



VIRGINIA DEPARTMENT FOR AGING
AND REHABILITATIVE SERVICES

DIVISION FOR THE AGING



James A. Rothrock, Commissioner

VDA WEEKLY E-MAILING

September 22, 2015

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ACL News & Information

Here is a link to news & information from the Administration for Community Living (ACL):

<http://www.acl.gov/NewsRoom/NewsInfo/Index.aspx>

NASUAD Weekly Update

Here is a link to the weekly update from NASUAD:

<http://www.nasud.org/newsroom/friday-update>

Note: The web links in this document may change over time. DARS-VDA does not attempt to refresh the links once the week has passed. However, this document is maintained on the web for a period of time as a reference. Some links may require registration.

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UPDATES

September 16, 2015

Comment period extended: CMS Seeks Feedback on Federal Nursing Home Regulations

The Centers for Medicare and Medicaid Services (CMS) has extended the comment period for their Notice of Proposed Rulemaking on federal nursing home regulations. The proposed rule would revise the requirements that Long-Term Care facilities must meet to participate in the Medicare and Medicaid programs. ACL encourages its stakeholders and the public to review the proposed rule and submit comments to CMS.

Some of the proposed changes include, but are not limited to:

- Making sure that nursing home staff is properly trained on caring for residents with dementia and in preventing elder abuse.
- Ensuring that staff members have the right skill sets and competencies to provide person-centered care to residents. The care plan developed will take the resident's goals of care and preferences into consideration.
- Improving care planning, including discharge planning for all residents with involvement of the facility's interdisciplinary team and consideration of the caregiver's capacity, giving residents information they need for follow-up, and ensuring that instructions are transmitted to any receiving facilities or services.
- Requiring nursing homes to provide greater food choice for residents while also giving flexibility for nursing homes.
- Updating the nursing home's infection prevention and control program, including requiring an infection prevention and control officer, and an antibiotic stewardship program that includes antibiotic use protocols



and a system to monitor antibiotic use.

The proposed rule was initially issued in July 2015, with comments due by September 14th, but the **comment period has been extended by thirty days until October 14th at 5 PM ET.** Comments should be submitted electronically through regulations.gov.

Click [here](#) to read the Federal Register Notice proposal and make comments. Also, you can learn more about the proposed rule in the Centers for Medicare and Medicaid's [press release](#).



UPDATES

September 17, 2015

HHS and ED Release Statement on the Importance of Inclusive Early Childhood Programs for Young Children with Disabilities

This week, the U.S. Departments of Education and Health and Human Services released a policy statement highlighting the importance of making sure that all young children with disabilities have access to inclusive high-quality early childhood programs. The policy statement sets a vision for states, local educational agencies, schools, and public and private early childhood programs to strengthen and increase the number of inclusive high-quality early childhood programs nationwide.

In a [guest post](#) for the ACL blog, two directors of AIDD-funded University Centers for Excellence in Developmental Disabilities, Mary Beth Bruder and Michael Guralnick, explain why inclusion in early childhood programs is so important to the future success of children with disabilities.



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[Read more about the early childhood inclusion policy statement.](#)





UPDATES

Webinar: Fall-Related TBIs Among Older Adults

Wednesday, September 30, 2015, 12:00-1:00 p.m. ET

The National Association of State Head Injury Administrators (NASHIA) is pleased to announce the webinar, "Fall-Related TBIs Among Older Adults," to be held **September 30th**. You may register for this webinar [here](#). This webinar is being offered to both NASHIA members and non-members, free of charge, as space allows. NASHIA archives all webinars on its webpage for future viewing.

Martina James Selected as Special Assistant to the Commissioner

James A. Rothrock, Commissioner

Martina James has accepted a part-time position as Special Assistant to the Commissioner. In this role she will continue the work of Ali Faruk working with the Governor's Conference on Aging identifying key supporters and overall conference planning. The Governor's Conference on aging is scheduled for Monday, May 2, 2016.

Previously, Ms. James has been working with Senior Connections, The Capital Area Agency on Aging for the past three years in the areas of community outreach and education and fund development. She has also worked with the American Planning Association -Virginia Chapter, Donate Life Virginia, Virginia Housing Coalition and other organizations across the Commonwealth to enhance board functionality, program and event management and the development and execution of fundraising and sponsorship plans. Prior to this, Ms. James worked with the United Way of Greater Richmond and Petersburg as a Relationship Manager and as a consultant with Eldon James & Associates focusing on public policy and association management.



Senior Connections Receives Two Grants

Tim Catherman, Director Aging Operations

Senior Connections, The Capital Area Agency on Aging celebrated two recent grants for its work with older adults, adults with disabilities and caregivers.

A \$25,000 grant from the Dominion Foundation, the philanthropic arm of Dominion Resources Inc., supports its Friendship Cafes nutrition sites, Community Guardian program and Foster Grandparent mentors program.

A \$10,000 grant from the National Resource Center on Nutrition and Aging will allow Senior Connections and FeedMore to participate in a national learning collaborative. Nine senior-nutrition programs across the country will share experiences on expanding programs such as Meals on Wheels by expanding business relationships with health care entities that do not typically provide community-based long-term services.

“We are most grateful that Senior Connections was selected for these grants,” said Thelma Bland Watson, the group’s executive director. “It is evident that our community is aware of the critical needs of older adults and that the health and well-being of our older population is dependent on support from generous community partners.”

eUpdate from the National Institute on Aging at NIH

Tim Catherman, Director Aging Operations





Try these 4 types of exercise today!

09/08/2015

e-Update

from the NATIONAL INSTITUTE ON AGING at NIH

September is *Go4Life Month*! Whether you are a lifelong exerciser or just getting started, get the tools you need to be active every day on *Go4Life*.

[Try all 4 types of exercises:](#)

- [Endurance](#) to strengthen your heart and lungs
- [Strength](#) to keep your muscles strong
- [Balance](#) to reduce your risk of falls
- [Flexibility](#) to give you more freedom of movement for everyday activities

Learn more about why exercise and physical activity are important for older adults in our *AgePage* [Exercise and Physical Activity: Getting Fit for Life](#). And, remember – always check with your doctor before starting a new exercise program.

Share this information on social media with the following messages:

- Perfect your #workout – include all 4 types of #exercise!
@NIAGo4Life has exercises to try during #Go4LifeMonth.
<http://1.usa.gov/1KYMzJq>
- #Exercise – what’s in it for me? Get more info on the benefits of physical activity for older adults: <http://1.usa.gov/1FvIZA9>



#Go4LifeMonth

How does weight at midlife affect Alzheimer's risk?

09/09/2015

e-Update

from the ALZHEIMER'S DISEASE EDUCATION & REFERRAL CENTER
a service of the NATIONAL INSTITUTE ON AGING at NIH



New research from the National Institute on Aging's [Baltimore Longitudinal Study of Aging](#) (BLSA) has linked body mass index at age 50 to an earlier age of onset for Alzheimer's disease. The study found:

- Each unit increase in BMI at age 50 accelerated onset by nearly 7 months in participants who developed Alzheimer's.
- Higher midlife BMI was associated with more neurofibrillary tangles and greater amyloid deposition in the brain, both hallmarks of Alzheimer's.

[Learn more about this study](#) and watch a [video discussing the results](#).

For more information

[Read what we know about preventing Alzheimer's disease.](#)

[Interested in participating in the BLSA?](#)

Register now: 2015 Alzheimer's & Dementias Webinar Series for professionals

09/15/2015



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e-Update

from the ALZHEIMER'S DISEASE EDUCATION & REFERRAL CENTER

a service of the NATIONAL INSTITUTE ON AGING at NIH



Get up to speed on the latest in Alzheimer's and dementia, and learn what you need to know to inform, educate, and empower community members, people with dementia, and family caregivers.

The National Institute on Aging at NIH (NIA), Administration for Community Living (ACL), and Centers for Disease Control and Prevention (CDC) are pleased to invite you to join the [4th annual free webinar series on Alzheimer's disease and related dementias](#) for professionals in the public health, aging services, and research networks.

Free continuing education credit is available (CNE, CEU, and CECH)!

TO REGISTER for each webinar, go to nih.webex.com and enter the event number listed below for that webinar.

Webinar 1 - September 2015:

Alzheimer's & Dementia: Resources You Can Use

Tuesday, September 22, 2:00-3:30 pm ET

To register: go to nih.webex.com, enter event # **623 719 567**

Webinar 2 - October 2015:

What's Happening in Alzheimer's Research?

Wednesday, October 21, 2:00-3:30 pm ET

To register: go to nih.webex.com, enter event # **623 031 136**

Webinar 3 - November 2015:

Caregivers Supporting People with Dementia: New Research and Technology

Tuesday, November 17, 2:00-3:30 pm ET

To register: go to nih.webex.com, enter event # **623 017 900**

[Read descriptions of sessions and list of speakers.](#)



Advisory Council meeting features latest NIA news on budget and funding

09/16/2015

[Be there or be square! The NACA meeting is the place to be.](#)

Robin Barr, Director of the Division of Extramural Activities.

Everyone who is anyone is going to be at the National Advisory Council on Aging (NACA), including many of NIA's senior and program staff. If you want the most up-to-date information on NIA's budget and funding, scientific program activities, and research highlights, tune in and join us for the National Advisory Council on Aging meeting tomorrow morning. [Read the full blog post.](#)

InsideNIA
A Blog for Researchers

Office of Intermodal Planning and Investment: Needs Assessment Webinar (Attachment)

Tim Catherman, Director Aging Operations

As requested, attached is the presentation that was just given regarding the VTrans Multimodal Transportation Plan (VMTP) needs assessments, including the contacts on the final slide. We will also post this with the audio in the coming days at www.vtrans.org.



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VMTP Needs Assessment Webinar

VTrans Multimodal Transportation Plan
September 17, 2015



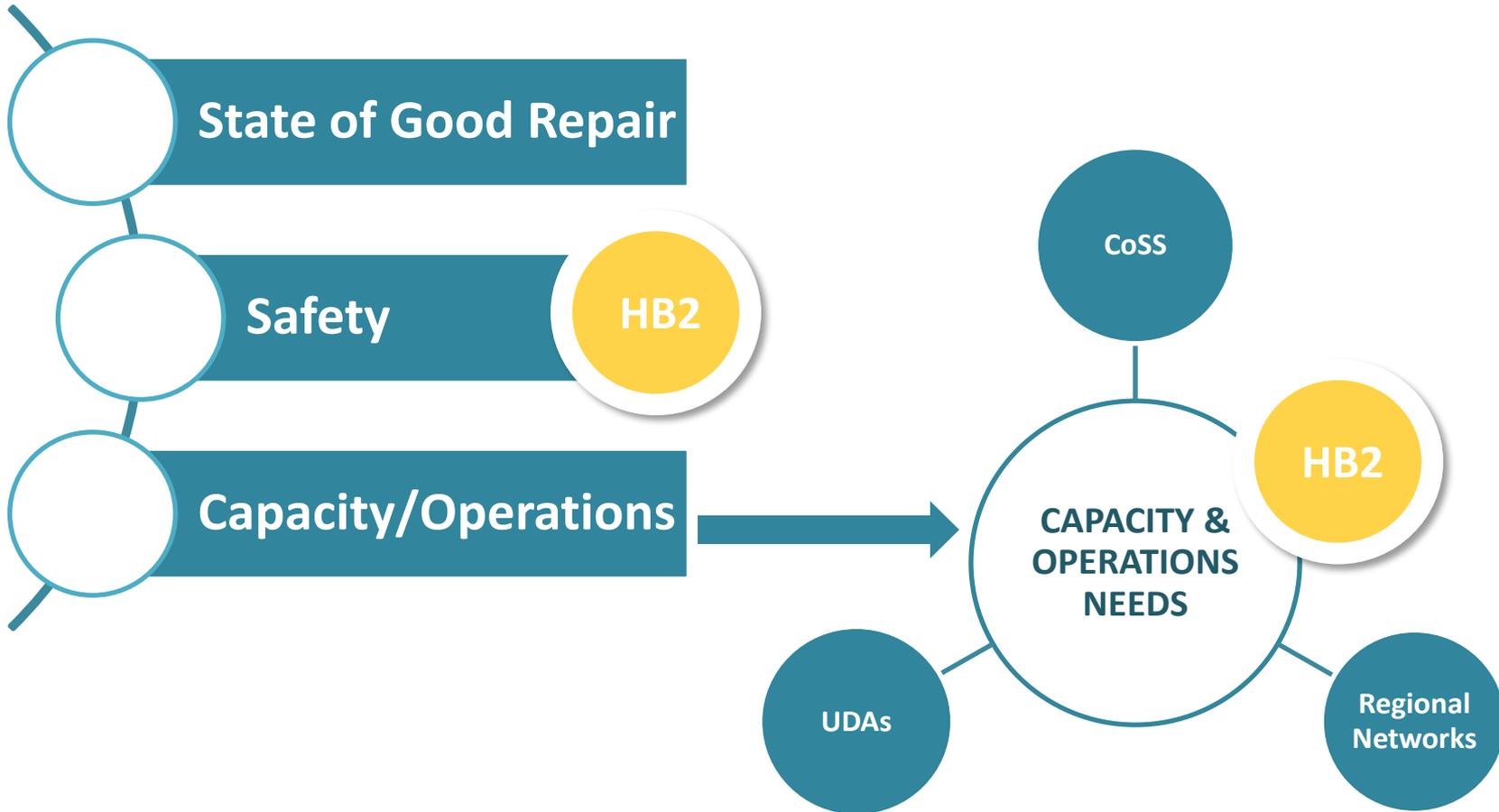
Agenda

- Intro and Opening Remarks
- Methods, Comments, and Examples:
 - 1:10-1:30 UDA Needs Assessments
 - 1:30-1:50 Regional Networks Needs Assessments
 - 1:50-2:10 Corridor of statewide Significance Needs Assessment
- 2:10-3:00 Q&A with Project Teams



VMTP Framework

Three types of needs:



Status and Process

- FAQs document to be posted online
- Addenda to be posted online
- Edits to full needs assessment reports made by September 30
- Screening to begin October 1
- External team recommendations for adherence with VTrans needs reviewed by Internal Agency Team
- Final decisions made by agency staff; all 'no'; decisions' validated by agency leadership



Safety Update

- **Projects can meet the initial HB2 proposed project screening (for safety) in several ways**
 - Providing improvements that include fatal plus injury PSI locations (*top 100 intersections and top 100 segment miles per VDOT District*)
 - Serving locations with a documented safety need
 - Documentation examples: Regional Long Range Plans, Roadway Safety Assessments, corridor/project planning, scoping, design reports
 - Inclusive, but projects will still be scored on all other measures

*Note: safety needs are only considered for projects submitted through the District Grant Program and only localities can submit safety projects under this program





UDA Needs Assessments

September 17, 2015



UDA Update

- **VMTP comments received pertaining to UDAs**
 - Corrections for existing UDA data/boundaries
 - Questions about UDAs/identification of missing UDAs
 - Suggestions as to locations that have UDA-potential
 - Some brief, very detailed statements on needs
- **Our Approach to Comment Response**
 - Answer questions/acknowledge receipt of updates – provide direct response to comments
 - Conduct outreach to investigate potential new UDAs (e.g., code referenced locally designated growth areas)



Urban Development Area Needs Assessment

General Assembly in §15.2-2223.1 established Urban Development Areas (UDAs) as a mechanism to assist with the coordination of transportation and land use planning, to encourage infill development, and to help reduce public costs related to the provision of services by focusing development in areas with existing infrastructure. In 2012, the legislation amended to make the designation of UDAs voluntary across all localities and to include a more flexible definition. UDAs can be any area designated by a locality in their comprehensive plan for focused growth that incorporates the principles of Traditional Neighborhood Development. Traditional Neighborhood Development embodies classic characteristics of traditional communities such as:

- Walkable neighborhood centers
- Interconnected streets and blocks
- Diversity of land uses
- Easy access to jobs, housing and recreation by a variety of travel options (auto, bus, walk, bike, etc.)
- VDOT's [Transportation Efficient Land Use and Design Guide](#) provides examples of these principles in real places in Virginia and lists tangible economic and quality of life benefits resulting from these design approaches.
- DRPT's [Multimodal System Design Guidelines](#) provides guidance on transit and complete street applications in different multimodal corridors and centers in Virginia.

■ [UDA Factsheet](#)

The list and map below includes all UDAs and all similar designated growth areas (DGAs) that were consistent with §15.2-2223.1 per localities' board resolutions or comprehensive plan amendments.

- [UDA Interactive Map](#)
- [Summary table of all UDAs and DGAs included in the Needs Assessment](#)

The interactive map includes the current location of all designated UDA boundaries, locations of potential code referenced locally designated growth areas, and other locally designated growth areas. This map provides a snapshot of information as of August 1, 2015 and is expected to change. Each location within the map includes some basic information you may view by clicking on the location - including the name, locality, VDOT district, and location id (which corresponds to the id on the summary table and on each profile).

The UDA needs assessment is locally driven at the individual UDA level, supported by local planning information and socioeconomic data to help organize and communicate needs to stakeholders and the public. This approach relies on local input through an online needs form. Below are the needs assessment for UDAs and eligible DGAs organized by VDOT District:

■ Bristol District UDAs & DGAs

Note: No localities in the Bristol district currently include designated Urban Development Areas in their most recent comprehensive plans.

- OIPI is working with these localities to consider approaches to designate or create a reference to the Code of Virginia for local growth areas.

- [Salem District UDAs & DGAs](#)
- [Lynchburg District UDAs & DGAs](#)
- [Richmond District UDAs & DGAs](#)
- [Hampton Roads District UDAs & DGAs](#)
- [Fredericksburg District UDAs & DGAs](#)
- [Culpeper District UDAs & DGAs](#)
- [Staunton District UDAs & DGAs](#)
- [Northern Virginia District UDAs & DGAs](#)



- **Developed through online form and locality input**
- **Ongoing process for new designated locations**

UDA Needs – Example Profile (City of Manassas)

Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity/Infrastructure
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Off-Street Parking Capacity
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Improvements to Natural Environment

Moderate

- ✓ Transit Facilities
- ✓ Safety Features

External UDA Needs

High

- ✓ Bicycle Infrastructure
- ✓ Complete Streets

Moderate

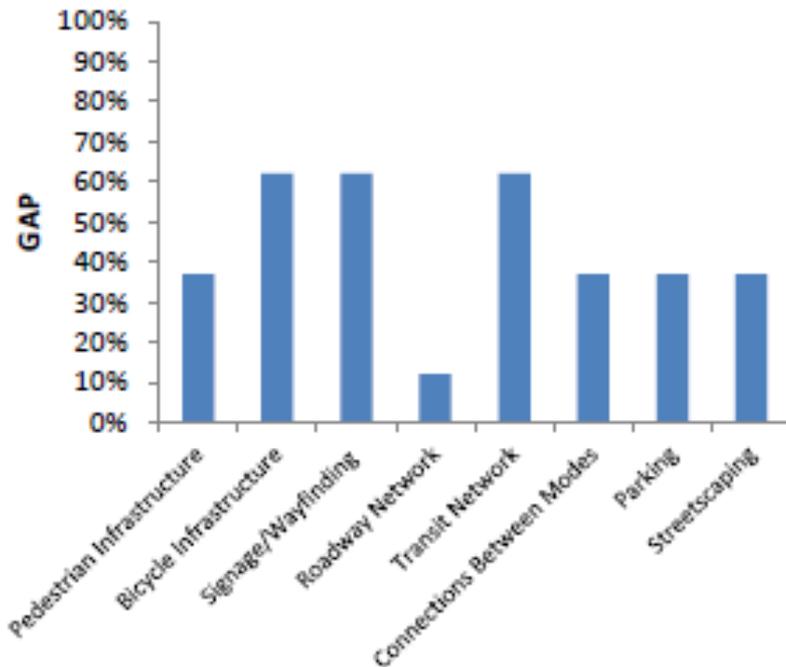
- ✓ Transit Frequency
- ✓ Transit Capacity
- ✓ Transit Facilities
- ✓ Pedestrian Infrastructure
- ✓ Signage/Wayfinding
- ✓ Improvements to Natural Environment



UDA Needs – Example Profile (City of Manassas)

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Safety for all users



Friendly pedestrian and bicycle environment



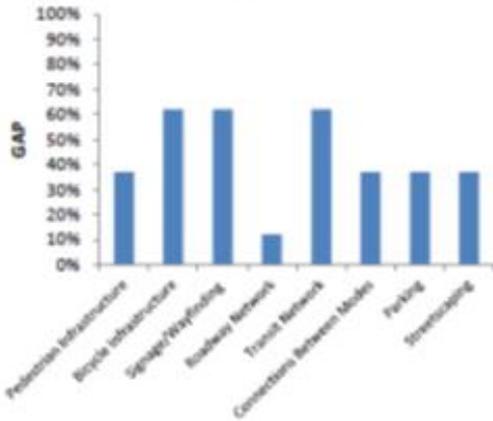
UDA Needs – Example Projects

UDA Needs – Example Profile (City of Manassas)

Future Transportation Needs	
Internal UDA Needs	External UDA Needs
<p>High</p> <ul style="list-style-type: none"> ✓ Roadway Capacity/Infrastructure ✓ Bicycle Infrastructure ✓ Pedestrian Infrastructure ✓ Complete Streets ✓ Off-Street Parking Capacity ✓ Intersection Design ✓ Signage/Wayfinding ✓ Improvements to Natural Environment <p>Moderate</p> <ul style="list-style-type: none"> ✓ Transit Facilities ✓ Safety Features 	<p>High</p> <ul style="list-style-type: none"> ✓ Bicycle Infrastructure ✓ Complete Streets <p>Moderate</p> <ul style="list-style-type: none"> ✓ Transit Frequency ✓ Transit Capacity ✓ Transit Facilities ✓ Pedestrian Infrastructure ✓ Signage/Wayfinding ✓ Improvements to Natural Environment

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Safety for all users



Friendly pedestrian and bicycle environment

Projects directly correlated with needs

- Transit system access/connectivity improvements that provide access to UDA
- Complete Streets projects on facilities within or providing access to the UDA
- Capacity or intersection design projects within the UDA or that improves access to the UDA.

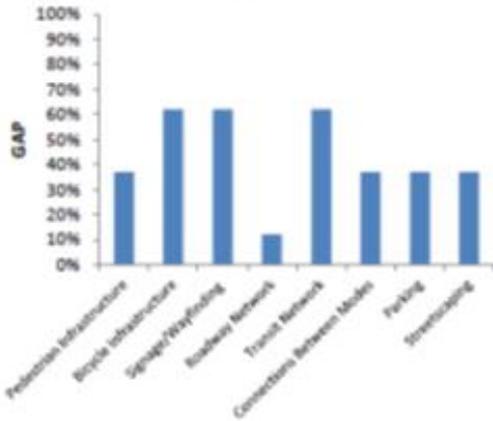
UDA Needs – Example Projects

UDA Needs – Example Profile (City of Manassas)

Future Transportation Needs	
Internal UDA Needs	External UDA Needs
High <ul style="list-style-type: none"> ✓ Roadway Capacity/Infrastructure ✓ Bicycle Infrastructure ✓ Pedestrian Infrastructure ✓ Complete Streets ✓ Off-Street Parking Capacity ✓ Intersection Design ✓ Signage/Wayfinding ✓ Improvements to Natural Environment 	High <ul style="list-style-type: none"> ✓ Bicycle Infrastructure ✓ Complete Streets
Moderate <ul style="list-style-type: none"> ✓ Transit Facilities ✓ Safety Features 	Moderate <ul style="list-style-type: none"> ✓ Transit Frequency ✓ Transit Capacity ✓ Transit Facilities ✓ Pedestrian Infrastructure ✓ Signage/Wayfinding ✓ Improvements to Natural Environment

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Safety for all users



Friendly pedestrian and bicycle environment

Projects indirectly correlated with needs

- Transit facility access/ connectivity improvements that do not serve or provide access to UDA
- Complete Streets projects outside the UDA that do not improve bicycle/ pedestrian connectivity to/within the UDA
- Any project type addressing a need not identified in the profile

To determine if a project is directly correlated, answer:

- Is it consistent with the UDA/DGA needs as shown in profile?
- Does it promote the UDA/DGA?
(e.g., provide access and connectivity to the UDA/DGA)





UDA Questions?

September 17, 2015



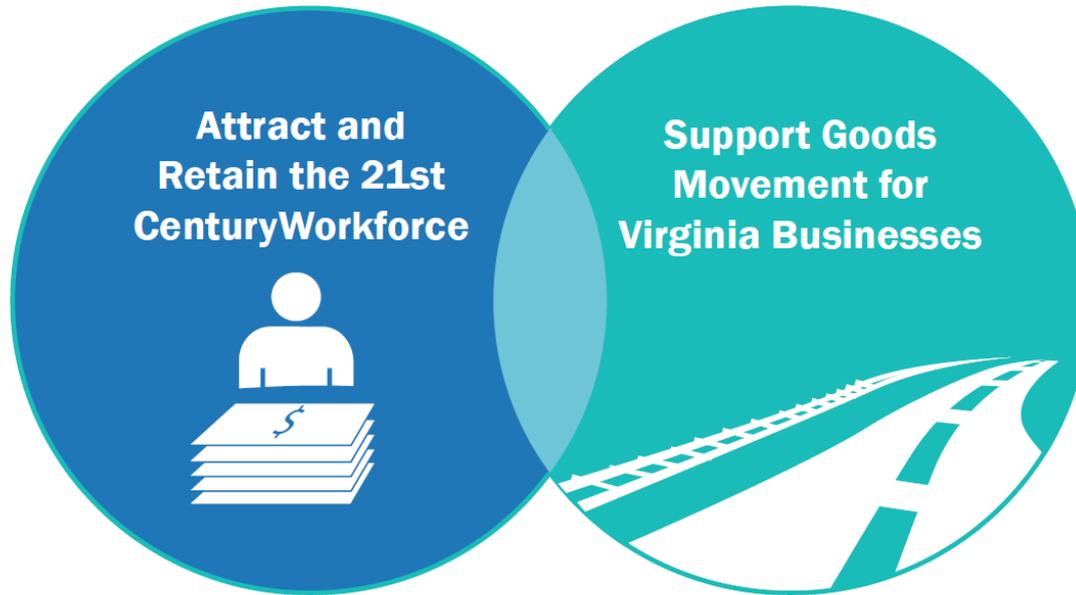


RN Needs Assessments

September 17, 2015



Regional Network Needs Analysis



It's all about the NEEDS....
not the network.



Categories of Needs

Transportation Need	General Description
<p>Corridor Reliability / Congestion</p> 	<p>Mitigate recurring inconsistency of travel times for passengers</p> <p>Reduce the impact of acute congestion points on the network</p> <p>Mitigate recurring inconsistency of travel times for freight</p> <p>Improve freight access to key destinations via desired travel modes</p>
<p>Network Connectivity</p> 	<p>Enhance network connections to improve travel efficiency</p>
<p>Transportation Demand Management</p> 	<p>Manage transportation demand to optimize transportation system performance while meeting user needs</p>
<p>Modal Choice</p> 	<p>Increase the flexibility to choose alternative travel options</p> <p>Improve or establish access by transit to key destinations</p> <p>Improve the opportunity to make trips via walking and/or biking</p>
<p>Walkable & Bikeable Places</p> 	<p>Enhance communities and activity centers to provide safe, sociable walking environments with a variety of destinations</p>

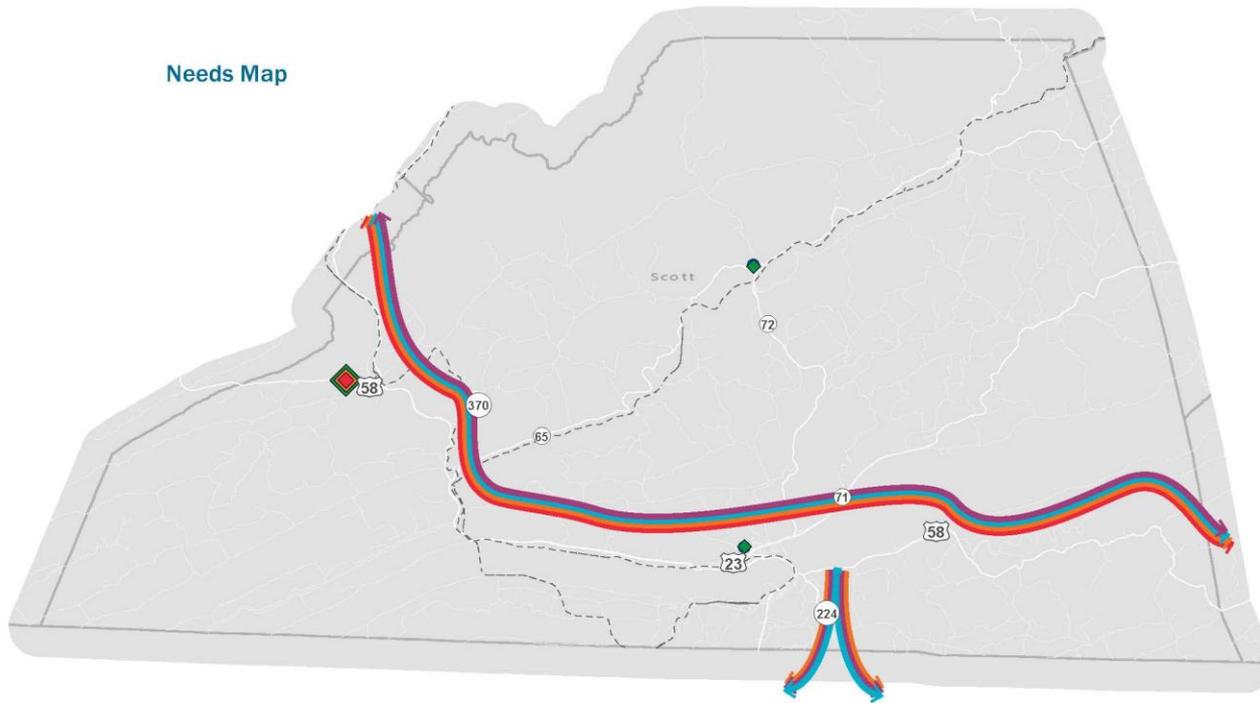
Safety and State of Good Repair may receive special mention where appropriate



Example Regional Network Needs

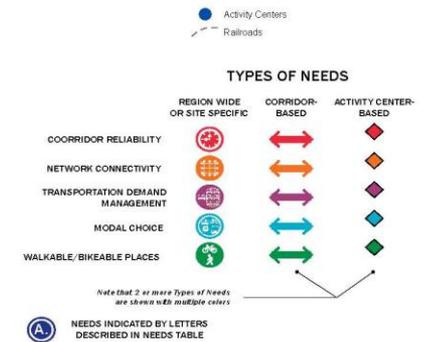
Kingsport Region Needs Summary

Needs Map



Needs Table

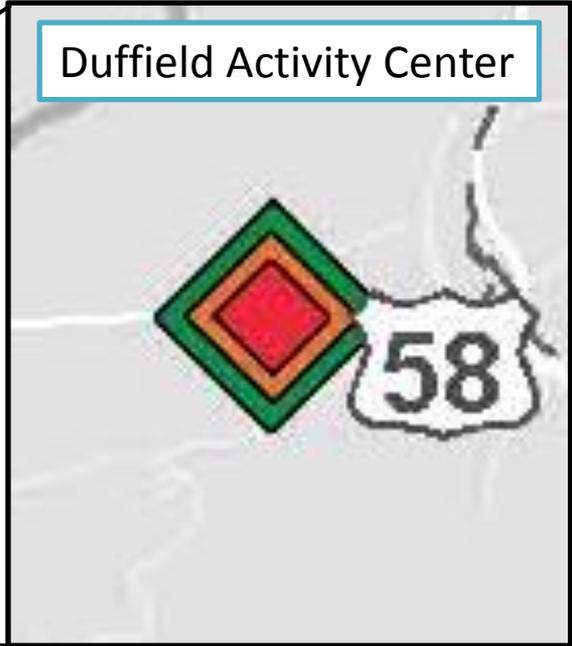
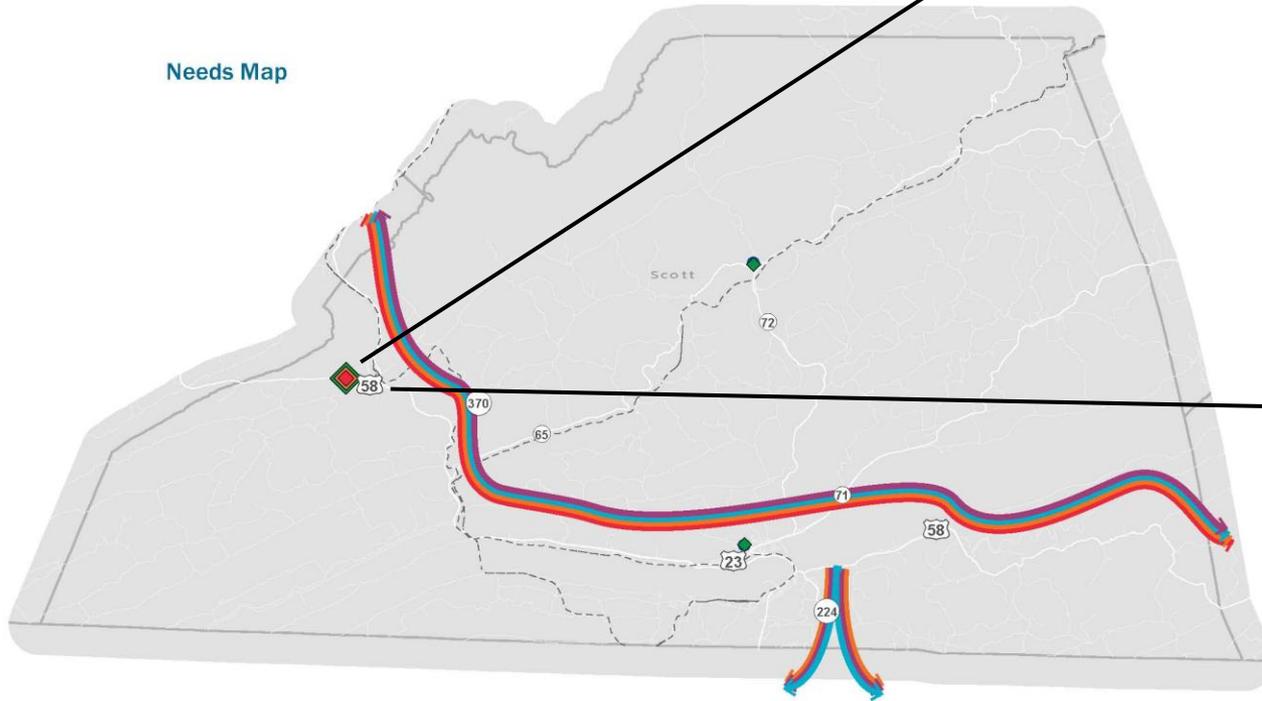
A. US 58/23 Corridor Reliability	<p>The US 58 and 23 serve as major thru-corridors in the region. These corridors handle significant freight and commuter traffic, serving multiple activity centers. There are currently limited alternative choices to driving single occupancy vehicles on these corridors. Redundancy in choice and network connections are needed.</p>
B. Network Connectivity and Mode Choice to Kingsport	<p>The most significant commuter movement in the region is across the state line, including both in-flow and out-flow from Scott County. With high volumes, access management issues, and various bottlenecks, passenger reliability is key to the economic vitality of the region.</p>
C. Duffield Freight Connectivity	<p>The Duffield activity center has the highest concentration of freight related industries and employment. Freight access is key to the economic vitality of this activity center.</p>
D. Walkable/Bikeable Places	<p>The Kingsport region is largely autocentric and is generally underserved by alternative modes of transportation. A lack of active transportation infrastructure creates safety concerns and reinforces reliance on vehicular travel.</p>



Example Regional Network Needs

Kingsport Region Needs Summary

Needs Map



Activity Centers
Railroads

TYPES OF NEEDS

	REGION WIDE OR SITE SPECIFIC	CORRIDOR-BASED	ACTIVITY CENTER-BASED
CORRIDOR RELIABILITY			
NETWORK CONNECTIVITY			
TRANSPORTATION DEMAND MANAGEMENT			
MODAL CHOICE			
WALKABLE/BIKEABLE PLACES			

Note that 2 or more Types of Needs are shown with multiple colors

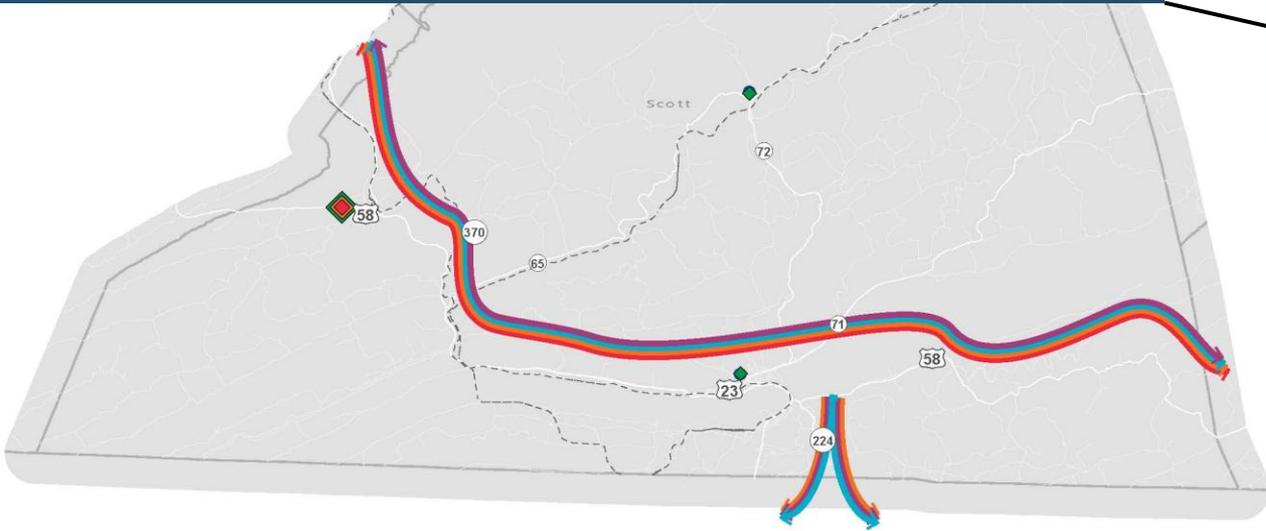
NEEDS INDICATED BY LETTERS DESCRIBED IN NEEDS TABLE

Example Regional Network Needs

Kingsport Region Needs Summary

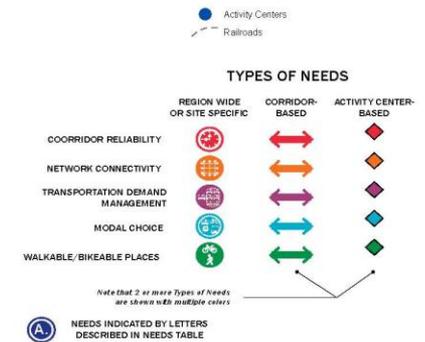
C. Duffield Freight Connectivity

The Duffield activity center has the highest concentration of freight related industries and employment. Freight access is key to the economic vitality of this activity center.



Needs Table

A. US 58/23 Corridor Reliability	The US 58 and 23 serve as major thru-corridors in the region. These corridors handle significant freight and commuter traffic, serving multiple activity centers. There are currently limited alternative choices to driving single occupancy vehicles on these corridors. Redundancy in choice and network connections are needed.
B. Network Connectivity and Mode Choice to Kingsport	The most significant commuter movement in the region is across the state line, including both in-flow and out-flow from Scott County. With high volumes, access management issues, and various bottlenecks, passenger reliability is key to the economic vitality of the region.
C. Duffield Freight Connectivity	The Duffield activity center has the highest concentration of freight related industries and employment. Freight access is key to the economic vitality of this activity center.
D. Walkable/Bikeable Places	The Kingsport region is largely autocentric and is generally underserved by alternative modes of transportation. A lack of active transportation infrastructure creates safety concerns and reinforces reliance on vehicular travel.



Example HB2 Screening

- Direct Correlation

- This project will address Kingsport Regional Network Need 'C' by providing an interchange reconfiguration at US 58 and 23 that provides connectivity to the Duffield Activity Center, and will improve freight access to this activity center by improving roadway geometry to accommodate larger trucks and freight vehicles.

Identify Region

Identify Need

Identify Location

Identify Link to
Economic Activity



- Indirect Correlation
 - VTrans has a goal to improve freight access in Virginia.

Although technically true, this statement does not identify a specific need, does not indicate how this need will be met, or create a link to economic activity





Regional Network Questions?

September 17, 2015





CoSS Needs Assessments

September 17, 2015



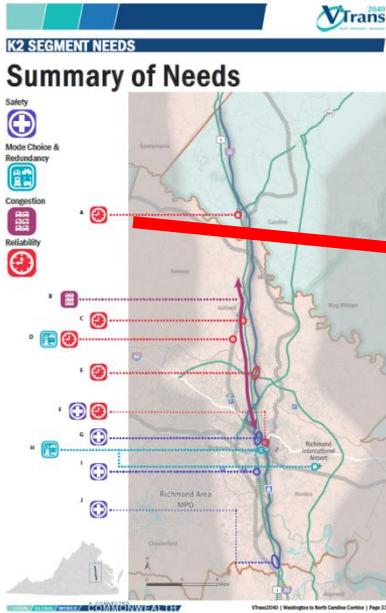
Categories of Needs

Transportation Need	General Description
Redundancy & Mode Choice  	<p>Inter-city routes with high levels of travel demand that do not have redundant routes</p> <p>Lacking mode choice options for inter-city travel</p>
Safety 	<p>Potential for safety improvements significant to inter-city travel</p>
Congestion 	<p>Recurring congestion significant to passenger inter-city travel</p> <p>Recurring congestion significant to freight inter-city travel</p>
Reliability 	<p>Reliability issues significant to peak period inter-city travel</p> <p>Reliability issues significant to all-day inter-city travel</p> <p>Reliability issues significant to weekend inter-city travel</p>
Bottleneck 	<p>Primarily rail related bottlenecks significant to freight/passenger inter-city travel</p>



Example CoSS Needs

- Each Segment Contains a Summary of Needs Map and Corresponding Table



Summary of Needs - K2 Segment		
A.		Poor weekend reliability on I-95 at the interchange with Route 207.
B.		Congestion on Route 1 from just north of Ashland south through downtown Richmond results in a significant amount of freight ton hours of delay.
C.		Poor reliability during Peak and all-day weekend on Route 1 through Ashland. Capacity and Safety projects are planned for this area.
D.		Shared tracks lead to unreliable Amtrak service between Richmond and Washington DC. Average departure delays from stations in these segment range from 20 to 27 minutes.
E.		Severe weekend reliability issues on I-95 north of the I-295 interchange.
F.		A segment of I-95 in downtown Richmond also experienced a large number of crash incidents (28) between Route 1 and the James River. Safety improvement projects are planned for this area. Peak period Reliability is poor on I-95 south of I-295 through the downtown Richmond corridor with the most severe reliability occurring at the interchange with I-64. Weekend and all-day weekday Reliability is poor on I-95 at the I-64 interchange.
G.		The largest concentration of severe incidents crashes along the K2 segment occurred in the Richmond area. A span of approximately 1.2 miles of Route 1 at I-95/I-64 near the Chamberlayne Industrial Center experienced 68 crashes.
H.		Public transportation does not offer access to Richmond Airport or Amtrak.
I.		Segment along of Route 1 in the Richmond area, located south of the James River, had 45 collisions at and near the intersection with Route 360. Capacity improvement projects are planned for this area.
J.		62 severe crashes occurred across a 1.9 mile interval in the southernmost portion of K2, along Route 1 near Route 10 in Chester.



Example HB2 Screening

- Direct Correlation

- This project will address Corridor K Segment 2 Need 'A', related to reliability by reconfiguring the interchange at I-95 and Route 207.

Improved roadway geometry will help reduce reliability issues between Richmond and North Virginia on I-95 and the Route 207 which is a redundant/parallel facility for I-95.

Identify Region

Identify Need

Identify Location of Project
(and provide justification if not
is same location as the need)

Identify link to how this
helps connect major
activity centers



- Indirect Correlation
 - Improved reliability on Route 207.

The specific need related to Route 207 is the interchange at I-95. The location of this project and how it relates to the interchange and how this improves inter-city connection is missing from this example.





Corridors of Statewide Significance Questions?

September 17, 2015





General Question and Answer Session

Please raise hand and/or type question in chat
box

September 17, 2015

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