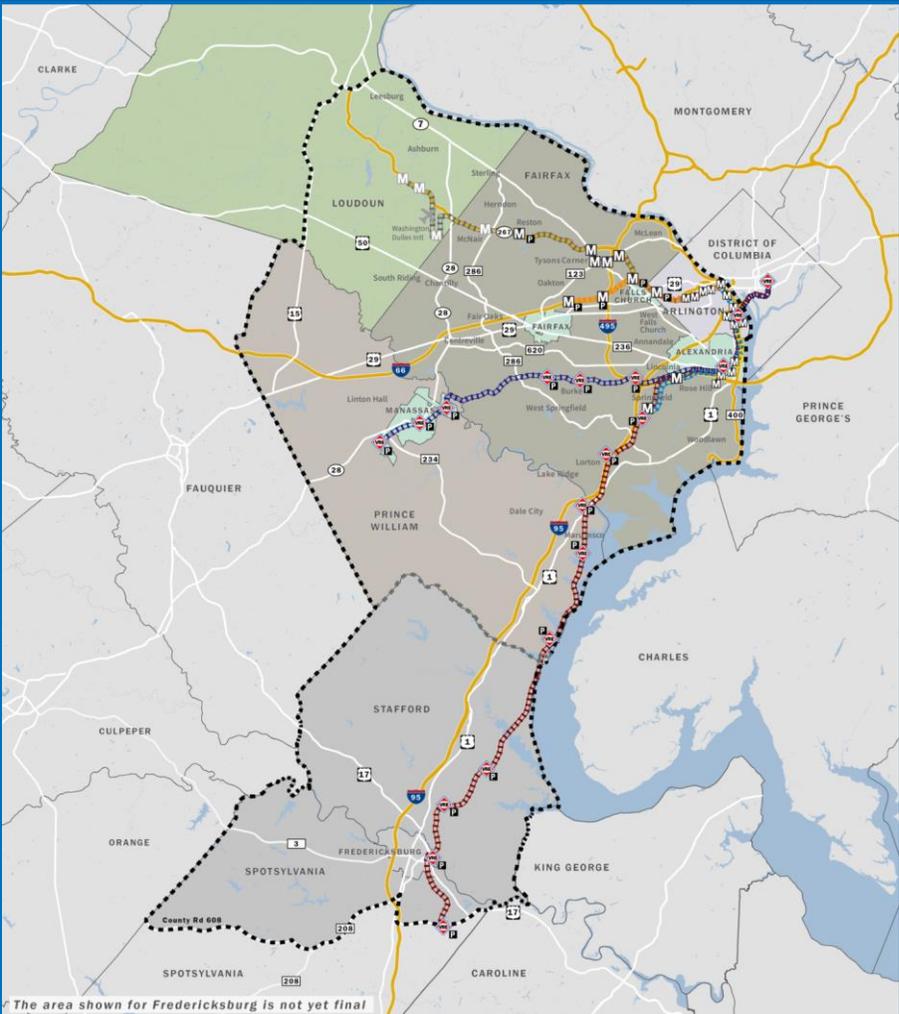


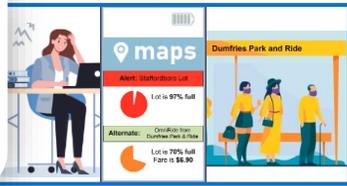
Virginia's Regional Multi-Modal Mobility Program (RM3P)



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Commuter Parking Information Services (CPIS)



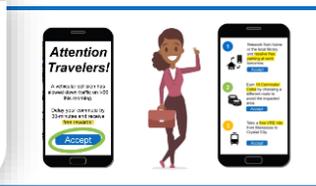
AI-Based Decision Support System (AI-DSS)



Data-Exchange Platform (DEP)



Dynamic Incentivization (DI) System



AI-DSS + DI ≈
Cohesive TSMO

Optimization, Reliability, Traveler's Choice

CONCEPT

- ❖ Empowering Commuters
- ❖ Real-Time Information Sharing
- ❖ Rapid Response to Changing Conditions
- ❖ Structured Decision-Making
- ❖ Multimodalism
- ❖ Innovative Technology
- ❖ Incentivizing Positive Traveler Behavior
- ❖ Agile Development

MISSION

Collaborative use of real-time data to improve travel safety, reliability, and mobility



RM3P Overview

The Regional Multi-Modal Mobility Program is:

- ❑ A collaborative, data-driven program to improve safety, reliability, and mobility for travelers in a regional setting that includes Northern Virginia and the Fredericksburg area.
- ❑ Managed by a consortium of partners that includes Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), Northern Virginia Transportation Authority (NVTA), and Fredericksburg Area Metropolitan Planning Organization (FAMPO).
- ❑ Jointly funded using the Commonwealth's Innovation Technology and Transportation Fund (ITTF) and a USDOT ATCMTD grant. (Other funding sources have been tapped into to supplement and expand the initial sources of funding.)

RM3P Overarching Concepts

□ RM3P focuses on managing the transportation network at the regional level.

- Just as we've learned to manage roadways at a corridor level, corridors themselves often exist within **synergistic relationships** that can be effectively managed regionally.
- A regional approach isn't limited to roadways, but needs to encompass **transit, parking, and other multi-modal dimensions**.

□ RM3P is fundamentally about information – about sharing information and collaboratively harnessing that information to improve travel safety, reliability, and mobility.

- For RM3P, information is empowering. Information leads to insights, which improve informed **decision-making**.
- RM3P's objective is to accumulate more pertinent information about what is going on, and to identify increasingly efficient ways to share and act on that information. As we do so, we will grow the **community of collaborators** who are able to **contribute to the solution**.

□ RM3P, at its essence, is about harnessing information, gaining insights, and collaborating together at the regional level.

RM3P is Comprised of Four Program Elements

Data-Exchange Platform (DEP)



The Data-Exchange Platform (DEP) is the *cloud-based storage system* used to *capture, process, and exchange data* from multiple agencies on *real-time and historical multi-modal travel conditions*.

AI-Based Decision Support System (AI-DSS)

The AI-Based Decision Support System (AI-DSS), designed as a game changer, helps predict the impact of disruptions to the transportation network and *provide proactive, coordinated, multi-modal response options* to regional agencies and operations staff.



Commuter Parking Information Services (CPIS)



Commuter Parking Information Services (CPIS) offers one-stop shopping for commuter parking data in order to make modal shifts easier and more palatable. The initiative will advise travelers on *real-time parking space availability* at commuter lots, ahead of when commuters arrive at those lots.

Dynamic Incentivization (DI)

Dynamic Incentivization (DI) *incentivizes users to modify their travel choices* and behaviors in response to real-time travel conditions. The *GoMyWayVA™* app uses financial incentives to make alternative mobility options competitive with single-occupant vehicle travel.



DEP has been operational since Dec 2022. DI became fully operational in Oct 2025. AI-DSS and CPIS are still being developed.



Fundamentals Contributing to RM3P's Success

- ❑ **Program Leadership.** Visionaries and a collaborative spirit both within VDOT, DRPT, and at our partner organizations have contributed markedly to support for the program.
- ❑ **Funding.** VDOT is fortunate to have sources of funding, notably the *Innovation and Technology Transportation Fund (ITTF¹)*, that encourage innovation and a willingness to experiment with outside-the-box solutions without assurance of success.
- ❑ **Data-Centrism.** RM3P is focused on harnessing and leveraging existing sources of data and using that data intelligently and efficiently to generate insights that ultimately improve decision-making.
- ❑ **Community of Stakeholders.** Dozens of stakeholder organizations across the Region are committed to RM3P; the program is sufficiently flexible to enable stakeholders to join in where, when, and as they are able.
- ❑ **Public Private Partnerships.** RM3P makes extensive use of third-party data, such as Inrix data to support AI-DSS and DI services. As RM3P matures, access to RM3P data will be opened to third-party providers, inviting them to disseminate, repackage, interpret, and otherwise harness the information.

¹The *Innovation and Technology Transportation Fund (Code of Virginia, Section 33.2-1531)* finances pilot programs and fully developed initiatives pertaining to high-tech infrastructure enhancements that “reduce congestion, improve mobility, improve safety, provide up-to-date travel data, or improve emergency response.”



Support Services for Incubating Programs Like RM3P

- ❑ Offer up abundant incentives for outside-the-box innovation. Also, promote strategies that allow for informed risk-taking on innovation.
- ❑ Offer up funding opportunities and strategies for developing, managing, and operating innovative projects and programs beyond the initial implementation periods. Committing funding to innovative deployments after the implementation periods have ended is a significant challenge for most state DOTs.
- ❑ Furnish data management guidance and promote standardization (e.g., national map standards so that transportation agencies and private entities can apply their data to a common map).
- ❑ Furnish guidance on enhanced technology and innovation procurement strategies so that State DOTs do not spend upwards of two years procuring innovative technology projects. Long procurement cycles also inhibit agencies' abilities to leverage private-sector, state-of-the-practice advancements in technologies in swiftly changing industries.
- ❑ Furnish guidance on efficiently navigating state-of-the-practice AI bureaucracy for transportation projects, so that there is thoughtful and deliberative balance between thinking through the unplanned consequences of AI, on the one hand, and missing out on opportunities that AI offers, on the other. Each State separately navigating the AI maze and independently establishing AI policies and procedures is not necessarily efficient.