RM3P

Travel Decisions Powered by Data

RM3P Fredericksburg Stakeholder Summit I

The ABC's of RM3P

MAY 13, 2021

Regional Multi-Modal Mobility Program

VDOT

Northern Virginia Transportation Authority

DRPT

Fredericksburg Stakeholder Summit I

Thank you for attending! This event will begin in:

We will be with you shortly!

For best meeting experience:

- Use headphones
- Mute yourself when not speaking
- Put your cell phone on silent
- Turn off your video

RM3P

Welcome Message

Cathy McGhee

RM3P Program Principal & Executive Committee Chair
VDOT Director of Research and Innovation

Welcome

- Thank you for attending!
- This event is intended to gather inputs – we want to hear from you – our stakeholders.

Ian Ollis,
RM3P Executive Committee Member
& GWRC Director of Transportation

Polling

- We will use Poll Everywhere.
- See next slide for polling instructions.

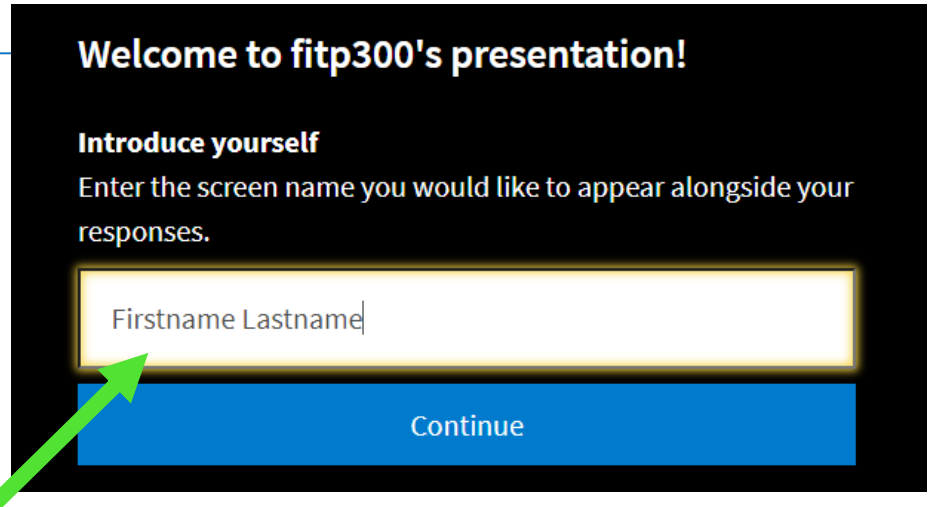
Stacey Feindt,
RM3P Communications Working Group &
FAMPO Public Involvement/Title VI Coordinator

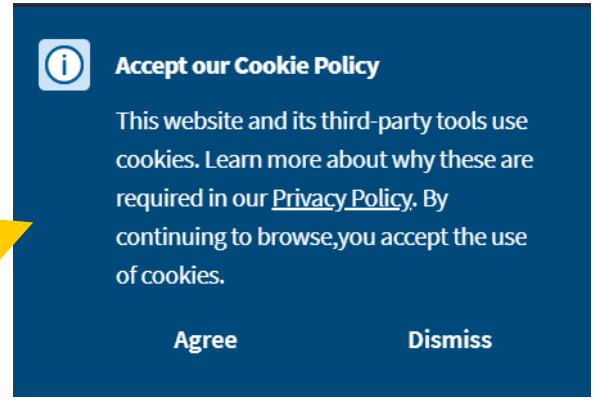
- You can provide your inputs by:
  - Responding to the polling questions.
  - Participating in the discussions.
  - Submitting comments during discussions via the chat box.
  - Sending your feedback after the event to the team via email.

Leigh Anderson,
RM3P PM Group Member &
GWRideConnect Assistant Director

Connecting to Poll Everywhere

- We will conduct polls using *Poll Everywhere* software.
- To connect, please navigate to PollEv.com/fitp694 in a web browser window on your computer or cell phone.
- Please enter your full name when prompted to enter your "screen name" – this way, we can get back to you after today's meetings regarding questions or comments you raise in response to the poll questions.
- Please accept to the use of cookies on this website. You can choose to accept or not accept the notifications.

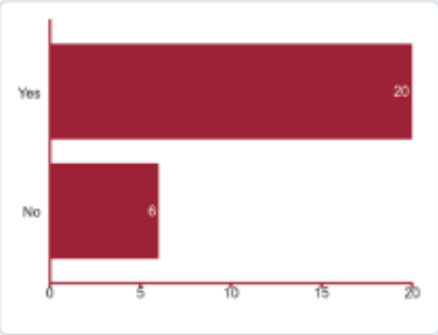




Polling Question 1a:

Have you visited the RM3P website?

(Select one)



Response options	Count	Percentage
Yes	**20**	**77%**
No	6	23%

Engagement

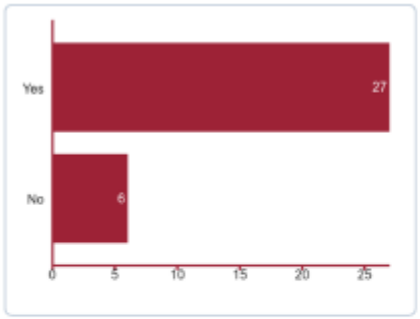
26

Responses

Polling Question 1b:

Have you ever been late to an appointment because you couldn't find parking?

(Select one)



Response options	Count	Percentage
Yes	**27**	**82%**
No	6	18%

72%

Engagement

33

Responses

RM3P Overview

Virginia Regional Multi-Modal Mobility Program (RM3P)

Travel Decisions Powered by Data

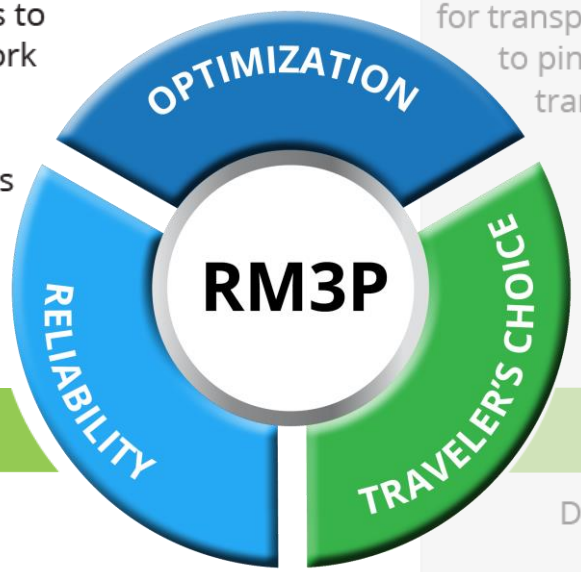
Candice Gibson,
RM3P Deputy Program Manager

Data-Exchange Platform

The Data-Exchange Platform (DEP) will be a reliable, continuously updated, cloud-based data storage and exchange system. It will be used by regional partners and third-party providers to capture, process, and exchange information on real-time and historic multi-modal travel conditions. This platform will feed necessary data to other RM3P program elements and disseminate value-added and full-grown data produced by these elements.

AI-Based Decision Support System

The AI-Based Decision Support System (AI-DSS) will help predict the impact of disruptions to the transportation network and provide coordinated response options to agencies. The automated tool for operators will use travel data to monitor emerging conditions and recommend plans for coordinated, multi-agency responses to congestion, incidents, and events.



Multi-Modal Analytical Planner

The Multi-Modal Analytical Planner (MMAP) will be a collaboration tool for transportation service providers to pinpoint unmet needs in the transportation network. This highly interactive tool will enable mobility providers to study the impacts of "what-if" scenarios and better plan for travel demand by identifying underserved areas, especially during disruptive events.

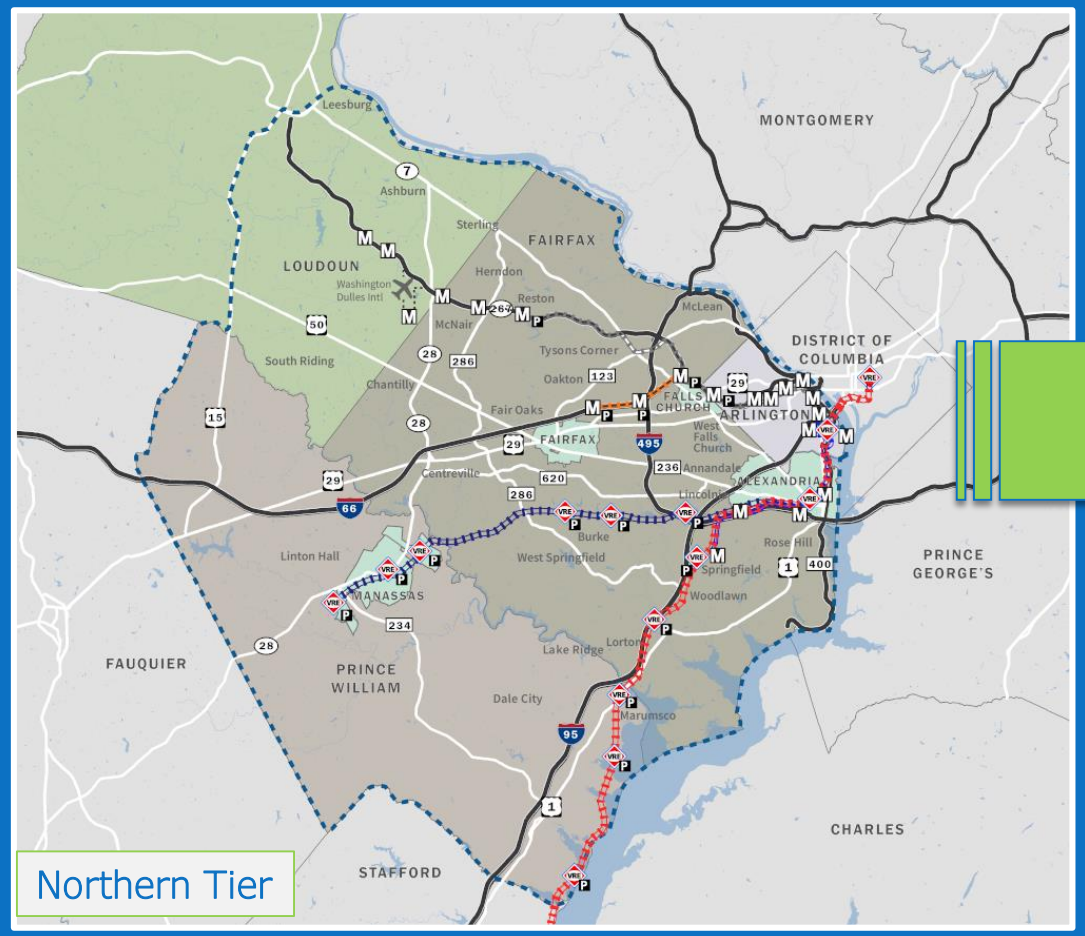
Commuter Parking Information System

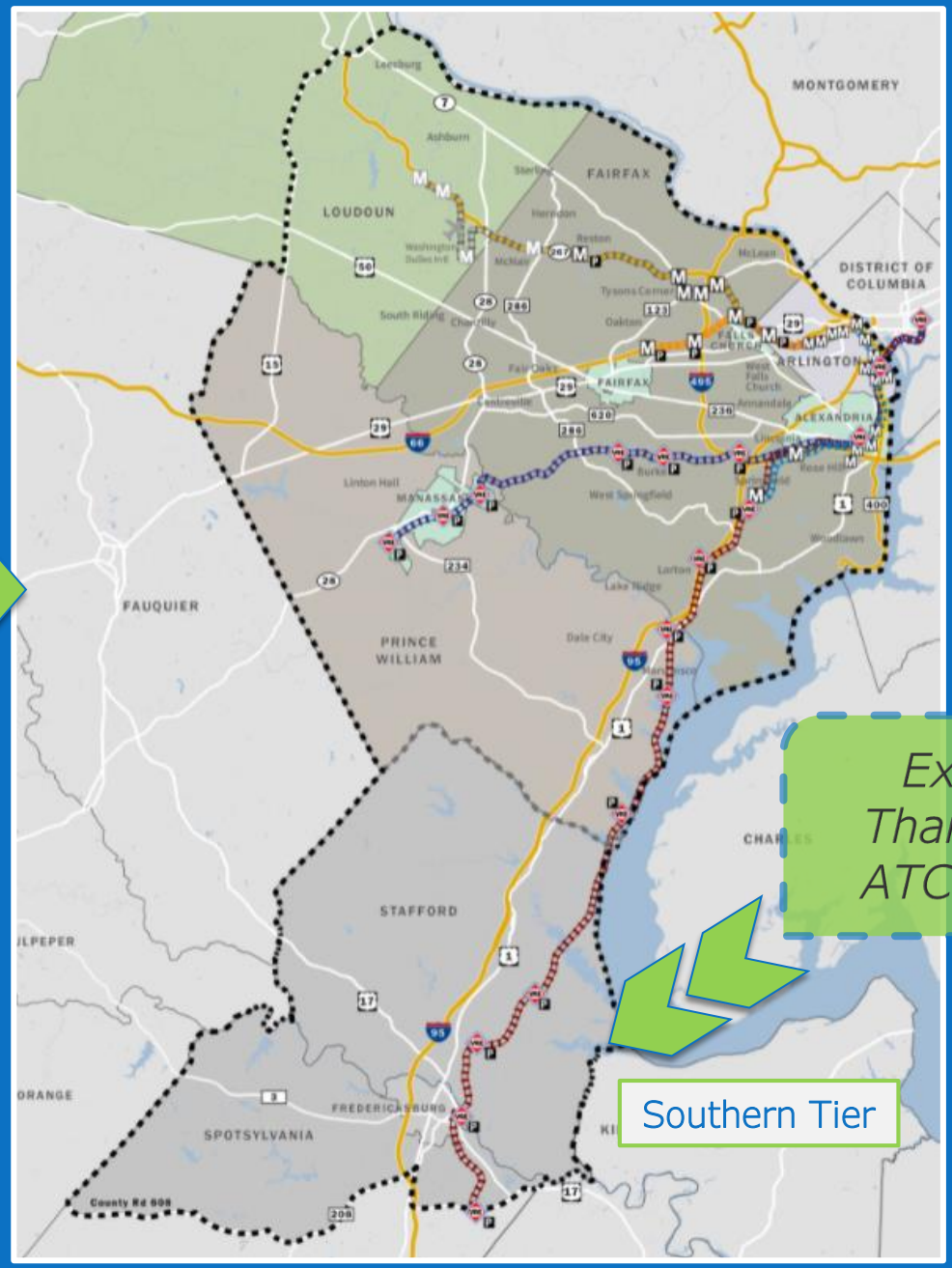
The Commuter Parking Information System (CPIS) will entail a real-time, app-based parking availability information system that provides reliable information about parking space availability at lots serving bus, vanpool, and carpool commuters.

Dynamic Incentivization

Dynamic Incentivization (DI) will be a data-driven system offering the public incentives to modify their travel choices and behaviors in response to real-time travel conditions. The incentives will be offered by regional agencies and third-party providers.

RM3P Regional Boundaries





Expansion. Thanks to the ATCMTD grant

The RM3P Team

- Executive Committee
  - Program Principal
    - PM Support Group
    - Program Managers
      - Evaluation Team
      - Stakeholder Advisory Group (SAG)
        - Focus Groups
      - Industry Stakeholders
      - Technical Working Group (TWG)
        - Program Element Guidance Teams (PEGT)
          - Data-Exchange Platform → Delivery Team
          - AI-Based DSS → Delivery Team
          - Commuter Parking → Delivery Team
          - Multi-Modal Analytical Planner → Delivery Team
          - Dynamic Incentivization → Delivery Team
      - Communications Working Group (CWG)
      - Ad-Hoc Committees
        - Contracts & Agreements Working Group
        - Simulation Panel
        - MOU Negotiation Team
        - Stakeholder Event Planning

Strategic Guidance for RM3P

Cathy McGhee
Director of Research and Innovation, VDOT

Monica Backmon
Executive Director, NVTA

Jennifer DeBruhl
Chief of Public Transportation, DRPT

Bob Osmond
Chief of Tech & Business Strategy, VDOT

Kevin Gregg
Chief of Maintenance & Operations, VDOT

Hari Sripathi
Director of Innovation, VDOT

Bill Cuttler
Construction Manager, VDOT

Marcie Parker
Fredericksburg District Engineer, VDOT

Ian Ollis
Director of Transportation, GWRC

Iris Vaughan
ITS/Operations/LPA Engineer, FHWA

AI-Based Decision Support System (AI-DSS): Team Composition

Project Procurement Panel

Kevin Gregg,
Executive Representative, VDOT

Candice Gibson,
Project Manager, VDOT

Cathy McGhee, Secretary's Office

Amy McElwain, VDOT

Mena Lockwood, VDOT

Ken Earnest, VDOT

Joshua Nicholas, Arlington County

Xavier Harmony, DRPT

Timothy Bean, VDOT

Technical Advisors:

Taran Hutchinson, MATOC

Paul Szatkowski, VDOT

Program Element Guidance Team

Ken Earnest, VDOT

Taran Hutchinson, MATOC

William Truong, MATOC

James Hamre, WMATA

Gregory Edwards, WMATA

Neil C. Johnson, VSP Division 7

Joshua Nicholas, Arlington County

Norvel Cooksey, VDOT

Sanhita Lahiri, VDOT

Joseph Warner, VDOT

Gregory Finch, VSP Division 2

Candice Gibson
Liaison, VDOT

Mena Lockwood,
Liaison, VDOT

Kevin Miller,
Lead, Kapsch

Commuter Parking Information System (CPIS): Team Composition

Project Procurement Panel

Ian Ollis,
Executive Representative, GWRC

Amy McElwain,
Project Manager, VDOT

Cathy McGhee, Secretary's Office

Stephen Crim, Arlington County

Scott Cowherd, VDOT

Heidi Mitter, VDOT

Shane Sawyer, VDOT

Linda LaSut, VDOT

Technical Advisors:

Fatemeh Allahdoust, VDOT

Program Element Guidance Team

Scott Cowherd, VDOT

Christine Hoeffner, VRE

Belinda Barrett, WMATA

Scott Gross, Loudoun

Shane Sawyer, VDOT

Linda LaSut, VDOT

Heidi Mitter, VDOT

Phil Rogers, WMATA

Amy McElwain,
Liaison, VDOT

Stephen Crim,
Liaison, Arlington

Imran Inamdar,
Lead, Kapsch

VIEW ANIMATION VIDEO

AI-Based Decision Support System (DSS)

Regional Multi-Modal Mobility Program

RM3P

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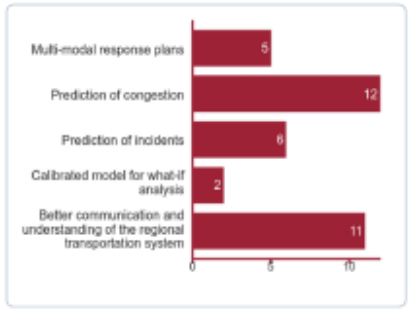
Polling Question 2:

What do you think is the most important Decision Support System element for your agency?

(Select one)



Response options	Count	Percentage
Multi-modal response plans	5	14%
Prediction of congestion	**12**	**33%**
Prediction of incidents	6	17%
Calibrated model for what-if analysis	2	6%
Better communication and understanding of the regional transportation system	11	31%

78%
Engagement

36
Responses

VIEW ANIMATION VIDEO

Commuter Parking Information System

Regional Multi-Modal Mobility Program

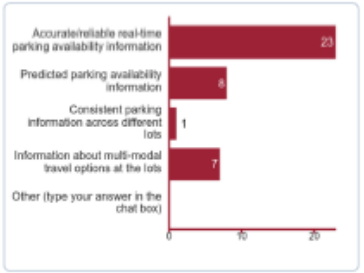
RM3P

Travel Decisions Powered by Data

Polling Question 3:

What do you think is the most important type of parking information for commuters?

(Select one)

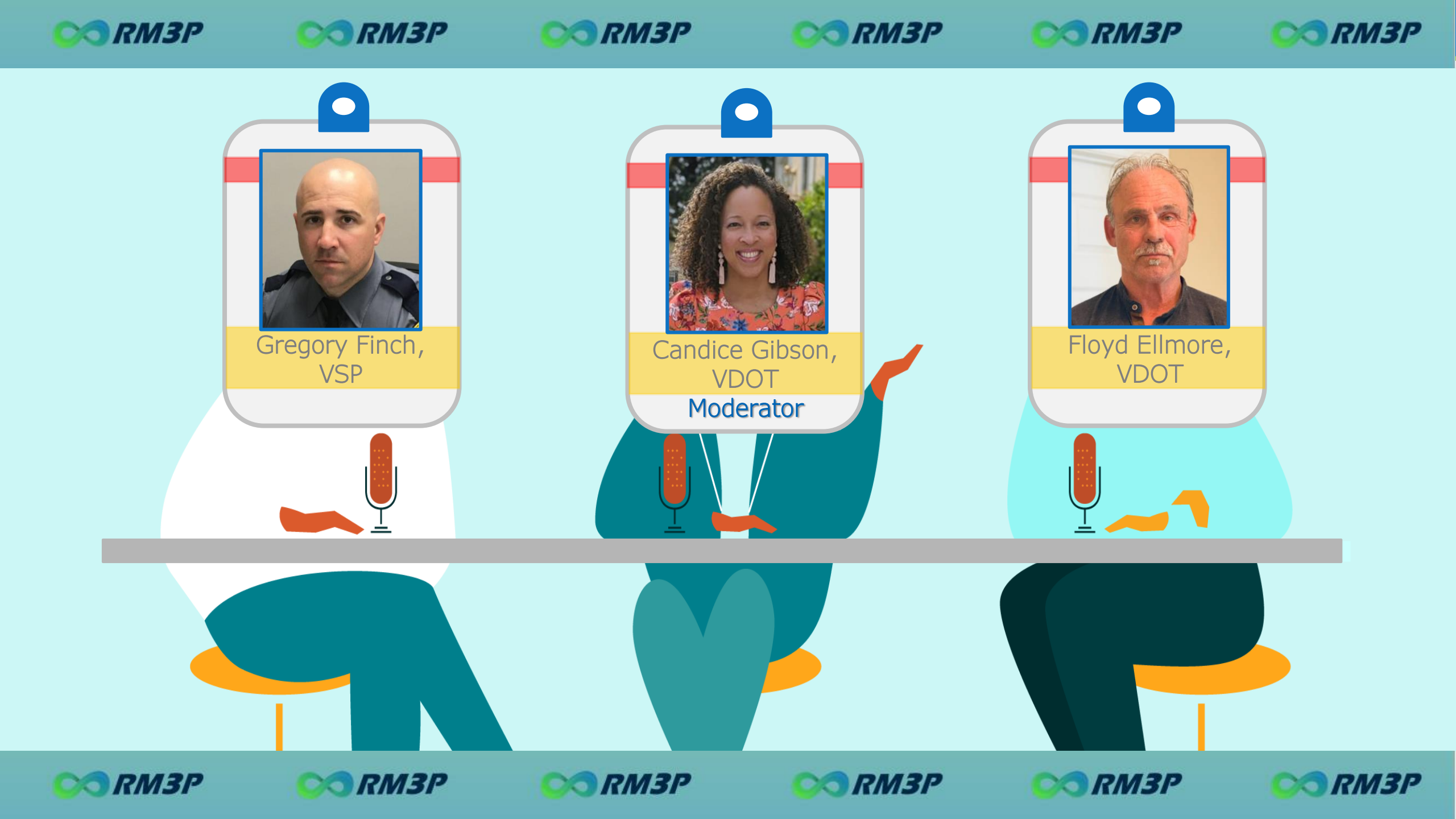


Response options	Count	Percentage
Accurate/reliable real-time parking availability information	**23**	**59%**
Predicted parking availability information	8	21%
Consistent parking information across different lots	1	3%
Information about multi-modal travel options at the lots	7	18%
Other (type your answer in the chat box)	0	0%

85%
Engagement

39
Responses

AI-DSS Panel Discussion


RM3P
Gregory Finch,
VSP
Candice Gibson,
VDOT
Moderator
Floyd Ellmore,
VDOT

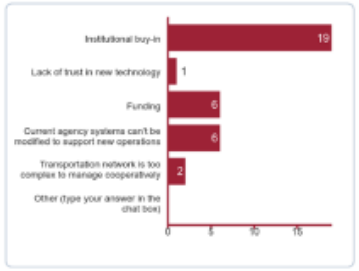
AI–DSS

Q&A SESSION

Polling Question 4a:

What is the biggest challenge to the successful implementation of DSS?

(Select one)



Response options	Count	Percentage
Institutional buy-in	**19**	**56%**
Lack of trust in new technology	1	3%
Funding	6	18%
Current agency systems can't be modified to support new operations	6	18%
Transportation network is too complex to manage cooperatively	2	6%
Other (type your answer in the chat box)	0	0%

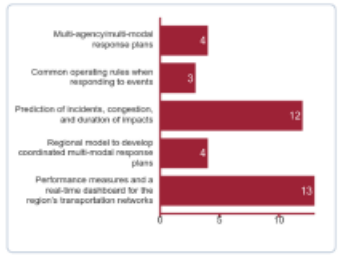
74%
Engagement

34
Responses

Polling Question 4b:

Which of the following DSS benefits are you most looking forward to?

(Select one)



Response options	Count	Percentage
Multi-agency/multi-modal response plans	4	11%
Common operating rules when responding to events	3	8%
Prediction of incidents, congestion, and duration of impacts	12	33%
Regional model to develop coordinated multi-modal response plans	4	11%
Performance measures and a real-time dashboard for the region's transportation networks	**13**	**36%**

78%
Engagement

36
Responses

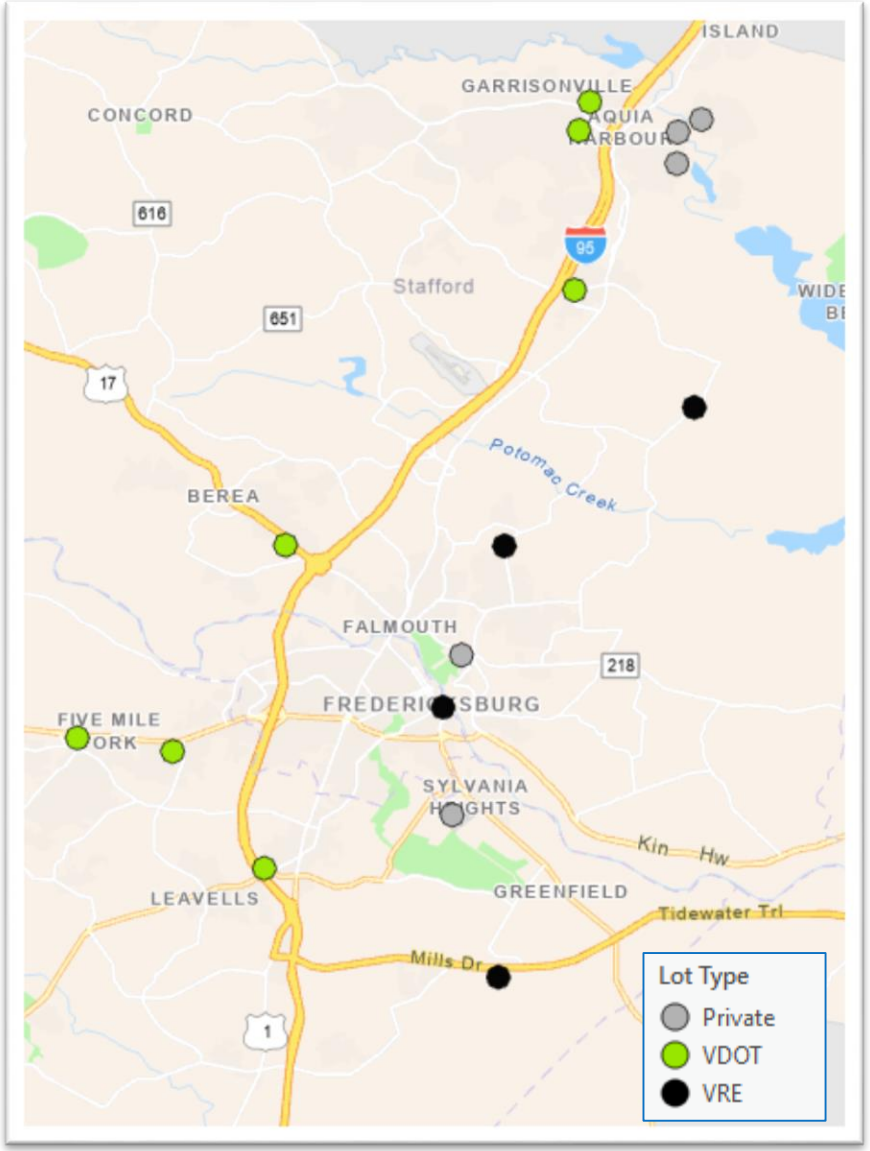
CPIS Panel Discussion

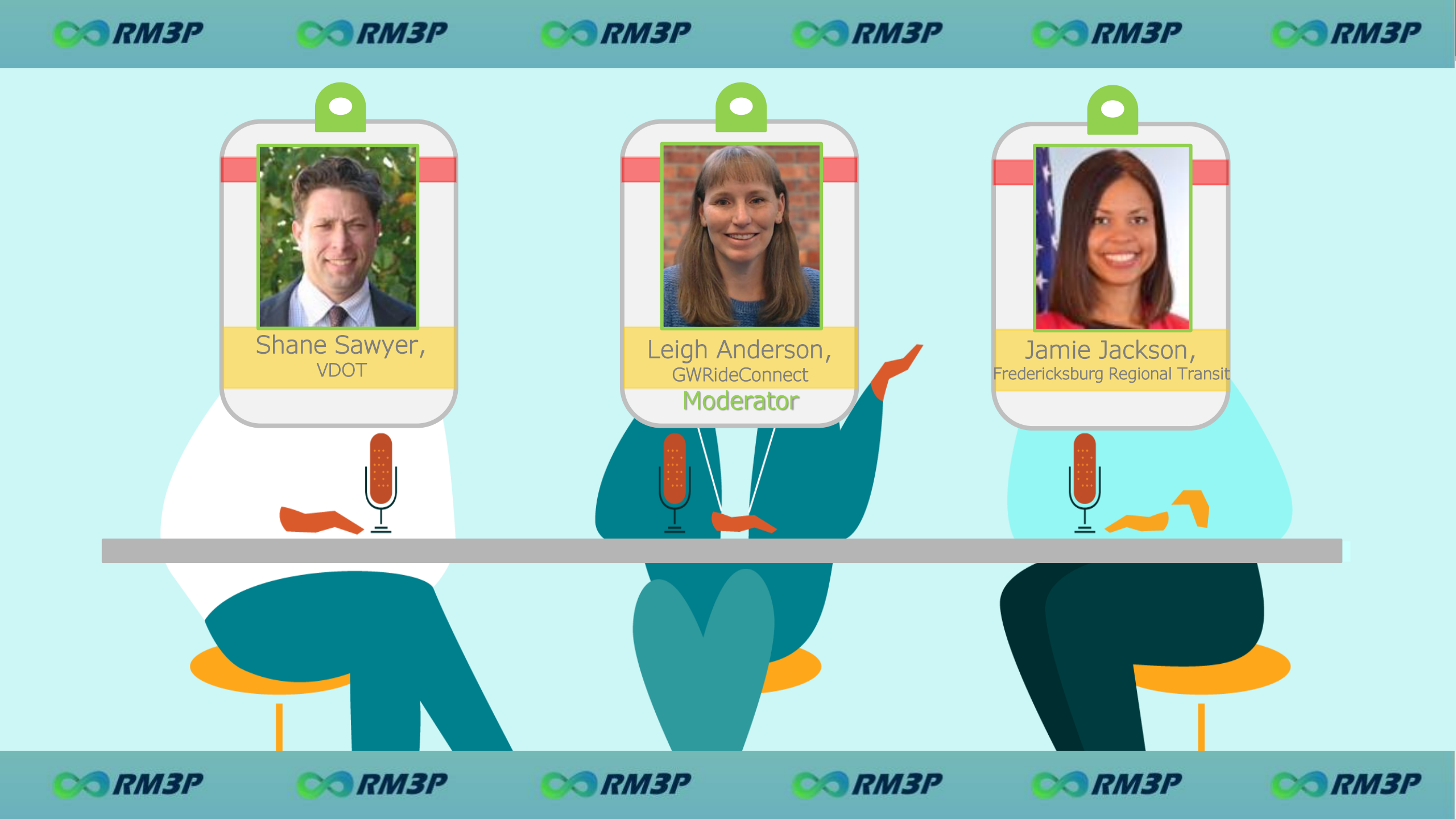
Fredericksburg I-95 Corridor Park-and-Ride Lots

Statistical Summary	
Total Park-and-Rides	11
VRE Stations (including 8 sub-lots for the Fredericksburg Station)	4
VDOT Lots*	7
Total Parking Spaces	~7.3K

Privately-owned parking lots are not part of the project scope.

* The Fredericksburg parking project focuses on the 7 VDOT lots.




RM3P
Shane Sawyer,
VDOT
Leigh Anderson,
GWRideConnect
Moderator
Jamie Jackson,
Fredericksburg Regional Transit

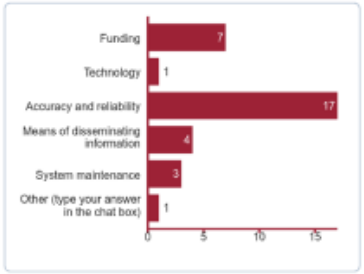
CPIS

Q&A SESSION

Polling Question 5a:

Based on your experience, what is the most difficult challenge (institutional and/or technical) to collecting and disseminating real-time parking information?

(Select one)



Response options	Count	Percentage
Funding	7	21%
Technology	1	3%
Accuracy and reliability	**17**	**52%**
Means of disseminating information	4	12%
System maintenance	3	9%
Other (type your answer in the chat box)	1	3%

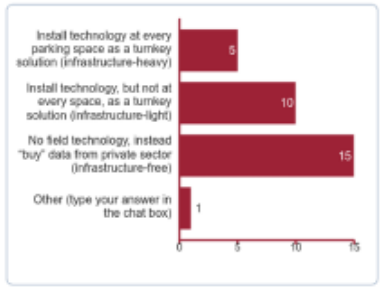
72%
Engagement

33
Responses

Polling Question 5b:

What do you think is the preferred solution to collecting real-time parking information?

(Select one)



Response options	Count	Percentage
Install technology at every parking space as a turnkey solution (infrastructure-heavy)	5	16%
Install technology, but not at every space, as a turnkey solution (infrastructure-light)	10	32%
No field technology, instead "buy" data from private sector (infrastructure-free)	**15**	**48%**
Other (type your answer in the chat box)	1	3%

67%

Engagement

31

Responses

Regional Cooperation & Coordination

Key to Successful Implementation of AI-DSS and CPIS

Candice Gibson
RM3P Deputy Program Manager

Concluding Remarks

Cathy McGhee

RM3P Program Principal & Executive Committee Chair
VDOT Director of Research and Innovation

RM3P

Travel Decisions Powered by Data

Thank You for Your Participation

Please provide any additional comments by sending us an email at:
rm3p@vdot.virginia.gov

See You Again at Summit II – Collaboration is Key

May 26 at 1PM

VDOT

Northern Virginia Transportation Authority

DRPT

RM3P

Travel Decisions Powered by Data

RM3P Fredericksburg Stakeholder Summit II

Collaboration is Key

MAY 26, 2021

Regional Multi-Modal Mobility Program

VDOT

Northern Virginia Transportation Authority

DRPT

Fredericksburg Stakeholder Summit II

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RM3P

Welcome Message

Marcie Parker

RM3P Executive Committee Member &
VDOT Fredericksburg District Engineer

Welcome

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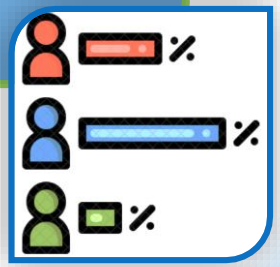
Leigh Anderson,
RM3P PM Group Member &
GWRideConnect Assistant Director

Finn Vigeland,
Consultant Team Support

Polling

- We will use Poll Everywhere.
- See next slide for polling instructions.



Connecting to Poll Everywhere

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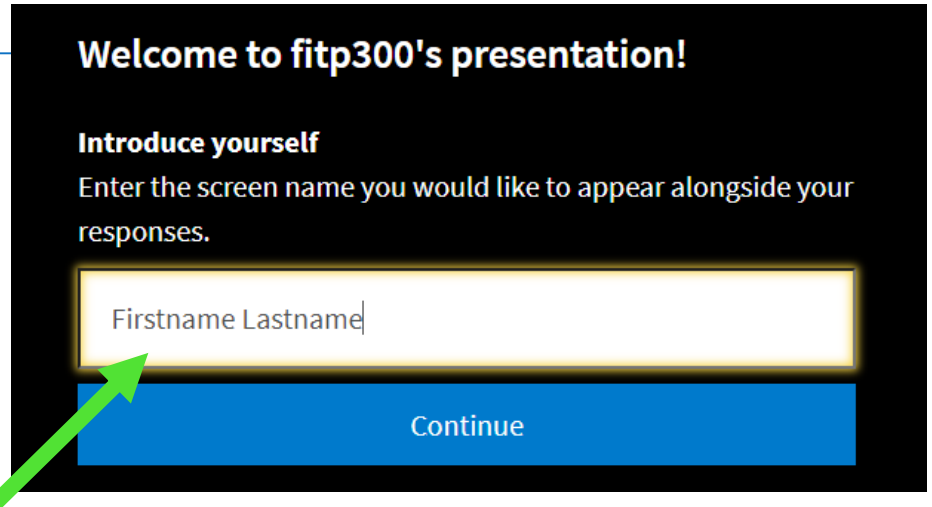
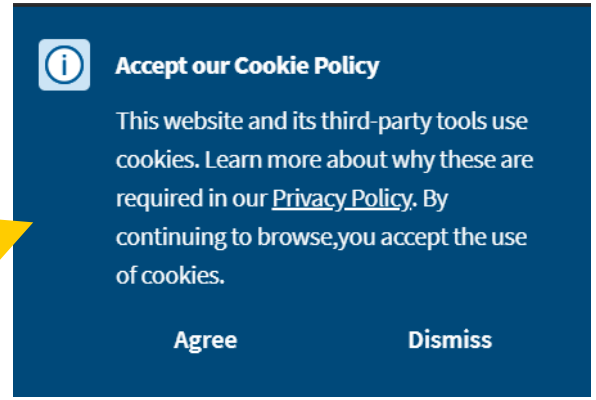
- Please enter your full name when prompted to enter your "screen name" – this way, we can get back to you after today's meetings regarding questions or comments you raise in response to the poll questions.
- Please accept the use of cookies on this website. You can choose to accept or not accept the notifications.

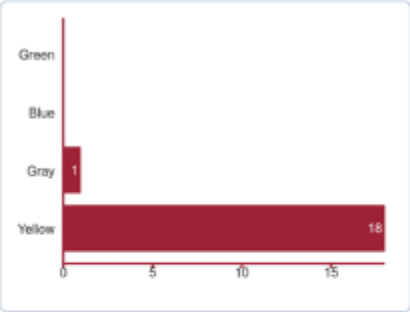




Polling Question 1:

Which of the following is not an RM3P color?

(Select one)



Response options	Count	Percentage
Green	0	0%
Blue	0	0%
Gray	1	5%
Yellow	**18**	**95%**

79%
Engagement

19
Responses

Summit I:
Overview & Findings

RM3P

AI-Based Decision Support System (AI-DSS)

Summit I Stakeholder Feedback

Most important Decision Support System component

- Congestion prediction 33%
- Better communication and understanding of regional transportation system 31%
- Incident prediction 17%
- Multi-modal response plans 14%
- Calibrated model for what-if analysis 5%

Biggest challenge to successful implementation of DSS

- Institutional buy-in 56%
- Funding 18%
- Current agency systems cannot be modified to support new operations 18%
- Transportation network too complex 6%
- Lack of trust in new technology 2%

DSS benefits stakeholder are most looking forward to

- Performance measures and real-time dashboard for regional transportation networks 36%
- Prediction of incidents, congestion, and impact durations 33%
- Multi-agency/multi-modal response plans 11%
- Regional model to develop coordinated multi-modal response plans 11%
- Common operating rules when responding to events 8%

Panelists

Candice Gibson, VDOT

Floyd Ellmore, VDOT

Gregory Finch, VSP

Commuter Parking Information System (CPIS)

Panelists

Leigh Anderson, GWRC

Shane Sawyer, VDOT

Jamie Jackson, FRED

Summit I Stakeholder Feedback

Most important Commuter Parking Information type

- Accurate/reliable real-time parking availability — 59%
- Predicted parking availability information — 21%
- Information about multi-modal travel options at the lots — 18%
- Consistent parking info across different lots — 2%

Challenges to collecting/disseminating Real-Time Parking Information

- Accuracy & reliability — 52%
- Funding — 21%
- Means of information dissemination — 12%
- Maintenance — 9%
- Technology — 3%

Preferred solution to collecting Real-Time Parking Information

- No field technology – buy data from private sector (infrastructure-free) — 48%
- Install technology, but not every space (infrastructure-light) — 32%
- Install technology at every parking space as a turnkey solution — 16%

Commuter Parking Information System (CPIS)

RM3P

CPIS Overview

Goals

- Reduce single-occupancy vehicle (SOV) trips.
- Facilitate multi-modal trips.

Strategy

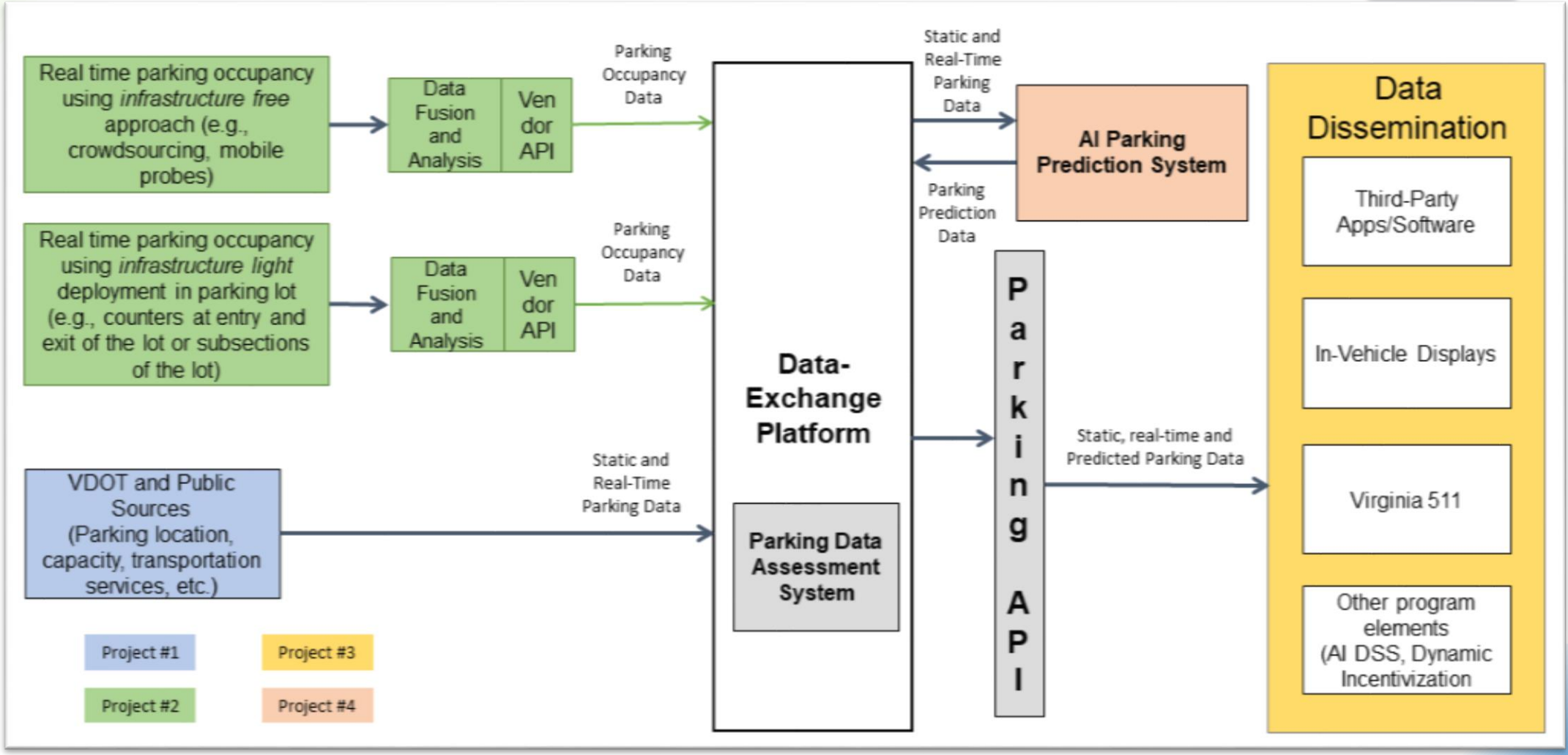
- Help travelers **plan trips** with transfer from personal vehicle to transit or shared-use vehicles.
- Help travelers choose among **multiple options** to park and transfer.
- Information and **confidence in parking availability** will encourage drivers to leave cars for part of trips.

Approach

- Gather **static** parking information, **real-time** availability data, and **historical** parking availability data from parking lots at transfer points across the region.
- **Predict** parking availability.
- **Distribute** parking data from **all sources** using common access point and format.
- **Share** parking data with **trip information providers** and **trip planning tools**.

CPIS Architecture

- Data Collection
- Data Validation
- Data Distribution
- Prediction



Smart Parking Insight (CPIS Project #2)

Collection Options

- Infrastructure-light – Entry/exit counting, wide-area video recognition.
- Infrastructure-free – Crowdsourcing, active, passive, or 3rd party.

Data-as-a-Service (DaaS)

- Turnkey service – Vendor responsible for all installation, maintenance, operations, etc.
- Data license is broad, but not exclusive – Vendor may commercialize data.
- Lot status is required, additional data (counts) if available.

Data Validation

- Independent data validation.
- Primary measure is timeliness of lot status changes .
- Vendor payment depends on quality.

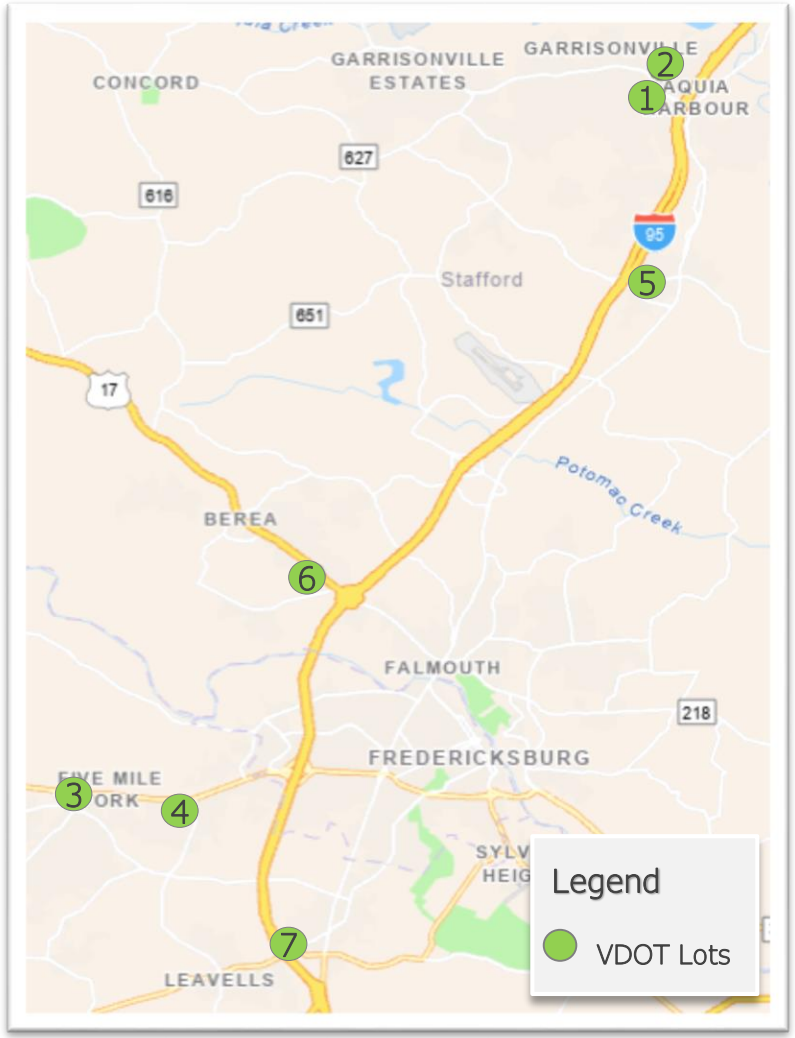
Multiple Awards
Up To 3 – Mix-and-Match

- Reduce risk.
- Take advantage of solutions suited to specific circumstances.
- Extend contract to additional lots and localities.

Fredericksburg I-95 Corridor Park-and-Ride Lots

Priority	Lot Name	Owner	Jurisdiction	Total Spaces	Occupancy	Transit Service	Designated Slugging/ Carpool/ Kiss & Ride
1	South Commuter Lot (Mine Rd)	VDOT	Stafford	750	100%	Yes	Yes
2	Staffordboro Blvd	VDOT	Stafford	1863	57%	Yes	Yes
3	Route 3 West/ Gordon Rd	VDOT	Spotsylvania	1061	36%	No	Yes
4	Old Salem Church	VDOT	Spotsylvania	667	59%	Yes	No
5	Courthouse Road/Rt. 630	VDOT	Stafford	1100	N/A	No	No
6	Falmouth/Rt. 17	VDOT	Stafford	1034	43%	No	No
7	Houser Drive	VDOT	Spotsylvania	821	46%	No	No

Based on VDOT's 2018/2020 Lot Inventory.



The Fredericksburg parking project focuses on the 7 VDOT lots (~7.3K parking spaces).

CPIS Facilitated Discussions

CPIS Facilitated Discussion I

Fredericksburg Implementation

Are there existing tools, apps, and information sources that commuters in Fredericksburg use for parking info?

- Social media: FB groups (public & private), Twitter, NextDoor
- 511 app has I-95 corridor typical occupancy
- Additional: the slugging community
- Data validation via crowd-sourcing?

Would you potentially take advantage of the planned Cooperative Agreement clause, allowing extension of the contract provision to other local lots? If so, how would you see that happening?

- Anything would be an improvement on the current situation
- VDOT's adding a new lot on US-1 south of Massaponax in Spotsylvania County

If a viable infrastructure-free solution is available, should we reconsider expanding the effort to encompass private lots?

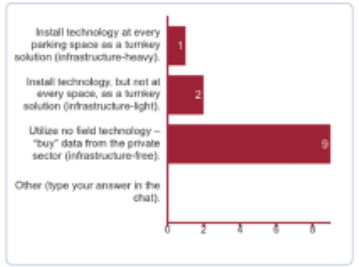
- Might consider this an opportunity to market themselves to commuters
- Raising awareness for commuters
- Infrastructure-light might be a possibility if PPP seems feasible/attractive to private owners

Are there cases in Fredericksburg where commuters legitimately have multiple transit choices? (This may be relevant to marketing strategy for parking data-dissemination.)

- Not many areas where commuters have a choice, particularly post-COVID

Polling Question 2:

Now that we have discussed CPIS in more detail, what do you perceive to be the preferred solution to collecting real-time parking availability data? *(Select one)*



Response options	Count	Percentage
Install technology at every parking space as a turnkey solution (infrastructure-heavy).	1	8%
Install technology, but not at every space, as a turnkey solution (infrastructure-light).	2	17%
Utilize no field technology – "buy" data from the private sector (infrastructure-free).	**9**	**75%**
Other (type your answer in the chat).	0	0%

50%
Engagement

12
Responses

CPIS Facilitated Discussion II

General Approach

What are your thoughts on resources or strategies to reduce the cost of data validation?

- Crowdsourcing via social media
- Incentivize user validation (vanpools, etc.)
- Comparing multiple sources across multiple vendors
- Compare with Streetlight data (FAMPO)
- Remote sensing tools (4x per year for all P&Rs)
- Fairfax pilot using AI to track vehicles entry/exit
- CCTV in smaller lots
- Drones
- Bluetooth beacons

For infrastructure-light solutions, what should our approach to equipment be at the end of contract?

- If permanently installed (poles, etc.), transfer to VDOT
- Stipulation that there cannot be infrastructure unless a plan is in place for what to do with it post-contract

Over how many days should we examine data to determine whether the vendor is providing quality data? How much variation do you currently see from day-to-day in the occupancy profile?

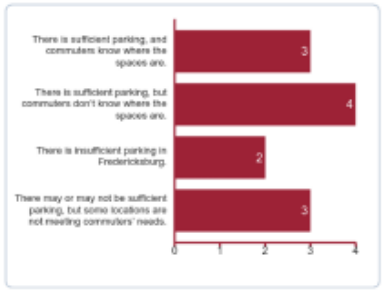
- Day-of-week differences, relatively typical patterns
- Time of day also a major consideration (specific window specified)

What can be done to motivate companies, agencies, and organizations to use this data and deliver it to their customers and constituents in creative and effective ways?

- Working groups and showcases to demonstrate benefits and motivate internally and externally
- Regional recognition programs facilitating partners using participation to get recognition or awards, etc.
- Get colleges & universities involved as customers

Polling Question 3:

How would you assess the state of parking availability, and commuter knowledge of it, in Fredericksburg?



Response options	Count	Percentage
There is sufficient parking, and commuters know where the spaces are.	3	25%
There is sufficient parking, but commuters don't know where the spaces are.	**4**	**33%**
There is insufficient parking in Fredericksburg.	2	17%
There may or may not be sufficient parking, but some locations are not meeting commuters' needs.	3	25%

50%
Engagement

12
Responses

AI-Based Decision Support System (AI-DSS)

RM3P

AI-DSS Overview

Description

- Uses the content of the RM3P Data-Exchange Platform (DEP), and other data sources, as input for operational decision-making.
- Sends and stores decisions made in DEP.
- Facilitates multi-agency, multi-modal coordinated responses and the ability to begin predicting congestion/incidents & parking availability and their associated impacts.

Expected Outcomes

- Furnish guidance to agencies on response options to address adverse conditions.
- Improve regional coordination among agencies, resulting in a more streamlined and efficient responses to conditions.
- Support the full range of traffic and transit management agencies and services across the region.

Target Audience

- Regional operators for interstates, arterials, toll roads, express lanes, and parkways; transit operators; MATOC (regional operation facilitator); incident management teams (police, fire and rescue, hazmat cleanup, etc.); emergency patrols, and parking guidance systems.

AI-DSS Approach

Baseline Scope

- Deploy a Predictive Analytics engine to predict when incidents and congestion are likely to occur, predict parking availability in AM peak.
- Create business rules and develop multi-agency/multi-modal response plans using existing standard operating procedures and response plans from regional agencies, and workshops with operators.
- Develop rules engine to assist operators with the selection and distribution of response plans for incidents/congestion conditions across the region.

Offeror will provide a Software-as-a-Service to implement the scope – technology choices will be determined by the Offeror's proposal and associated expertise

AI-DSS Facilitated Discussions

AI-DSS Facilitated Discussion I

RESPONSE PLANS

Existing plans that can be leveraged for multi-agency/multi-modal response plans?

- Time-of-day restrictions, etc.
- Interstate detour plans
- Congestion management process: https://www.fampo.gwregion.org/congestion-management-process/
- Signalized vs. unsignalized detour routes?
- I-95 incident signal timing plan for Route 1
- Upcoming work zone and lane closure lists
- Landing zones for helicopters

Specific locations/hotspots that would benefit from coordinated response plans?

- Exits 133 to 130, along a work zone and major interchanges
- Exit 126
- Exit 143 [Rt 610] (where express lanes come to an end). Current construction to extend to 133
- Rt17 (Exit 133)
- Rt 1 south of Massaponax in Spotsylvania County)

RULES

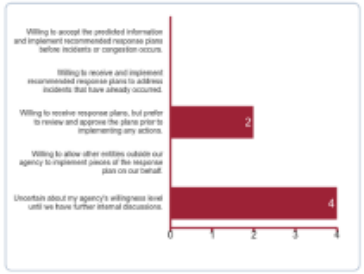
Existing operating procedures/rules for responding to events?

- First responder SOP
- TOC contacts on call signal timing engineer for diversions to Route 1 from I-95
- Stafford TOC maintains constant communications with surrounding jurisdictions to coordinate traffic flow
- First responders typically use the shoulder
- On call public affairs (VDOT): traffic and social media alerts for multi-lane closures
- FRED transit uses RouteShout 2.0 to post service changes for their service area

If your agency agrees to the rules – would you want to be notified for every event where a response plan is needed? Would you be open to the system providing some automation of response actions (i.e., change traffic signal plan, DMS message)?

- Balance between automation and user interface to minimize failure points

Polling Question 4:



Based on your preliminary understanding of the plans, how willing is your agency to be a part of a coordinated AI-DSS response team?

Response options	Count	Percentage
Willing to accept the predicted information and implement recommended response plans before incidents or congestion occurs.	0	0%
Willing to receive and implement recommended response plans to address incidents that have already occurred.	0	0%
Willing to receive response plans, but prefer to review and approve the plans prior to implementing any actions.	2	33%
Willing to allow other entities outside our agency to implement pieces of the response plan on our behalf.	0	0%
Uncertain about my agency's willingness level until we have further internal discussions.	**4**	**67%**

25%
Engagement

6
Responses

AI-DSS Facilitated Discussion II

PREDICTION

What is more important – knowing when incidents might occur or when congestion will begin?

Mainly for incidents, but incidents create congestion, so both are valuable

For first responders congestion may be more useful to plan how to get to scenes

Text alerts to folks in the area

Maybe the same strategy regardless

Should "predictions" be used as the basis for a response plan (i.e., to respond to a predicted event before it occurs)?

Las Vegas & Pittsburgh already using this approach

How far into the future is it helpful to know that incidents or congestion is predicted to occur (bearing in mind that the longer the period, the less accurate the prediction is likely to be)?

A couple hours to mobilize would be ideal but perhaps not possible

Some places are already predictable for peak congestion

15, 30, 45, 60 minutes. Getting to a high degree likely at 45/60 minutes would be supremely helpful

At least 15 minutes

How much time into the future (e.g., 30-60 mins) is appropriate for parking prediction?

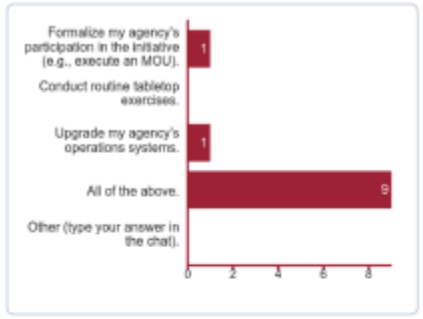
Anywhere between 15-30 minutes for commuters

20 minutes

Change when the express lanes are finished

Polling Question 5:

What action do you think will best contribute to the success of AI-DSS?



Response options	Count	Percentage
Formalize my agency's participation in the initiative (e.g., execute an MOU).	1	9%
Conduct routine tabletop exercises.	0	0%
Upgrade my agency's operations systems.	1	9%
All of the above.	**9**	**82%**
Other (type your answer in the chat).	0	0%

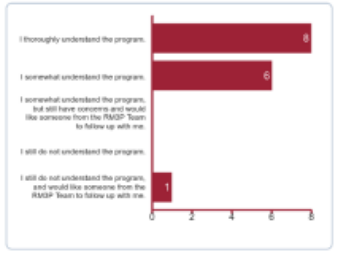
46%
Engagement

11
Responses

Q&A SESSION

Polling Question 6:

Now that we have completed both sessions of the Summit, how do you rank your understanding of RM3P?



Response options	Count	Percentage
I thoroughly understand the program.	**8**	**53%**
I somewhat understand the program.	6	40%
I somewhat understand the program, but still have concerns and would like someone from the RM3P Team to follow up with me.	0	0%
I still do not understand the program.	0	0%
I still do not understand the program, and would like someone from the RM3P Team to follow up with me.	1	7%

63%
Engagement

15
Responses

RM3P

Travel Decisions Powered by Data

Thank You for Your Participation

Please provide any additional comments by sending us an email at:
rm3p@vdot.virginia.gov

VDOT

Northern Virginia Transportation Authority

DRPT