeastern portion of the TJPDC region and is a growing rural community. The County's location along the US 15 and State Route 53 corridors, combined with its proximity to I-64, has contributed to its steady growth while it also maintains a rural landscape.

2024 American Community Survey (ACS) 5-Year Estimates



Total Population: 28,092



Median Age: 43.5 years old



Median Household Income: \$96,768



Households with No Vehicle Available: 4%

Greene County at a Glance

Greene County is located in the northern portion of the TJPDC region and is a growing rural community. While maintaining its rural character, the county has experienced steady population growth driven by its proximity to employment opportunities in neighboring jurisdictions and its location along the US 29 corridor.

2024 American Community Survey (ACS) 5-Year Estimates



Total Population: 21,155



Median Age: 40.3 years old



Median Household Income: \$89,808



Households with No Vehicle Available: 3%

Louisa County at a Glance

Louisa County is located in the eastern portion of the TJPDC region, strategically positioned between the Charlottesville and Richmond metropolitan areas. Its location along the I-64 corridor and US Route 33 has made the county an increasingly attractive place for residential growth, business investment, and industrial development while maintaining its predominantly rural character.

2024 American Community Survey (ACS) 5-Year Estimates



Total Population: 39,980



Median Age: 44.8 years old



Median Household Income: \$86,689



Households with No Vehicle Available: 3%

Nelson County at a Glance

Nelson County is a rural jurisdiction located in the Blue Ridge Mountains in the TJPDC region. The county is characterized by scenic mountain landscapes, agricultural heritage, and recreational destinations. Development patterns center around communities including Lovington, Nellysford, and Colleen.

2024 American Community Survey (ACS) 5-Year Estimates



Total Population: 14,732



Median Age: 51.3 years old



Median Household Income: \$72,589

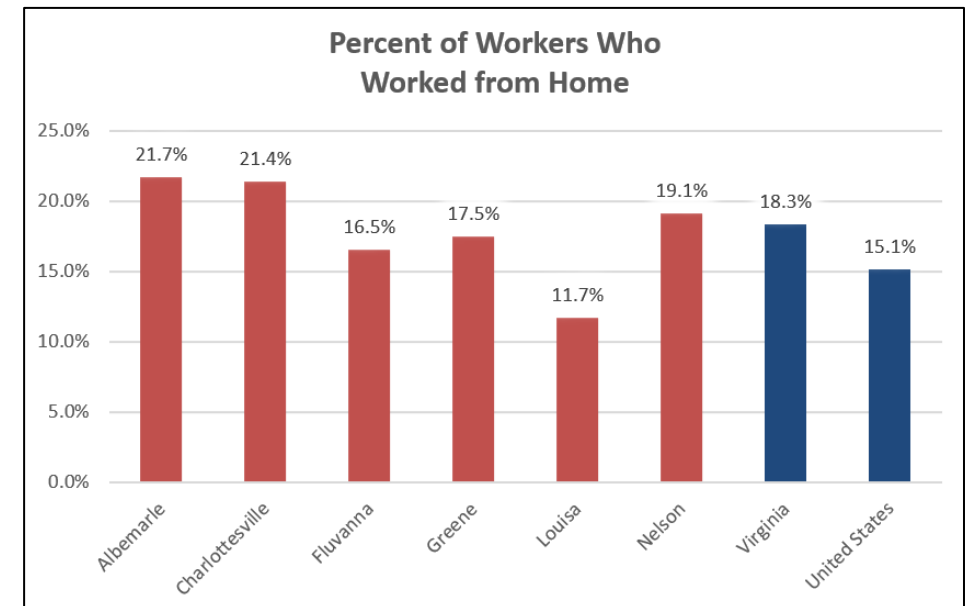


Households with No Vehicle Available: 6%

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

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



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	

Albemarle County Commuting Characteristics

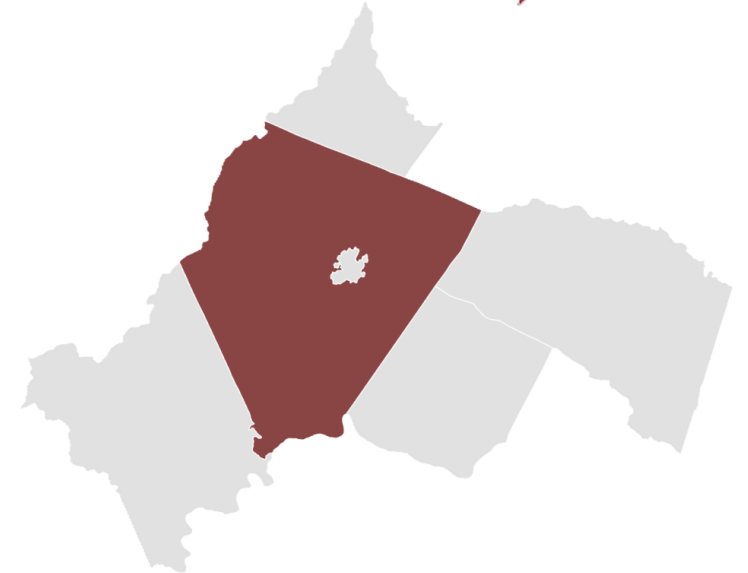


Top Worker Origins

1. Albemarle County, VA
2. Charlottesville City, VA
3. Fairfax County, VA
4. Henrico County, VA
5. Richmond City, VA

Top Commute Destinations

1. Albemarle County, VA
2. Charlottesville City, VA
3. Fluvanna County, VA
4. Greene County, VA
5. Louisa County, VA



City of Charlottesville Commuting Characteristics



Top Worker Origins

1. Albemarle County, VA
2. Charlottesville City, VA
3. Fluvanna County, VA
4. Greene County, VA
5. Louisa County, VA

Top Commute Destinations

1. Charlottesville City, VA
2. Albemarle County, VA
3. Fairfax County, VA
4. Henrico County, VA
5. Richmond City, VA



Fluvanna County Commuting Characteristics

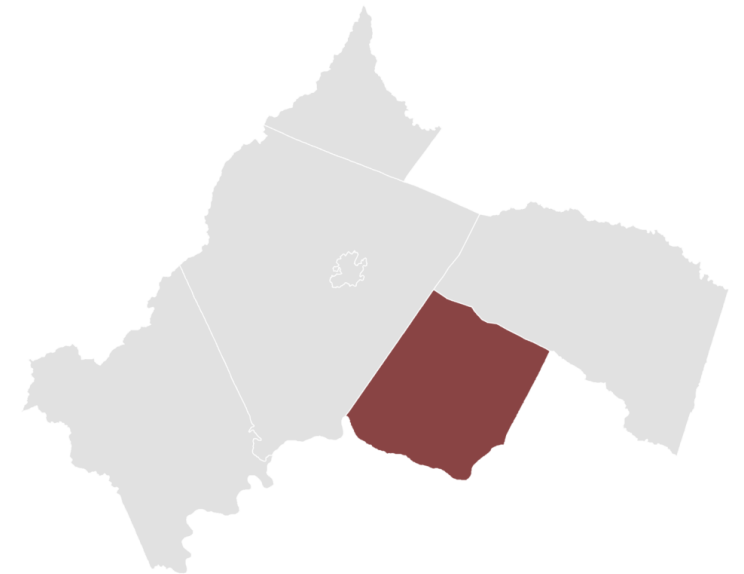


Top Worker Origins

1. Fluvanna County, VA
2. Albemarle County, VA
3. Louisa County, VA
4. Buckingham County, VA
5. Chesterfield County, VA

Top Commute Destinations

1. Albemarle County, VA
2. Charlottesville City, VA
3. Fluvanna County, VA
4. Louisa County, VA
5. Fairfax County, VA



Greene County Commuting Characteristics

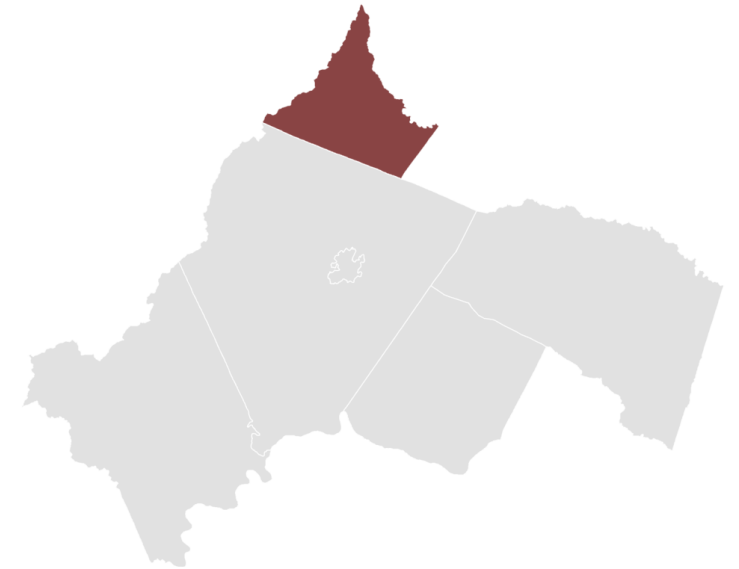


Top Worker Origins

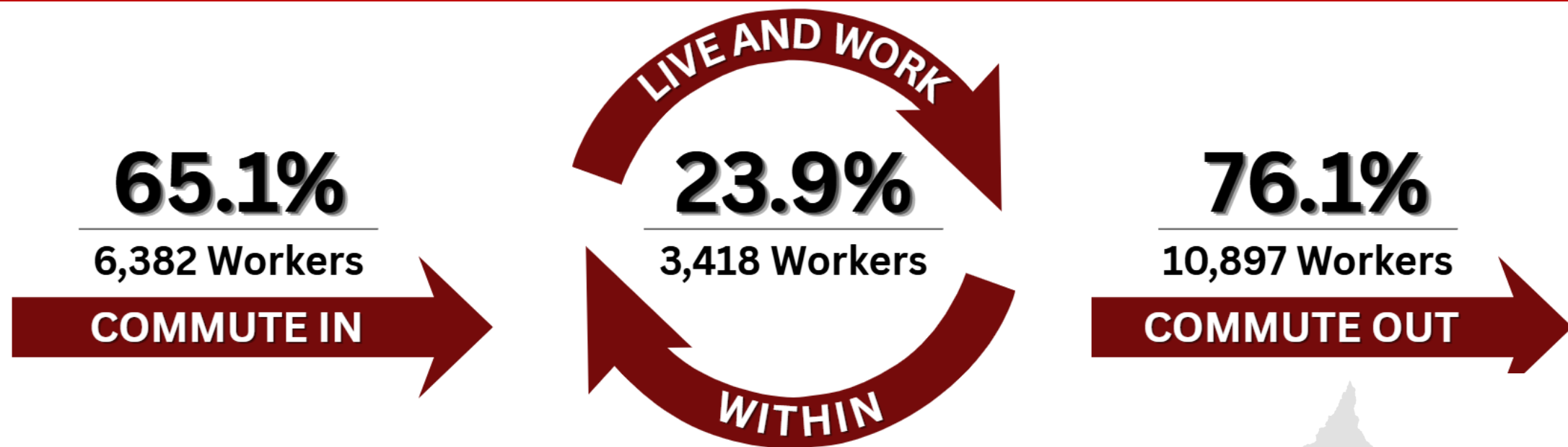
1. Greene County, VA
2. Albemarle County, VA
3. Orange County, VA
4. Madison County, VA
5. Rockingham County, VA

Top Commute Destinations

1. Albemarle County, VA
2. Greene County, VA
3. Charlottesville City, VA
4. Fairfax County, VA
5. Orange County, VA



Louisa County Commuting Characteristics

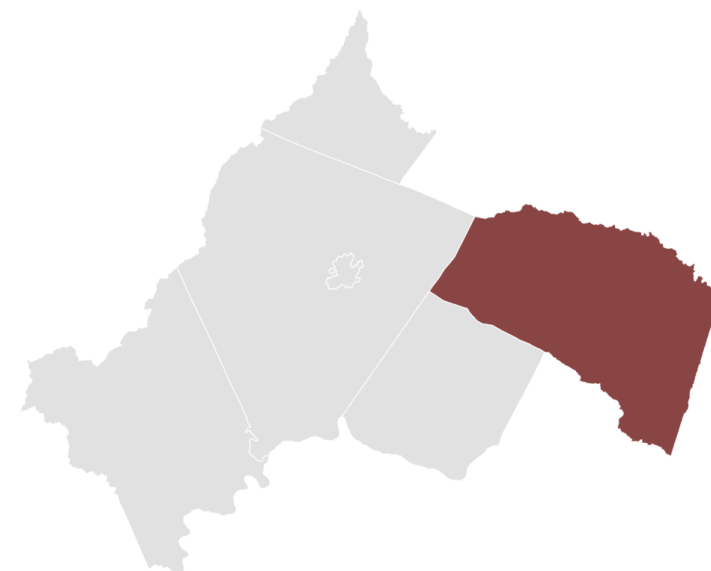


Top Worker Origins

1. Louisa County, VA
2. Spotsylvania County, VA
3. Fluvanna County, VA
4. Albemarle County, VA
5. Orange County, VA

Top Commute Destinations

1. Louisa County, VA
2. Albemarle County, VA
3. Charlottesville City, VA
4. Fairfax County, VA
5. Orange County, VA



Nelson County Commuting Characteristics

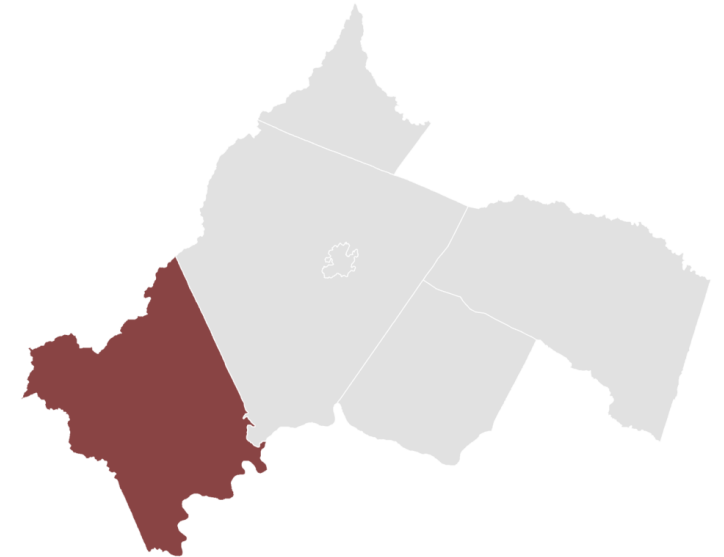


Top Worker Origins

1. Nelson County, VA
2. Amherst County, VA
3. Albemarle County, VA
4. Augusta County, VA
5. Lynchburg City, VA

Top Commute Destinations

1. Nelson County, VA
2. Albemarle County, VA
3. Charlottesville City, VA
4. Amherst County, VA
5. Augusta County, VA



Federal Planning Factors

- Past plans have aligned with ten planning factors identified in [23 CFR Part 450: Planning Assistance and Standards](#)
- Alignment improves the usefulness of the plan in supporting future transportation funding applications



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.

Linking Goals with Project Prioritization

Discussion Questions

- What does success look like for each of the proposed goals?
- What data sources would help us measure progress?
- Are there outcomes that can't be measured by quantitative data?

Proposed Goal	Potential Measures and/or Data Sources
Safety	Fatal and Serious Injury Crashes
Mobility and Accessibility	Transit Service Availability Multimodal Connectivity Access to Regional Destinations
Economic Development	Travel Time and Reliability
Land Use and Transportation Coordination	Connection with local growth strategies, UDAs, existing/planned development; Improving the effectiveness of the existing transportation network
System Preservation and Maintenance	Infrastructure Condition
Community and Environmental Stewardship	Natural/Cultural Resource Impact

Next Steps

- September 3, 2026, TJPD Commission meeting
- November 10, 2026, RTAC meeting
 - *Finalized goals and objectives
 - *Project Prioritization framework
 - Assessment of the regional transportation system
 - Public engagement approach