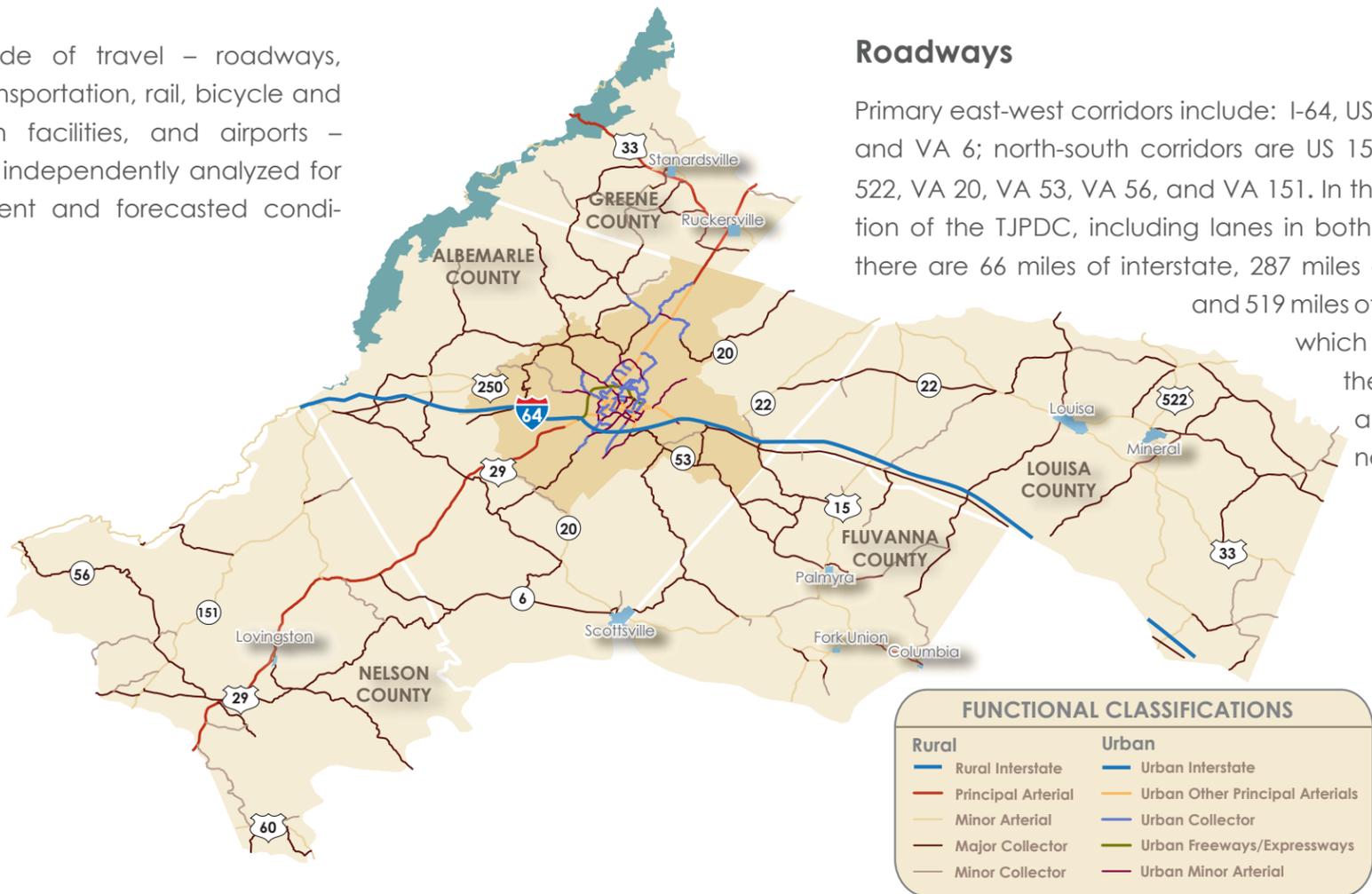


REGIONAL TRANSPORTATION SYSTEM



Each mode of travel – roadways, public transportation, rail, bicycle and pedestrian facilities, and airports – has been independently analyzed for both current and forecasted conditions.



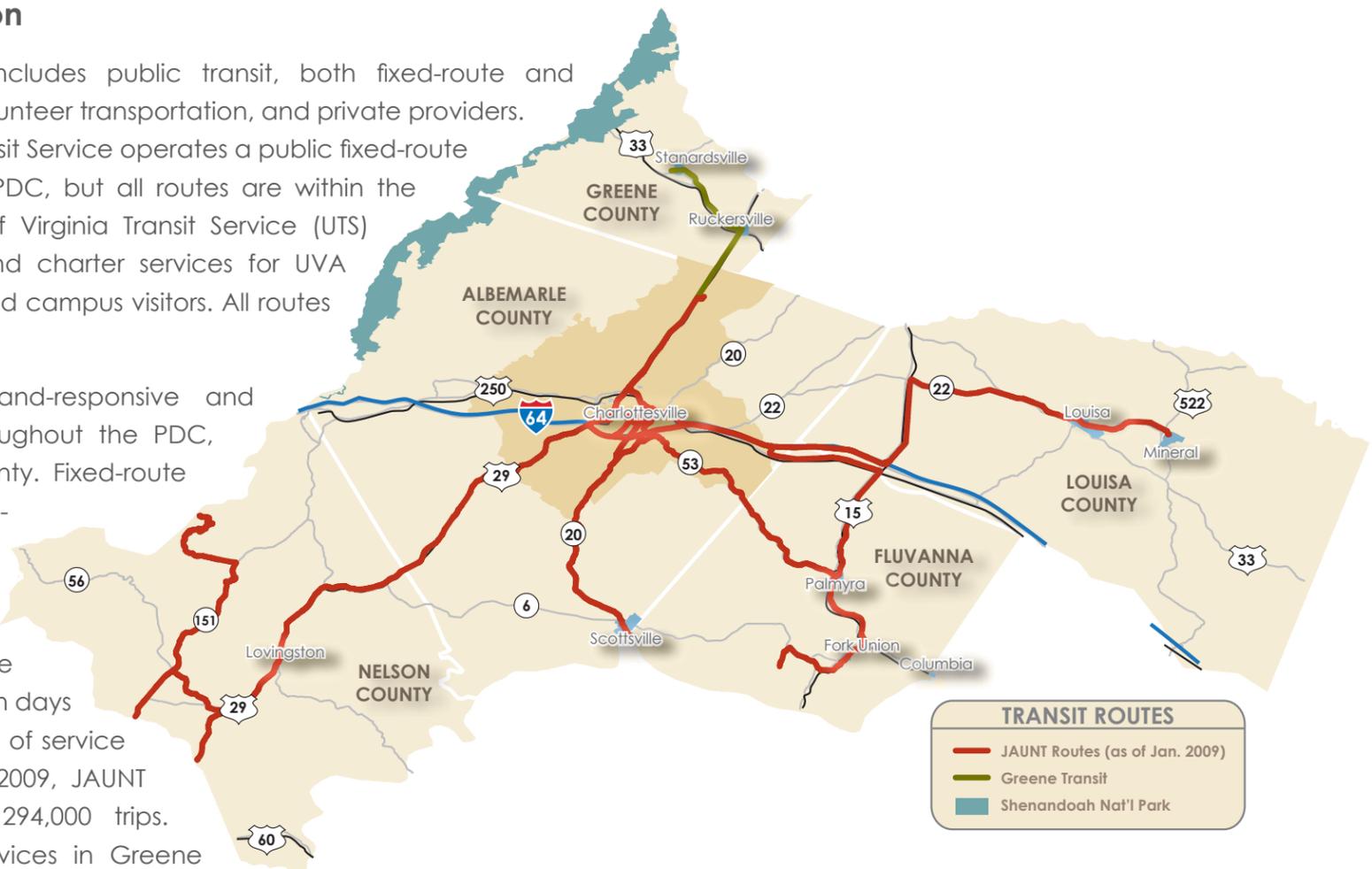
Roadways

Primary east-west corridors include: I-64, US 33, US 250, and VA 6; north-south corridors are US 15, US 29, US 522, VA 20, VA 53, VA 56, and VA 151. In the rural portion of the TJPDC, including lanes in both directions, there are 66 miles of interstate, 287 miles of arterials, and 519 miles of collectors, which comprise the functionally classified network.

Public Transportation

Public transportation includes public transit, both fixed-route and demand-responsive, volunteer transportation, and private providers. Charlottesville Area Transit Service operates a public fixed-route transit system in the TJPDC, but all routes are within the MPO. The University of Virginia Transit Service (UTS) operates fixed-route and charter services for UVA students, employees, and campus visitors. All routes are also within the MPO.

JAUNT operates demand-responsive and fixed-route service throughout the PDC, except in Greene County. Fixed-route service primarily connects outlying communities to the urban/metropolitan area. Demand-responsive service is available seven days a week; days and hours of service vary by locality. In FY 2009, JAUNT provided more than 294,000 trips. Demand-responsive services in Greene County are provided by Greene County Transit. Greene County Transit operates Monday through Friday with shorter hours on Saturday. In 2009, over 56,000 trips were provided by Greene County Transit.



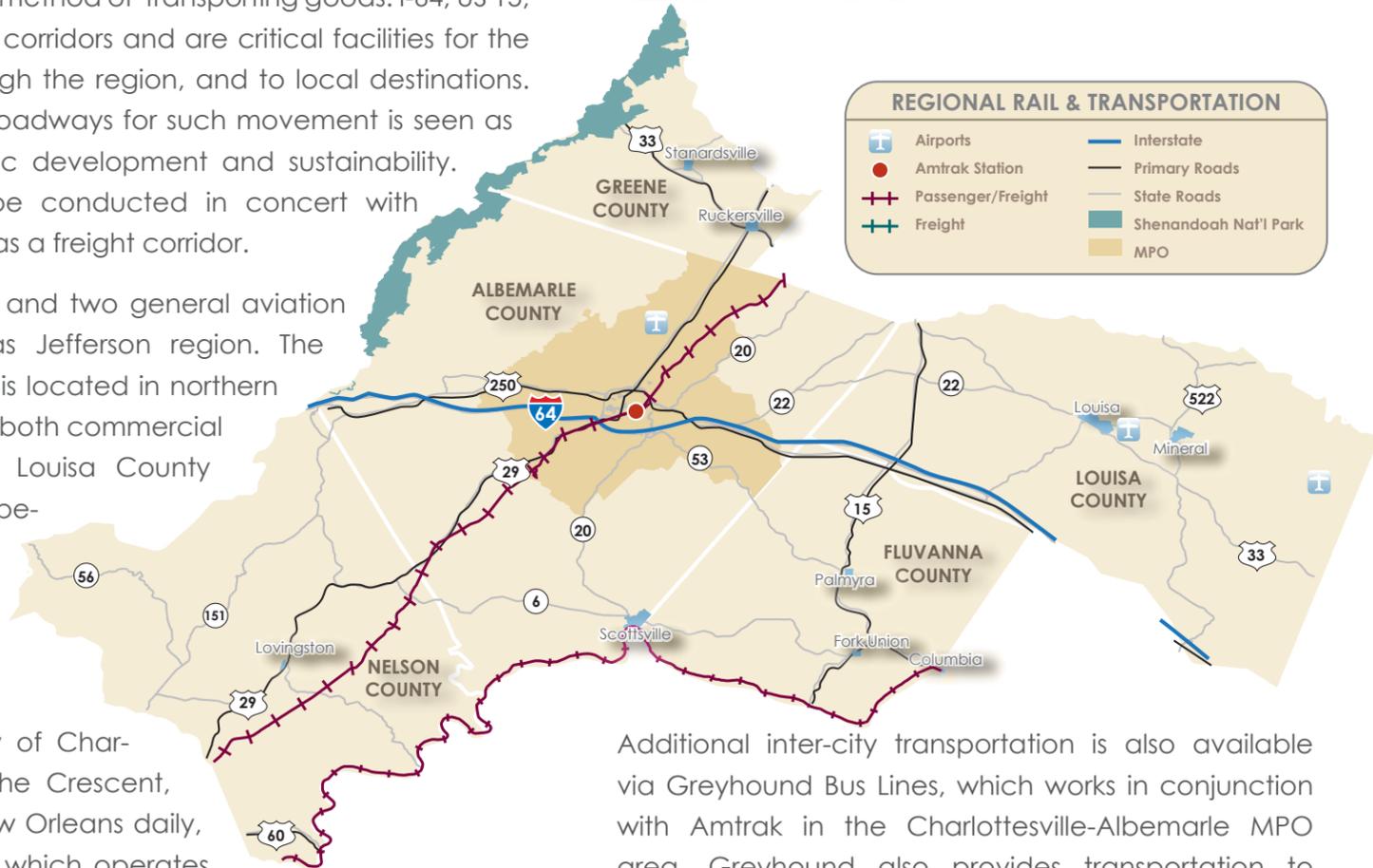
to medical facilities; expanded same day transportation options; non-Medicaid funded medical trips; options for recreational trips; and improved coordination with Greene County Transit. Greene County Transit, for their future needs, has made a commitment to maintain service levels that match population growth in Greene County.

Freight and Inter-Regional Transportation

Norfolk Southern and CSX own the freight rail lines in the region. Both Norfolk Southern and CSX have only a few freight sidings or off-loading sites in the region. No rail freight originates in the Charlottesville-Albemarle area. Truck freight is the region's most utilized method of transporting goods. I-64, US 15, and US 29 serve as major freight corridors and are critical facilities for the movement of goods, both through the region, and to local destinations. Maintaining and improving the roadways for such movement is seen as critical to the region's economic development and sustainability. Future freight analysis should be conducted in concert with proposed plans to enhance I-81 as a freight corridor.

There is one commercial airport and two general aviation facilities located in the Thomas Jefferson region. The Charlottesville Albemarle Airport is located in northern Albemarle County and provides both commercial and general aviation services. Louisa County Industrial Airpark is located between the towns of Louisa and Mineral. Lake Anna Airport is also located in Louisa County just west of Bumpass.

One Amtrak station, in the City of Charlottesville, serves three routes: the Crescent, which runs from New York to New Orleans daily, and the Cardinal/Hoosier State, which operates between New York and Chicago three days per week. The existing Northeast Regional was extended to Lynchburg in October of 2009 with potential final destinations as far north as Boston. There is a stop in Charlottesville.



Additional inter-city transportation is also available via Greyhound Bus Lines, which works in conjunction with Amtrak in the Charlottesville-Albemarle MPO area. Greyhound also provides transportation to major cities within and outside the region, but this transportation is utilized more for recreational travel than standard commuting patterns.

The jurisdictions within the Thomas Jefferson region have a range of available bicycle and pedestrian facilities.

Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities are well used in the urban areas. Roads without facilities are also used by necessity. The region is traversed by US Bike Route 76, an east to west cross-country bike route, and the Appalachian Trail. The *Jefferson Area Bicycle, Pedestrian, and Greenways Plan* outlines potential corridors that can be developed by each locality over time (TJPDC, 2004).

The City of Charlottesville and Albemarle County adopted bicycle plans in 1991 and an update in 2004 that details urban and rural bikeways. Currently, bike lanes, off road facilities, and recreation trails exist both within and outside of the MPO. The MPO has the majority of these facilities, but localities in the rural portion of Albemarle County, such as Scottsville and Crozet, maintain some bicycle and pedestrian facilities as well.

Currently, other than US Bike Route 76, Fluvanna County maintains minimal bicycle facilities. Biking in Fluvanna County is generally for recreational purposes or short trips. The rural setting of the County also limits pedestrian mobility. Palmyra and Columbia each have a few narrow walks, while Fork Union has sidewalks along US 15 and VA 6. Fluvanna County has, however, expanded its trail system at Pleasant Grove near Palmyra. The Fluvanna Heritage Trail and Village Park are designed to provide pedestrian access

for tourists and local citizens to the Rivanna River, by linking the village of Palmyra to Pleasant Grove, a County-owned tract of land.

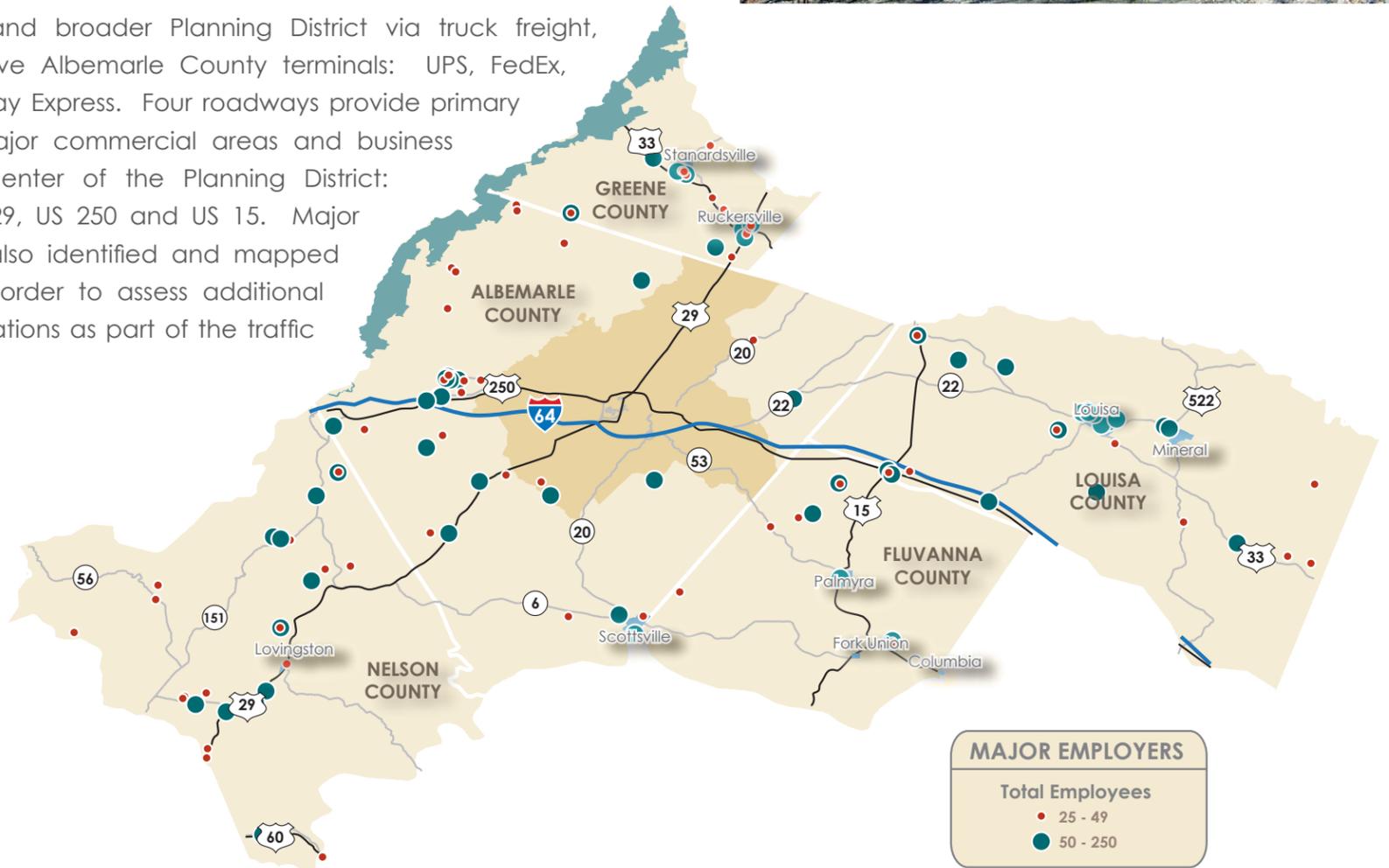
Greene County roads offer potential routes for bicyclists and, on some roads, very little automobile and/or truck traffic. The Tour de Trump has come through the County, and riders using Skyline Drive may come down into Greene County. However, most roads do not currently have paved shoulders or bike lanes. Pedestrian activity in Greene County is generally limited to Stanardsville and Ruckersville. The Appalachian Trail passes through the western mountains of the County.

The secondary and back roads of Louisa County host numerous bicycle routes, including 25 miles of US Bike Route 76. Louisa County has a painted, onroad bicycle lane on a section of VA 618 near the Town of Mineral. The majority of pedestrian activity and facilities are in the towns of Louisa and Mineral.

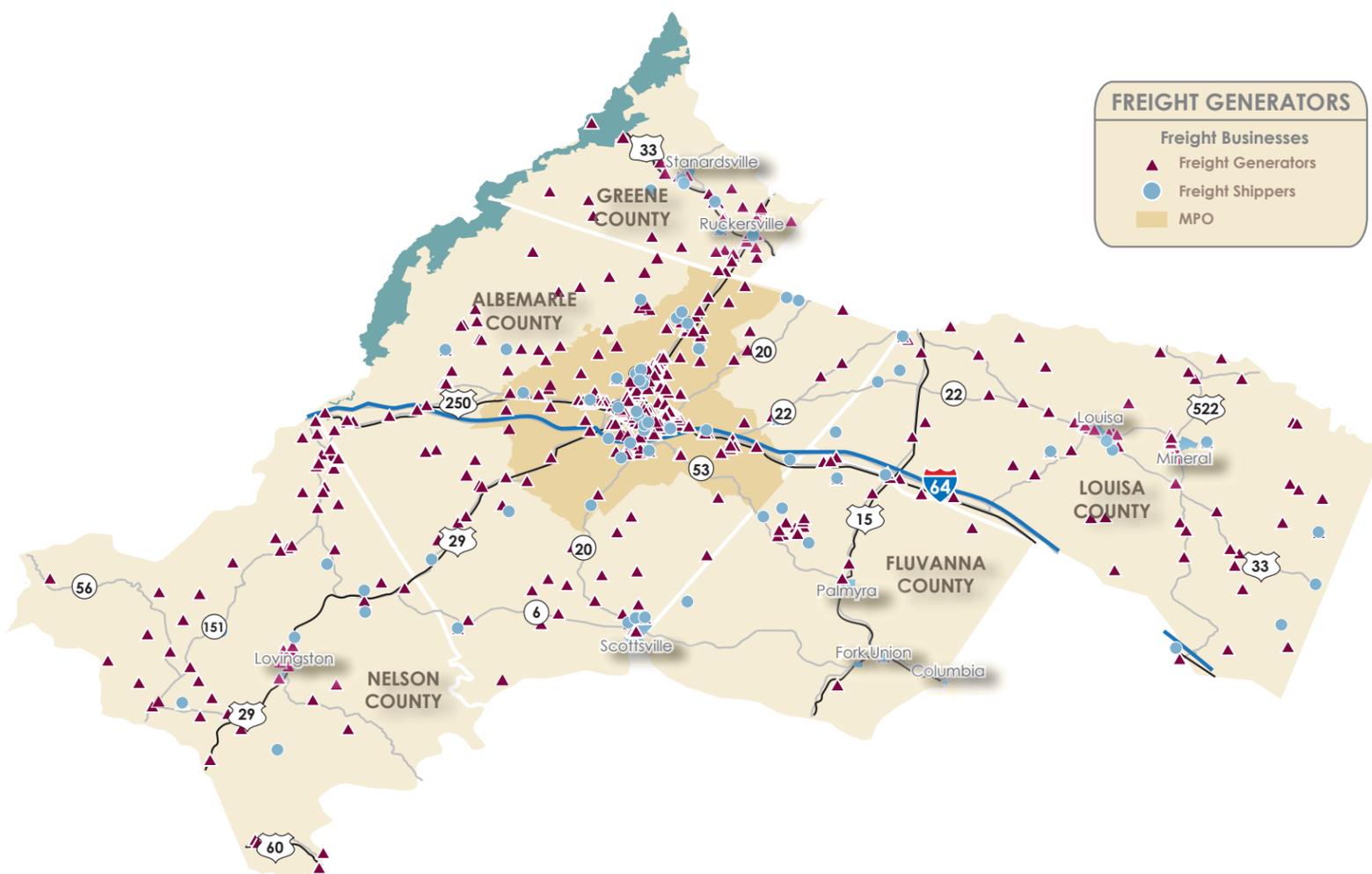
The Blue Ridge Parkway is a key bike route along the western edge of Nelson County and is part of US Bike Route 76. Other major tourist bikeways in Nelson County include the Delfosse Trail, the Rockfish Valley Loop Trails, and the Blue Ridge Railway Trail, which is an ongoing rails to trails project. There are a number of hiking opportunities in the area including trails at Fortunes Cove Preserve, Wintergreen Resort, Crabtree Falls, Nelson County Wilderness Area, and the Appalachian Trail.

Goods Movement and Major Employers

Freight generators within the Thomas Jefferson region were identified, and their proximity to nearby major roadway and rail corridors noted. Approximately 16 interstate carriers serve the Charlottesville urbanized area and broader Planning District via truck freight, four of which have Albemarle County terminals: UPS, FedEx, Swift, and Roadway Express. Four roadways provide primary access to the major commercial areas and business centers at the center of the Planning District: Interstate 64, US 29, US 250 and US 15. Major employers were also identified and mapped by the TJPDC in order to assess additional trip generator locations as part of the traffic analysis.



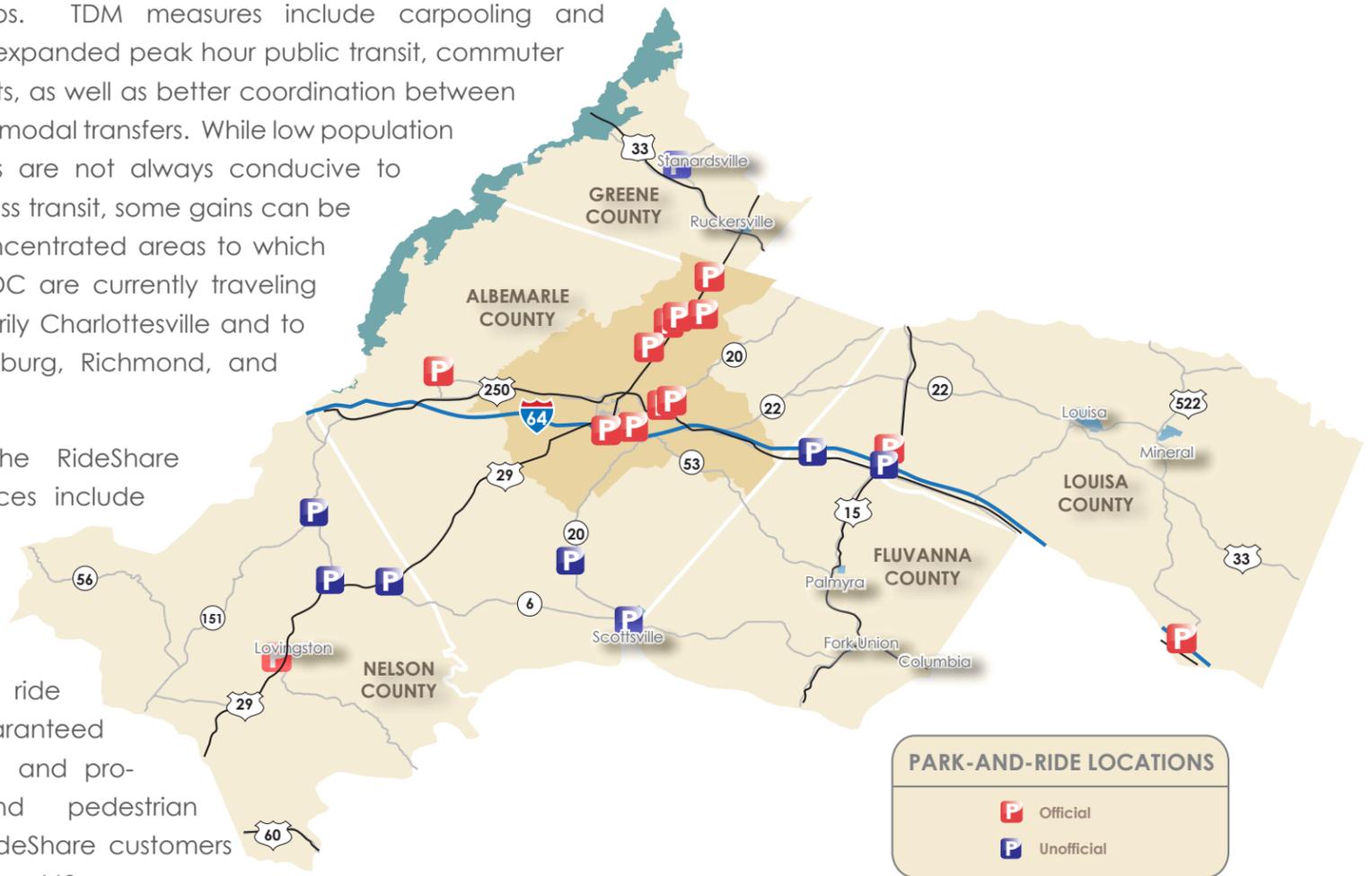
Approximately 16 interstate carriers serve the Charlottesville urbanized area and broader Planning District via truck freight, four of which have Albemarle County terminals.



Travel Demand Management

Travel demand management (TDM) holds the potential for enhancing many elements of the transportation network and, with other improvements, has been shown to greatly aid in reducing single-occupant vehicle trips. TDM measures include carpooling and vanpooling programs, expanded peak hour public transit, commuter buses, park and ride lots, as well as better coordination between modes to facilitate intermodal transfers. While low population densities in rural areas are not always conducive to major shifts towards mass transit, some gains can be realized. There are concentrated areas to which commuters in the TJPDC are currently traveling for employment, primarily Charlottesville and to a lesser extent, Lynchburg, Richmond, and Waynesboro.

TJPDC coordinates the RideShare program, whose services include car and vanpool matching, referrals to transit providers, inventory, marketing, developing park and ride lots, operating the Guaranteed Ride Home Program, and promoting bicycle and pedestrian transportation. Total RideShare customers as of December 2009 was 660.



RideShare also administers a SchoolPool program to assist schools with traffic congestion that frequently occurs in their lots. RideShare is an active participant of the Commuter Information Team (CIT) which includes RideShare, Charlottesville Area Transit (CAT), JAUNT, University Transit Service (UTS), and Greene County Transit. The RideShare program has recently expanded to include the Central Shenandoah Planning District (CSPDC) and the Harrisonburg metro area.

There are presently 26 official and unofficial park and ride lots throughout the RideShare service area, with approximately half of these in Albemarle County. Within Albemarle County, nine are in the urban area and three are spread out in the rest of the County. One is in the City of Charlottesville. Both Fluvanna and Greene County have one lot each. There are three lots in Louisa County and four in Nelson County. The park and ride lots offer varying degrees of formality and amenities. Several of the lots are owned and operated by VDOT and include lighting and trash cans. Other parking lots are informal and are gravel strips along VDOT right-of-way at major intersections. Most of the park and ride lots exist at private facilities through agreements with the property owners. The Waynesboro official VDOT park-and-ride lot, located in the CSPDC, is the busiest lot, with the majority of users commuting to work in the City of Charlottesville. The other two busiest lots are also official VDOT lots, Zion Crossroads and Gum Springs in Louisa County. The average number of all park and ride lot users was 218 in FY 2009.

Land Use

While growth and development continue to spread along the major corridors and in rural areas, localities in the region have taken steps via their comprehensive plans and by the delineation of growth area boundaries to create more compact development patterns. Compact development increases mobility options, preserves rural lands, and saves localities money by reducing the need to expand utilities and basic services (UnJAM 2035).

Albemarle County has absorbed much of the growth from Charlottesville, which has altered the County's land use. The land use is primarily rural residential with some denser development and infill development occurring. Fluvanna County is also mostly rural or forested, but the County has designated Community Planning areas in order to concentrate growth in specific locations. Greene County is more rural and highly forested due to the location of Shenandoah National Park. However, additional growth has moved the County to designate growth areas around existing towns. Louisa County land use has been primarily rural and rural residential in the past but is rapidly changing due to its location between Richmond and Charlottesville. Finally, Nelson County is primarily rural, with large tracts of forested land within the George Washington National Forest and Wintergreen Resort.