PDH Certification Information:

• 2 Professional Development Hours (PDH) – see follow-up email for instructions

• You must attend the entire webinar to be eligible to receive PDH credits

• Questions? Contact Reggie Gillum at RGillum@nas.edu

#TRBwebinar
Learning Objectives

1. Identify goals and objectives for implementing urban congestion pricing programs

2. List and assess alternate forms of urban congestion pricing programs

3. Discuss how equity considerations are addressed in urban congestion pricing programs

#TRBwebinar
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#TRBwebinar
Federal Tolling Programs Available to Manage Urban Congestion

December 10, 2020

Angela Fogle
Federal Highway Administration
Office of Operations
Outline

- Tolling and Pricing Defined
- Tolling Programs
- Questions and Discussion
## Tolling and Pricing Defined

<table>
<thead>
<tr>
<th>Quality</th>
<th>Tolling</th>
<th>Pricing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose</td>
<td>Funding major capital investments</td>
<td>Manage congestion and/or generate revenue</td>
</tr>
<tr>
<td>Amount</td>
<td>Can be a flat rate or vary by time of day or volume</td>
<td>Variable fees and tolls depending on vehicle demand on facility</td>
</tr>
<tr>
<td>Other terms</td>
<td>None</td>
<td>Congestion pricing, value pricing, variable pricing, peak-period pricing, market-based pricing</td>
</tr>
<tr>
<td>Examples</td>
<td>New York Thruway, Chesapeake Bay Bridge</td>
<td>SR91 Express Lanes, Seattle 520 Bridge</td>
</tr>
</tbody>
</table>
There are four separate and distinct tolling programs that allow exceptions to 23 United States Code 301 – Freedom from tolls:

- Title 23 Section 129
- Title 23 Section 166
- Interstate System Reconstruction and Rehabilitation Pilot Program (ISRRPP)
- Value Pricing Pilot Program (VPPP)
The Federal government allows for tolling in certain situations, but decisions about facilities to toll are typically made at the State or regional levels:

- **Section 129**: allows tolling on new highways and new lanes added to existing highways and on the reconstruction or replacement of bridges, tunnels, and existing toll facilities.

- **Section 166**: allows for conversion of existing high occupancy vehicle (HOV) lanes to tolled operations. All tolls on new lanes must be variably priced and collected electronically to manage traffic demand.
Toll Pilot Programs

- Interstate System Reconstruction and Rehabilitation Pilot Program (ISRRPP). Authorized under Section 1216(b) of TEA-21 (1998), amended in Section 1411(c) of the FAST Act (2015):
  - Up to 3 facilities may qualify for the program.
  - Toll revenue can be used only to support the rehabilitation or reconstruction of the Interstate Highway facility.

- Value Pricing Pilot Program (VPPP). Authorized originally by Section 1012(b) of ISTEA:
  - This experimental program assesses the potential of different value pricing approaches for reducing congestion, and is limited to 15 slots.
Which States Toll?

Source: FHWA, 2017
These improvements encompass a 10.3-mile stretch from US 59 to the Harris County line at Clear Creek.

The construction of four tolled lanes, eight new tolled direct connectors at Beltway 8, and new tolled direct connectors near the Texas Medical Center.

Construction began October 2016 and the project recently opened.

The project is eligible to toll under Section 129.
Contra Costa County Transportation Authority (CCTA)
I-680 (Section 166/HOV to High Occupancy Toll)

• CCTA is constructing 11 miles of express lanes on southbound I-680.

• Eight miles of an existing HOV/Carpool lane will be converted to ETL.

• The remaining three miles will be constructed as a new HOV/Carpool lane that will operate as an express lane.

• Opened August 24, 2020. It represents a 25 mile continuous carpool lane.
The Oregon Legislature passed House Bill 2017 known as “Keep Oregon Moving.” The Legislature directed the Oregon Transportation Commission (OTC) to study tolling on I-5 and I-205.

The two facilities are being studied separately. A public comment period for the I-205 Toll Project ended October 2020.

The OTC plans to seek toll authority under Section 129 or the VPPP.
Express Toll Lanes Opening Soon

• I-4 Ultimate Express Lanes in Orlando, FL by Fall 2021: https://i4ultimate.com/project-info/

• I-275 NEXT Express Lanes in Tampa, FL by 2022: http://www.tampabaynext.com/projects/gateway-expressway/

• I-95 Express Extension in Broward County, FL by 2022: (SW 10th Street to Glades Road): https://95express.com/
Future of Tolling in the United States

• Interest in using tolls to manage congestion and/or generate revenues continues to be strong among State and local transportation agencies.

• There are approximately 13 HOV to high occupancy toll (HOT) projects that will open between now and 2022.

• There are five express toll lane projects anticipated to open by 2022.
For Further Information on Tolling Programs

Tolling Program Contacts:

Cynthia Essenmacher (Section 129/ISRRPP)
Federal Tolling Program Manager
Cynthia.Essenmacher@dot.gov

Angela Fogle (VPPP)
Congestion Pricing Program Manager
Angela.fogle@dot.gov

Neil Spiller (Section 166)
HOV to HOT Program Manager
Neil.spiller@dot.gov
Impacts on underinvested communities
Efforts to address congestion helped
...but our efforts were not enough
...but our efforts were not enough

We will need to reduce the number of cars downtown to make transit, walking, and biking improvements work.
Our challenge: move more people in fewer vehicles
Travel in NE SF

Of all downtown trips during morning peak, only 13% were low-income drivers.

Source: SFCTA, SF-CHAMP 2015 Base Year Estimate
By reducing peak car trips downtown by at least 15%, we could...

- Get traffic moving
- Increase safety
- Clean the air
- Advance equity
Outreach approach
Co-Creation
Card Game

**Fee**
- $12 for moderate, middle, and high income drivers
- $6 for low income drivers
- $0 for very-low income drivers

**Subsidy**
Drivers with disabilities discounts
Provide discounts to the congestion fee for drivers with disabilities.

**Investment**
Transit improvements
Provide more frequent buses on 10 congested or underserved Muni and regional routes serving downtown.

Collect 7 tokens
Spend 2 tokens
Spend 2 tokens

2 tokens + 2 tokens = 4 tokens

Extra Tokens to Spend
Remote Co-creation
Remote Co-creation
Additional Feedback Tools

- Virtual/phone public meetings
- Digital survey: Unclog Fog City
- Texting survey
- Custom in-language surveys
- Digital outreach
- Phone calls

Hey! Thanks for texting the San Francisco County Transportation Authority to share your thoughts on how we can make your commute better. This is opt-in only and standard SMS rates apply.

What is your zipcode?

94118

Do you drive or take public transportation?

Drive
Publicity Tools

- Multilingual posters in neighborhoods & parking garages
- In-language advertisements
- Earned media
- Social media
Incorporating feedback
Key overall outreach themes

• **Overall:** Input varied widely on congestion pricing as a whole

• **Most common concerns:**
  - Affordability
  - Public transit
  - Business effects

• **Most popular benefits:**
  - Transit improvements
  - Health and quality of life
Key overall outreach themes

- **Discounts and exemption priorities:**
  - Income-based congestion fee discounts & exemptions
  - Income-based transit fare subsidies

- **Investment priorities:**
  - Transit improvements
  - Pedestrian and bicycle safety upgrades
Incorporating Feedback: Fee structures

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Fee Direction</th>
<th>1 Inbound with means-based focus</th>
<th>2 Inbound with means-based, resident, toll-payer discounts</th>
<th>3 Two-way with means-based focus</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fee Direction</strong></td>
<td></td>
<td>Inbound only</td>
<td>Inbound only</td>
<td>Two-way</td>
</tr>
<tr>
<td><strong>Very Low Income</strong></td>
<td></td>
<td>100% discount ($0)</td>
<td>100% discount ($0)</td>
<td>100% discount ($0)</td>
</tr>
<tr>
<td>0 – 55% AMI</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Family of four: $65k</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Low Income</strong></td>
<td></td>
<td>67% discount ($4.25)</td>
<td>50% discount ($7.00)</td>
<td>67% discount ($2.25)</td>
</tr>
<tr>
<td>55 – 80% AMI</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Family of four: $65 – 95k</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Moderate</strong></td>
<td></td>
<td>33% discount ($8.50)</td>
<td>0% discount ($14.00)</td>
<td>33% discount ($4.75)</td>
</tr>
<tr>
<td>80 – 120% AMI</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Family of four: $95 – 142k</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Middle &amp; High</strong></td>
<td></td>
<td>0% discount ($12.50)</td>
<td>0% discount ($14.00)</td>
<td>0% discount ($7.00)</td>
</tr>
<tr>
<td>120% AMI</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Family of four: $142k+</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>W/ Disability</strong></td>
<td></td>
<td>50% discount ($6.25)</td>
<td>50% discount ($7.00)</td>
<td>50% discount ($3.50)</td>
</tr>
<tr>
<td><strong>Bridge Toll Payer</strong></td>
<td></td>
<td>0% discount</td>
<td>$1.75 discount ($12.25)</td>
<td>0% discount</td>
</tr>
<tr>
<td><strong>Zone resident</strong></td>
<td></td>
<td>0% discount</td>
<td>50% discount ($7.00)</td>
<td>0% discount</td>
</tr>
<tr>
<td><strong>TNC</strong></td>
<td></td>
<td>Fee charged for each trip</td>
<td>Fee charged for each trip</td>
<td>Fee charged for each trip</td>
</tr>
<tr>
<td><strong>Daily Cap</strong></td>
<td></td>
<td>2 round trips</td>
<td>2 round trips</td>
<td>2 round trips</td>
</tr>
<tr>
<td><strong>Transit subsidies</strong></td>
<td></td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Incorporating feedback: Boundary
Next steps
Schedule (subject to change)

2019
JUL - SEP
2020
OCT - DEC
JAN - APR
MAY - SEP
2021
OCT - FEB
SPRING 2021

STEP 1
Prepare

STEP 2
Listen

STEP 3
Develop

STEP 4
Define

STEP 5
Analyze

STEP 6
Recommend
Thank you

sfcta.org/downtown
congestion-pricing@sfcta.org
Traffic Reduction Study

Phillip A. Washington
CEO, Los Angeles County Metropolitan Transportation Authority

December 10, 2020
We’re studying ways to reduce traffic.

TRAFFIC REDUCTION STUDY
Pricing is one way to manage demand.
We’re working on a study to recommend a Pilot.

For a Traffic Reduction Pilot Program with congestion pricing and additional transportation options, we will consider...

- Can it be feasible as part of a traffic reduction effort in LA county?
- Where and how could it work?
- Are there willing partners?
Goals of a pilot program

- Reduce traffic through congestion pricing, and
- Provide more high-quality options for getting around

We’re striving for these additional positive outcomes:

- Improve public health and safety
- Support environmental and economic justice
- Improve the economy
- Re-invest net revenues in communities served/affected
Pricing to manage demand works.

**London**
> Reduced Vehicle Trips 15-20%
> Reduced Congestion:
  • 30% within zone
  • 20% approaching zone
> Increased Bus Trips 38%
> Decreased Bus Waiting 30%
> Reduced Emissions 12-19%

**Stockholm**
> Reduced Vehicle Trips 22%
> Reduced Congestion:
  • 33% in the mornings
  • 50% in the evenings
> Increased Transit Trips 7%
> Increased Bicycling Trips 22%
> Reduced Emissions 7-14%

**Milan**
> Reduced Congestion 30%
> Increased Bus Speed 7%
> Reduced Emissions 10-22%

Figures represent reported local changes that occurred upon implementation of programs.
Better options are part of this study.

- Safer Pedestrian Routes
- Improved for Biking
- Increased Bus Service
- Increased Telecommuting
- Better Carpool Incentives
We’re prioritizing equity in process and outcome.

1. **Identify** who is impacted and how.
2. **Establish** best outcomes and determine how to measure progress toward them.
3. **Measure** potential benefits and burdens.
4. **Develop** strategies to address burdens and increase benefits, such as subsidies and reinvestment of net revenues.
5. **Develop** proposed transportation improvements.
6. **Circulate** and refine pilot concept.
## Anticipated Schedule and Milestones

### ONGOING PUBLIC PARTICIPATION

<table>
<thead>
<tr>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fall</strong></td>
<td><strong>Summer - Fall</strong></td>
<td><strong>Winter</strong></td>
<td><strong>Winter</strong></td>
</tr>
<tr>
<td>Start of Traffic Reduction Study</td>
<td>Stakeholder and public engagement and listening</td>
<td>Introduction of early Concepts</td>
<td>Develop implementation plan for traffic reduction pilot program <em>continued</em></td>
</tr>
<tr>
<td>Winter – Fall</td>
<td>Technical analysis to iteratively refine concepts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Summer</td>
<td>Identify location and concept for traffic reduction pilot program</td>
<td>Metro Board decision on preferred pilot concept</td>
<td></td>
</tr>
<tr>
<td>Spring</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Summer – Winter 2022</td>
<td>Develop implementation plan for traffic reduction pilot program</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Anticipated Schedule and Milestones

ONGOING PUBLIC PARTICIPATION

<table>
<thead>
<tr>
<th>2022</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Spring</strong></td>
<td></td>
</tr>
<tr>
<td>Metro Board decision on traffic reduction pilot program</td>
<td>&gt; Federal and State Approval</td>
</tr>
<tr>
<td></td>
<td>&gt; System Design</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>&gt; System Deployment</td>
</tr>
<tr>
<td></td>
<td>&gt; Program Opening</td>
</tr>
</tbody>
</table>
Re-imagining mobility
parkDC
PENN QUARTER/CHINATOWN PRICING PILOT

Presented by:
Soumya S. Dey, P.E., PMP
Associate Director
District Department of Transportation
December 10, 2020

A Sustainable Approach to Performance Based Parking in Washington, D.C.
Key Project Team Members

District Department of Transportation
- Soumya
- Evian
- Kapil
- Soumya

Kittelson & Associates
- Brandon
- Alok

Conduent
- Eduardo
- Matt

RapidFlow
Congestion Measurement
The district’s residents, commuters, and visitors all share one need: access to public curbside spaces.
What is parkDC?

Better Customer Experience

Reduced time to find parking; reduced congestion
Sustainable, cost-effective, multi-modal, data-driven solutions
parkDC: Penn Quarter/Chinatown had two distinct elements

Apply pricing principles to other modes (i.e. commercial loading zones)

Develop demand-based pricing and real-time parking availability information at a significantly lower price point by deploying fewer assets
Project goals and objectives

Reduce time to find an available parking space
- Increase parking availability
- Provide parking availability information to customers in real time
- Improve parking regulatory signage

To the extent possible, reduce congestion and pollution, improve safety, and encourage use of other modes
- Reduce double parking
- Reduce circling for parking
- Encourage travel by other modes
- Improve operations of commercial loading zones

Develop parking management solutions through a cost-effective asset-lite approach
- Test different parking occupancy detection solutions
- Explore effectiveness of fusing data from various sources to provide real-time availability information and inform pricing algorithms with fewer deployed assets
The three steps of the approach

01 On-Street Configuration
Convert Pay and Display to Pay by Space

02 System Design
Block Level vs. Space-by-Space Configuration

03 Data Fusion
Blending Data Elements Used

ASSET-LITE PARKING PROGRAM
1. On-street configuration

#LookForTheNumber Parking Will Be Done in 3 Easy Steps

1. Park. Spaces are defined by space marker posts.
2. Remember the 4 or 5-digit space number.
3. Use the space number to pay on your phone or at the parking pay box. Continue on your way.

Pay with Your Phone
For those who pay with their phone, you will enter both the zone number and the space number. For your convenience, the ParkMobile zone numbers are included on each space marker.

Pay at Box

Park Your Bicycle
Some space marker posts include bicycle parking attachments. DDOT has coordinated with the Downtown BID to locate space marker posts with bike racks in areas with few bicycle parking options.

Pay-by-space
Parking Test Zone

PENN QUARTER CHINATOWN

PARK AND GET YOUR SPACE NUMBER

1. Enter number and pay at kiosk or on a phone*

2. Pay with your phone

3. Enjoy your stay!

*To pay with a phone you will enter both the zone number & the space number.

Questions? Contact DDOT at 202-671-2700 or 311
2. System design

Traditional Approach
- Space Level Parking Availability
  - High Asset Requirements

Legend:
- Green: Parking Space Likely Available
- Red: Parking Space Likely Unavailable

parkDC Approach
- Block Level Parking Availability
  - Lower Asset Requirements

Legend:
- Green: Parking Space Likely Available
- Yellow: Parking Space Possibly Available
- Red: Parking Space Likely Unavailable
3. Data Fusion

**Already Available**
- Paid Usage
  - Infractions, Placard Use
- Payment Data
  - Meter, Mobile Payments, Special Events
- Meter Transactions

**New Data Elements**
- Sampled Occupancy Data
  - Locations of Movable CCTV cameras (Sampled Occupancy) and Area Sensors (Sampled Real-Time Occupancy Data)
- Sampled Real-Time Occupancy Data
  - In-ground sensor
  - In-ground sensor installation
  - Fixed camera

**Algorithm (Cost)**

500 sensors in 1000 spaces; fill in the gaps with analytics
Minimum Viable Product
Across 5 price changes, the parkDC pilot decreased rates on 7% of block faces, increased rates on 31%, and maintained existing prices on 63%.

Average meter rates rose 32% from $2.30 to $3.03.

The number of block faces where demand matched supply increased by 16%.
Lever 2 – Time Limits

Increased time limit to 4 hours in **eastern third of pilot area** (start at 4:00 PM instead of 6:30 PM, and all-day Saturday)

- **AM Period** (7 AM – 11 AM)
- **Mid-Day Period** (11 AM – 4 PM)
- **PM Period** (4 PM – 10 PM)
- **Saturdays** (7 AM - 10 PM)
Real-time information
Outreach

Can Demand-Based Parking Reduce ‘Agony’ Of Driving In Chinatown?

DDOT’s newest performance parking program will be its best

You’ve heard about surge pricing. Get ready for surge-priced parking.
parkDC Progress over time

<table>
<thead>
<tr>
<th>Pilot Measure</th>
<th>Pre-Pilot</th>
<th>Round 1 October 2016</th>
<th>Round 2 February 2017</th>
<th>Round 3 May 2017</th>
<th>Round 4 August 2017</th>
<th>Round 5 November 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Price Points</td>
<td>1</td>
<td>3</td>
<td>5</td>
<td>7</td>
<td>8</td>
<td>9</td>
</tr>
<tr>
<td>Increased Price</td>
<td>-</td>
<td>94 blocks</td>
<td>172 blocks</td>
<td>143 blocks</td>
<td>71 blocks</td>
<td>89 blocks</td>
</tr>
<tr>
<td>Steady Price</td>
<td>-</td>
<td>229 blocks</td>
<td>186 blocks</td>
<td>220 blocks</td>
<td>262 blocks</td>
<td>266 blocks</td>
</tr>
<tr>
<td>Decreased Price</td>
<td>-</td>
<td>48 blocks</td>
<td>13 blocks</td>
<td>8 blocks</td>
<td>38 blocks</td>
<td>16 blocks</td>
</tr>
<tr>
<td>Average length of stay M-F</td>
<td>63 min</td>
<td>66.1 min</td>
<td>63.9 min</td>
<td>60.3 min</td>
<td>60</td>
<td>60.9</td>
</tr>
<tr>
<td>Blocks at Equilibrium</td>
<td>-</td>
<td>61.7%²</td>
<td>50.1%</td>
<td>59.3%</td>
<td>70.6%³</td>
<td>71.7%</td>
</tr>
</tbody>
</table>

¹Near target occupancy; no change recommended
²Conservative approach to first round price changes
³Higher percentage not changed due to construction

12% increase in occupancy in low demand blocks; 14 mins increase in length of stay during weekday evening
Goal 1: Reduce time to find an available parking space

DDOT directly influenced customers’ ability to find and pay for parking

- Parking availability increased on high-demand blocks, and underutilized spaces found more takers
- The pilot made parking easier to find

Time to find parking reduced from 17 mins to 12 mins

$\text{Time to find parking reduced by 3 mins per trip}$
Goal 1: Reduce time to find an available parking space

DDOT’s communication strategy increased customer understanding

Ease of understanding signs and regulations increased by 20% points
Goal 1: Reduce time to find an available parking space

As supply opened up, illegal parking decreased
Goal 2: To the extent possible, reduce congestion and pollution, improve safety, and encourage use of other modes

Circling for parking decreased by as much as 15%

Congestion decreased and travel time reliability increased
Goal 2: Reduce congestion and pollution, improve safety, and encourage use of other modes

Economic access and vitality aligned with Districtwide trends

- **Districtwide Sales Volume ($)**: $100,446,293, $108,271,944, $107,858,312
- **Districtwide Sales Volume per Establishment ($)**: $2,681, $2,615, $2,766
- **Districtwide Total Establishments**: 49,749, 63,179, 72,003
- **Districtwide Total Employees**: 652,501, 759,237, 758,384
- **Districtwide Employees per Establishment**: 14, 14, 15

- **Study Area Sales Volume ($)**: $2,899,777, $3,024,535, $2,983,874
- **Study Area Sales Volume per Establishment ($)**: $3,416, $3,361, $3,900
- **Study Area Total Establishments**: 1,091, 1,250, 1,383
- **Study Area Total Employees**: 22,828, 23,847, 24,217
- **Study Area Employees per Establishment**: 22, 21, 24
Goal 2: To the extent possible, reduce congestion and pollution, improve safety, and encourage use of other modes

The pilot area continues to support many modes
Goal 3: Develop parking management solutions through a cost-effective asset-lite approach

DDOT developed a pilot program the meets agency needs

DDOT managed assets more effectively

DDOT implemented a cost-effective, data-driven approach to managing on-street parking
## Summary of Rates Since Inception

<table>
<thead>
<tr>
<th>Price Change</th>
<th>Rate Structure (hourly rates)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseline</td>
<td>$2.30</td>
</tr>
<tr>
<td>Round 1 October 2016</td>
<td>$2.00 $2.30 $2.75</td>
</tr>
<tr>
<td>Round 2 February 2017</td>
<td>$1.50 $2.00 $2.30 $2.75 $3.25</td>
</tr>
<tr>
<td>Round 3 May 2017</td>
<td>$1.00 $1.50 $2.00 $2.30 $2.75 $3.25 $4.00</td>
</tr>
<tr>
<td>Round 4 August 2017</td>
<td>$1.00 $1.50 $2.00 $2.30 $2.75 $3.25 $4.00 $4.75</td>
</tr>
<tr>
<td>Round 5 November 2017</td>
<td>$1.00 $1.50 $2.00 $2.30 $2.75 $3.25 $4.00 $4.75 $5.50</td>
</tr>
<tr>
<td>Round 6 October 2018</td>
<td>$1.00 $1.50 $2.00 $2.30 $2.75 $3.25 $4.00 $4.75 $5.50 $6.00</td>
</tr>
<tr>
<td>Round 7 January 2019</td>
<td>$1.00 $1.50 $2.00 $2.30 $2.75 $3.25 $4.00 $4.75 $5.50 $6.00 $6.50</td>
</tr>
<tr>
<td>Round 8 August 2019</td>
<td>$1.00 $1.50 $2.00 $2.30 $2.75 $3.25 $4.00 $4.75 $5.50 $6.00 $6.50 $7.00</td>
</tr>
</tbody>
</table>

*Once a block hits the “sweet spot” at a certain price point, we do not change it*

End of pilot price adjustments
Other Pricing Initiatives

- Focusing on few additional performance pricing zones (PPZ)
  - Stadium zone currently has progressive duration pricing since the 2017 baseball season. First hour $2.30, subsequent hours is $8.
  - Exploring options to implement a Chinatown style pricing on H St NE PPZ
  - Concept of operations plan to implement a PPZ in Dupont/Golden Triangle
- Regulatory improvements to performance pricing in the District, including major event price increases, removing the $8/hr price cap
- Piloted dynamic curb zones to look at how to manage the dynamic, short term curb use (i.e. loading, passenger pickup, on-demand delivery).
Growing a fair, data-driven, and sustainable parking management program

Employ an incremental but intentional expansion plan
Expand demarcated parking
Continue testing alternative technologies
Move beyond on-street parking
Thank you

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