

Congestion Pricing in Minnesota



**HUBERT H. HUMPHREY
INSTITUTE OF PUBLIC AFFAIRS**

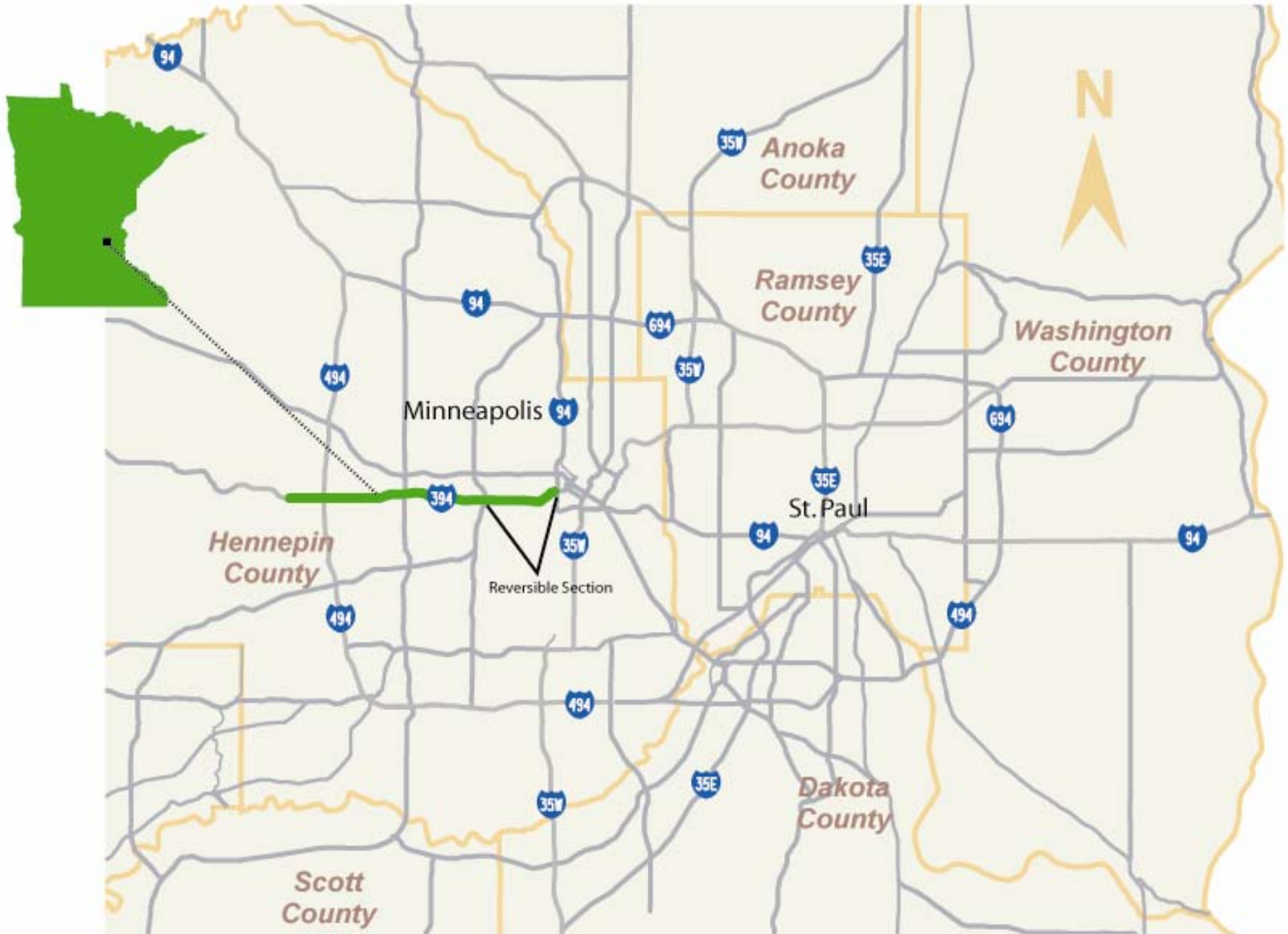
UNIVERSITY OF MINNESOTA

Driven to DiscoverSM

I-394 MnPass Project Goals

1. Improve I-394 efficiency
2. Maintain free flow speeds in MnPASS lane
3. Use revenues to improve highway and transit in corridor
4. Employ new technologies for pricing and enforcement











 CAR POOLS, BUSES
& MOTORCYCLES FREE

 RATES

TO		\$0.25
TO		\$0.50

ACCESS 1200 FT

EXIT 3

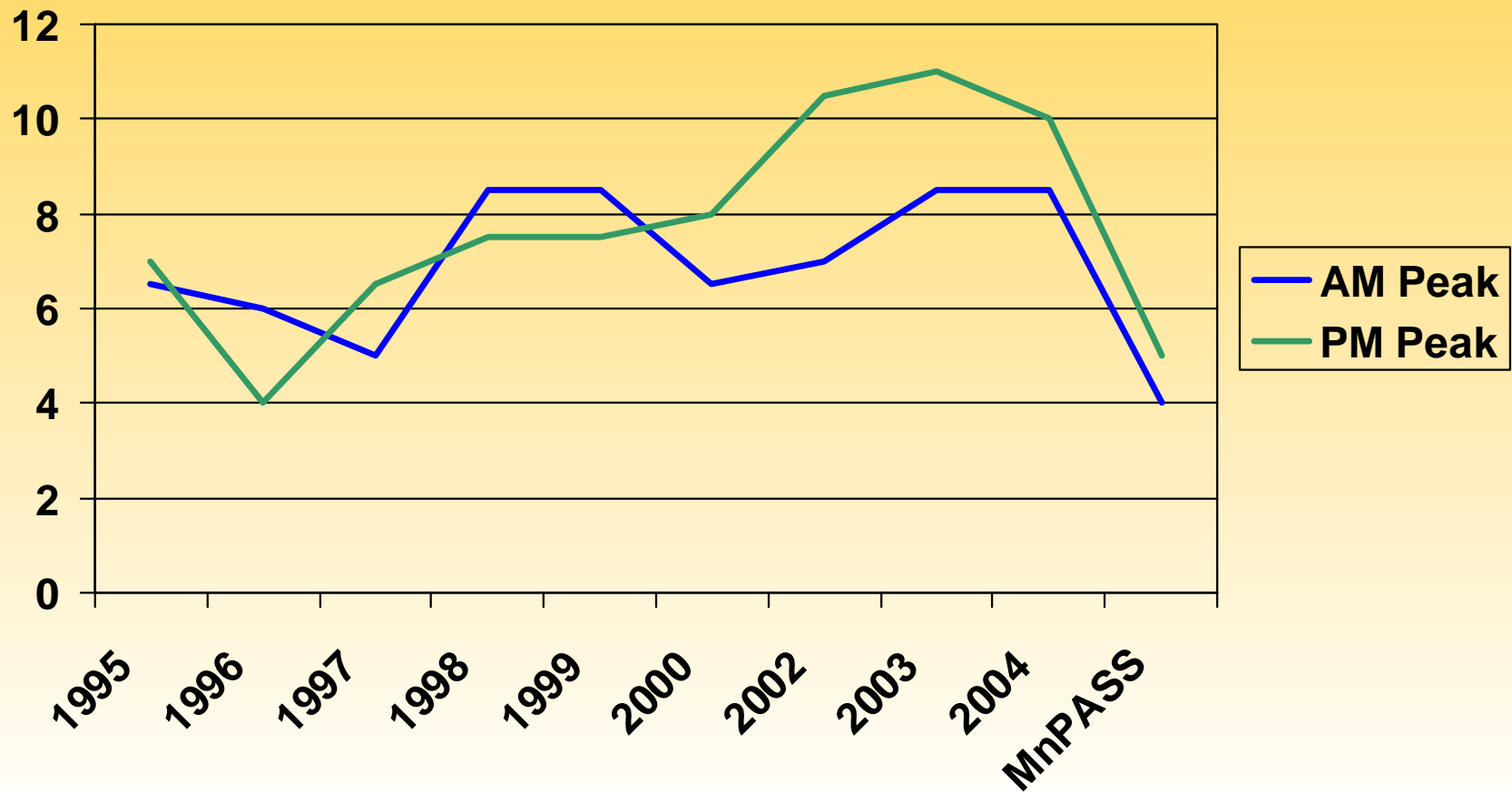
 SOUTH
NORTH
General Mills
Bld

EXIT  ONLY



Miles of Congestion on I-394

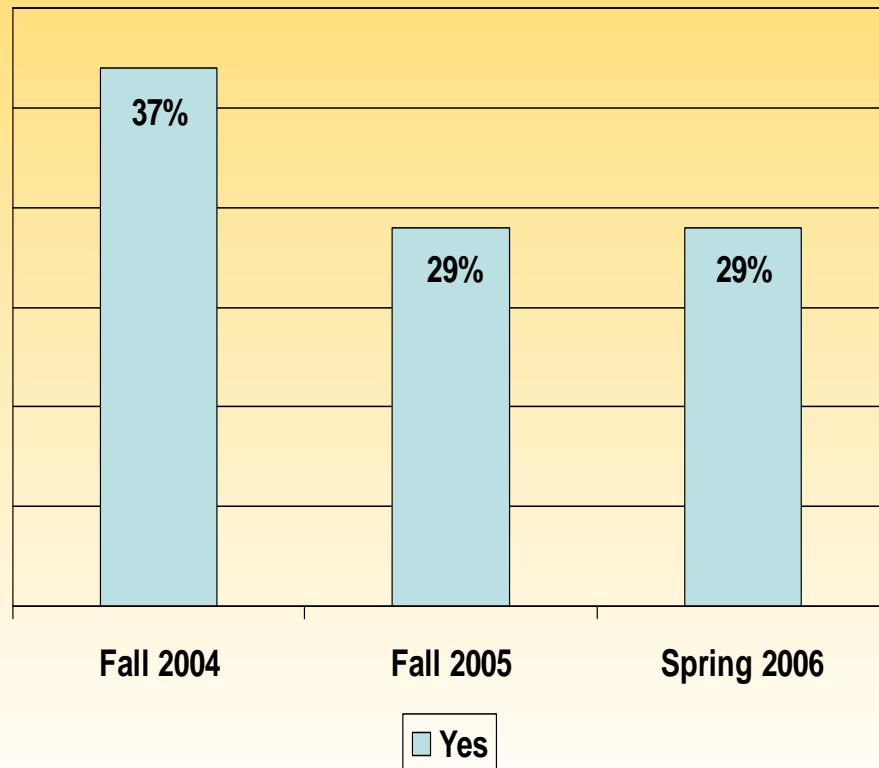
Peak period congestion reduced by 50%



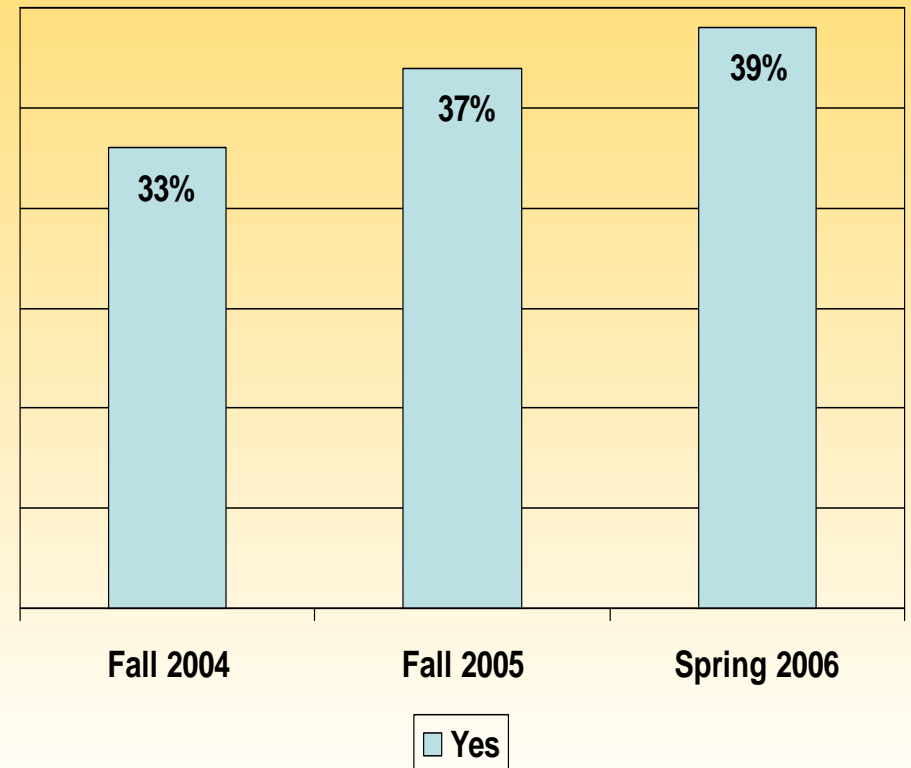
Congestion Delays

Were you delayed by congestion on this trip?

I-394 Drivers



I-35W Drivers



MnPASS Toll Users

- 30% of transponders used on a typical day
 - Average user makes 2-3 tolled trips per week
- Wide Range of Users
- Usage Higher Among
 - Full-time workers
 - Homeowners
 - Ages 35-55
 - Incomes over \$50,000
 - Women

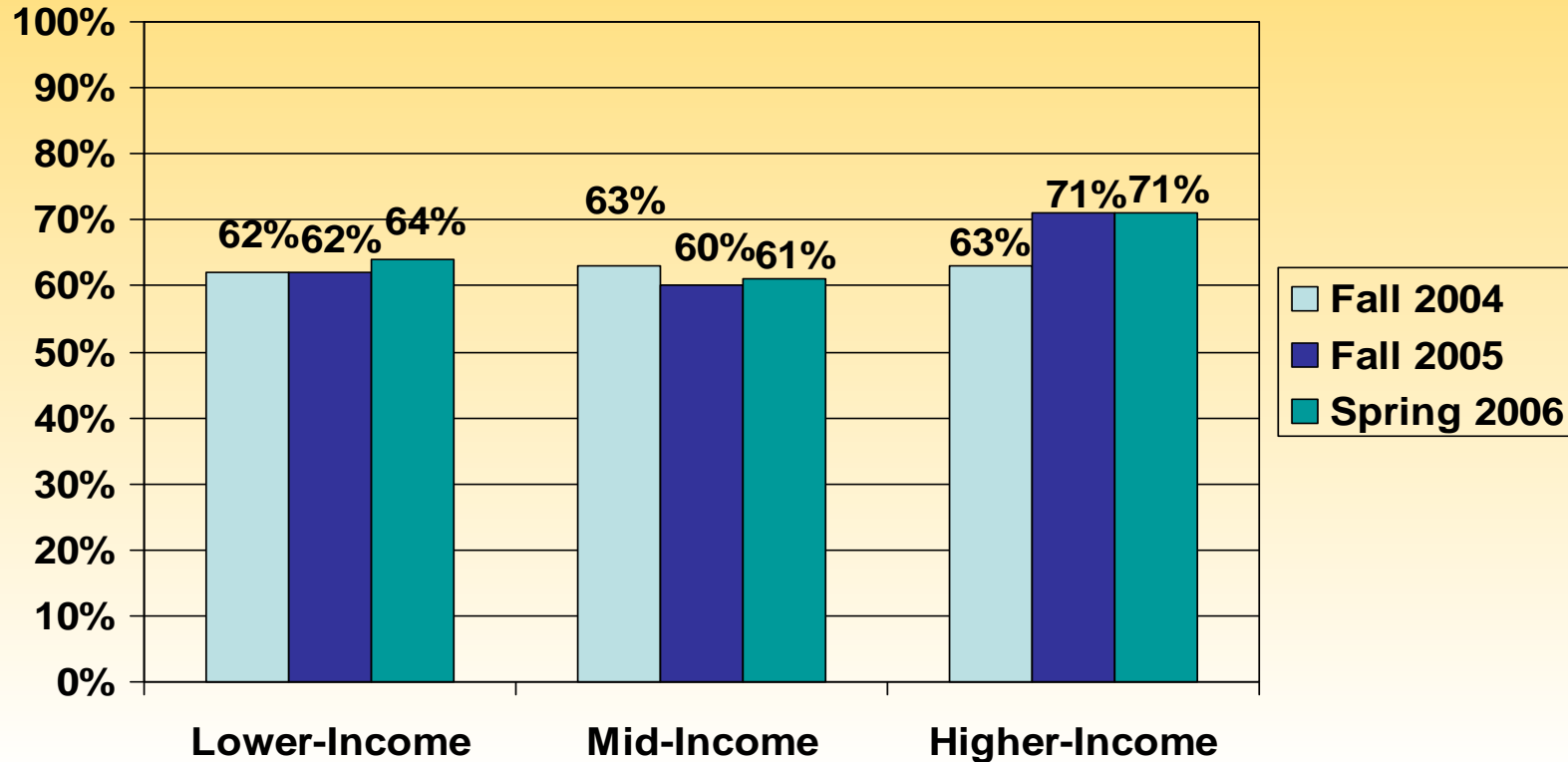


MnPASS User Satisfaction

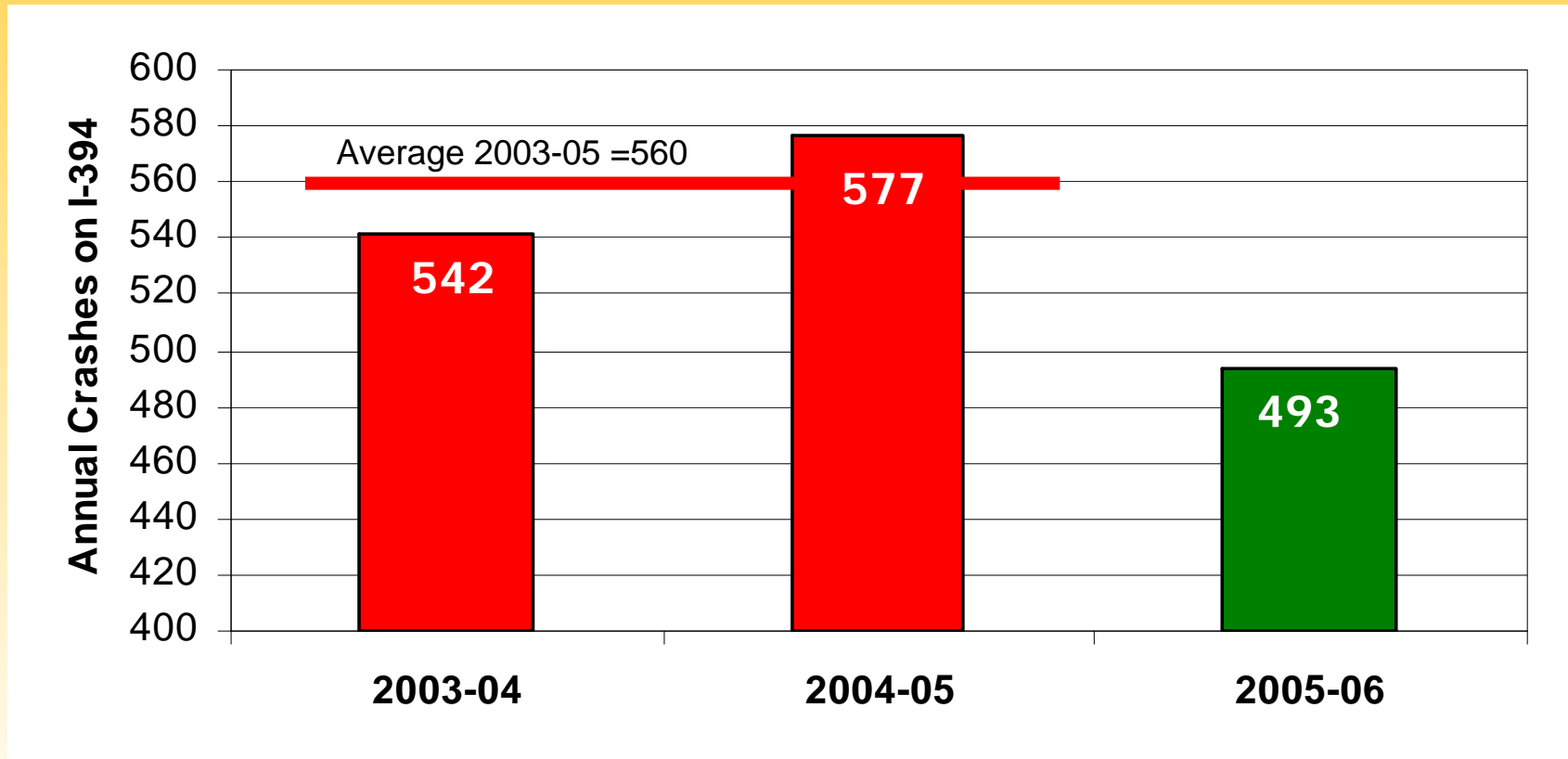
- 95% satisfaction with all electronic tolling
- 85% satisfaction with traffic speed in lane
- 65% satisfaction with dynamic pricing
- 65% satisfaction safety of merging

MnPASS Acceptance “Good Idea” by Income

What do you think of allowing single drivers to use the carpool lanes by paying a toll?



Safety: 12% Decrease in Crashes



* Compares data for year starting May 16 to May 15 of the next year

MnPASS Enforcement



Control Unit



Antenna



Reader



Raytheon Mobile Enforcement Reader

Year 1 Enforcement Results

- Over 3,300 enforcement stops
- 50% of stops involved HOV or double white line crossing violations
- I-394 violations dropped by 50%
- HOV violations on I-394 are much lower than on I-35W

Location	Pre-MnPASS	Post-MnPASS
I-394 Reversible	7%	4%
I-394 Diamond Lane	20%	9%
I-35W HOV	23%	33%

I-394 MnPASS Meeting Most of Its Goals

1. Significantly reduces congestion and increases safety
 - Non-barrier separated access is safe and reduces infrastructure requirements
2. Dynamic pricing and technology works
 - Free flow speeds maintained
 - Lower violation rates
3. Revenues meeting operating costs though not yet covering capital costs
4. Studying I-394 MnPASS Phase 2 & expansion of MnPASS system

Minnesota UPA Summary

Congestion Pricing

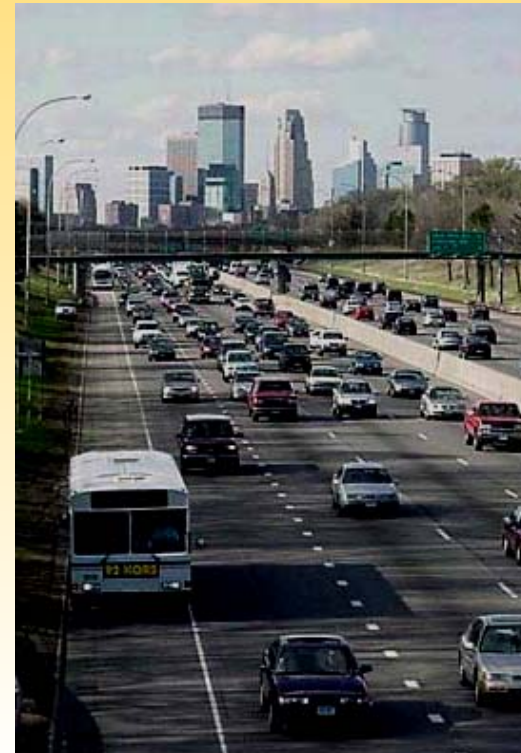
- Convert of the I-35W HOV lanes to MnPASS lanes
- Implement a system of priced dynamic shoulder lanes (PDSL)
- Extend lanes to downtown Minneapolis, allowing quicker trips for transit as well as MnPASS and carpool users

Transit

- Accelerate bus rapid transit
- Expand express bus and park and ride facilities
- Improve transit speeds in downtown Minneapolis
- Provide transit fare incentives

Telecommuting

- Partner with local businesses
- Model after Best Buy's Results-Only Work Environment (ROWE)



North



1 Transit Lanes on Marquette and Second Ave

Lead Agency: Minneapolis
Description: Adds second bus lane and improved transit stops on each street
Opens: December 2009

2 Priced Dynamic Shoulder Lanes on northbound I-35W

Lead Agency: Mn/DOT
Description: Convert northbound left shoulder to a High Occupancy Toll lane during periods of congestion. From 42nd Street to Hwy 65 Downtown Exit
Opens: September 2009

3 High Occupancy Toll lane

Lead Agency: Mn/DOT
Description: Construct northbound and southbound MnPASS HOT between 66th Street and 42nd Street. This is under construction with I-35W/Hwy 62 Crosstown project.
Opens: October 2010

4 High Occupancy Toll lane Conversion

Lead Agency: Mn/DOT
Description: Convert existing HOV lane on northbound and southbound I-35W into MnPASS HOT lane
Opens: September 2009

5 Collector Distributor Ramp

Lead Agency: Mn/DOT
Description: Construct auxiliary lane and collector distributor ramp on northbound I-35W between 90th St and 494.
Opens: September 2009

6 Add Auxiliary Lane

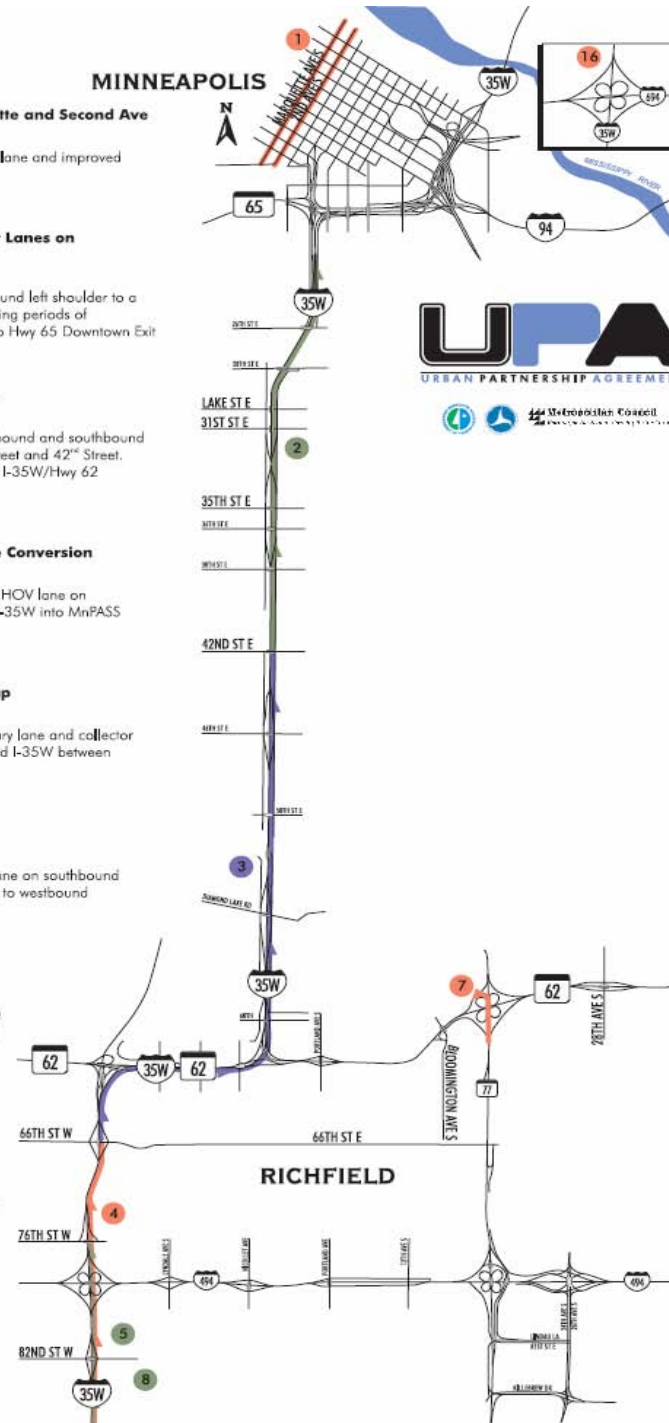
Lead Agency: Mn/DOT
Description: Construct new lane on southbound I-35W from 106th St. Entrance to westbound TH 13 exit.
Opens: September 2009

7 Bus Bypass Ramp

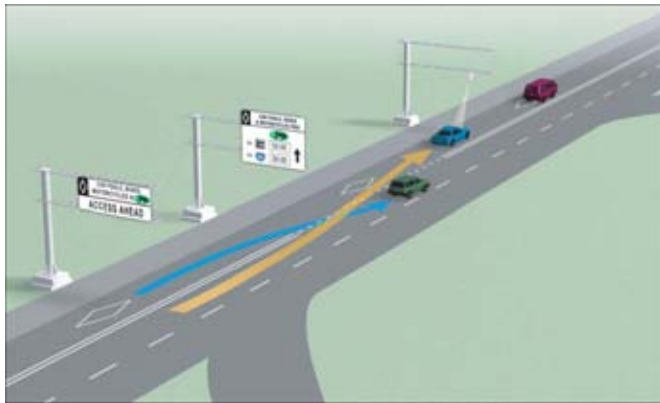
Lead Agency: Mn/DOT
Description: Construct Transit Advantage for buses traveling from northbound Hwy 77 to westbound Hwy 62
Opens: Fall 2008

8 I-35W South Park and Ride

Lead Agency: Metro Transit
Description: Construct a new park and ride facility with express bus service in Bloomington near I-35W.
Opens: September 2009



South



9 Traffic Management and Bus Priority Systems

Lead Agency: Mn/DOT
Description: Add cameras, dynamic signs, communications, signal interconnect and signal priority for transit on TH 13 from Nicollet Ave to Hwy 169.
Opens: September 2009

10 I-35W Lakeville Park and Ride

Lead Agency: TBD
Description: Convert former truck weigh station to surface park and ride with express bus service.
Opens: September 2009

11 Transit station and surface park and ride

Lead Agencies: MVTA and Eagan
Description: Construct new Cedar Grove Transit Station, park and ride, and add express bus service.
Opens: September 2009

12 Park and Ride Improvements

Lead Agency: MVTA and Apple Valley
Description: Install technology, add service and make access improvements to Palomino Hill Station
Opens: September 2009

13 BRT Transit Station

Lead Agencies: MVTA and Apple Valley
Description: Construct BRT Transit Station on Cedar Avenue near 140th Street
Opens: September 2009

14 BRT Transit Stop

Lead Agency: MVTA and Apple Valley
Description: Construct BRT Transit Stop on Cedar Avenue near 147th Street
Opens: September 2009

15 BRT Park and Ride

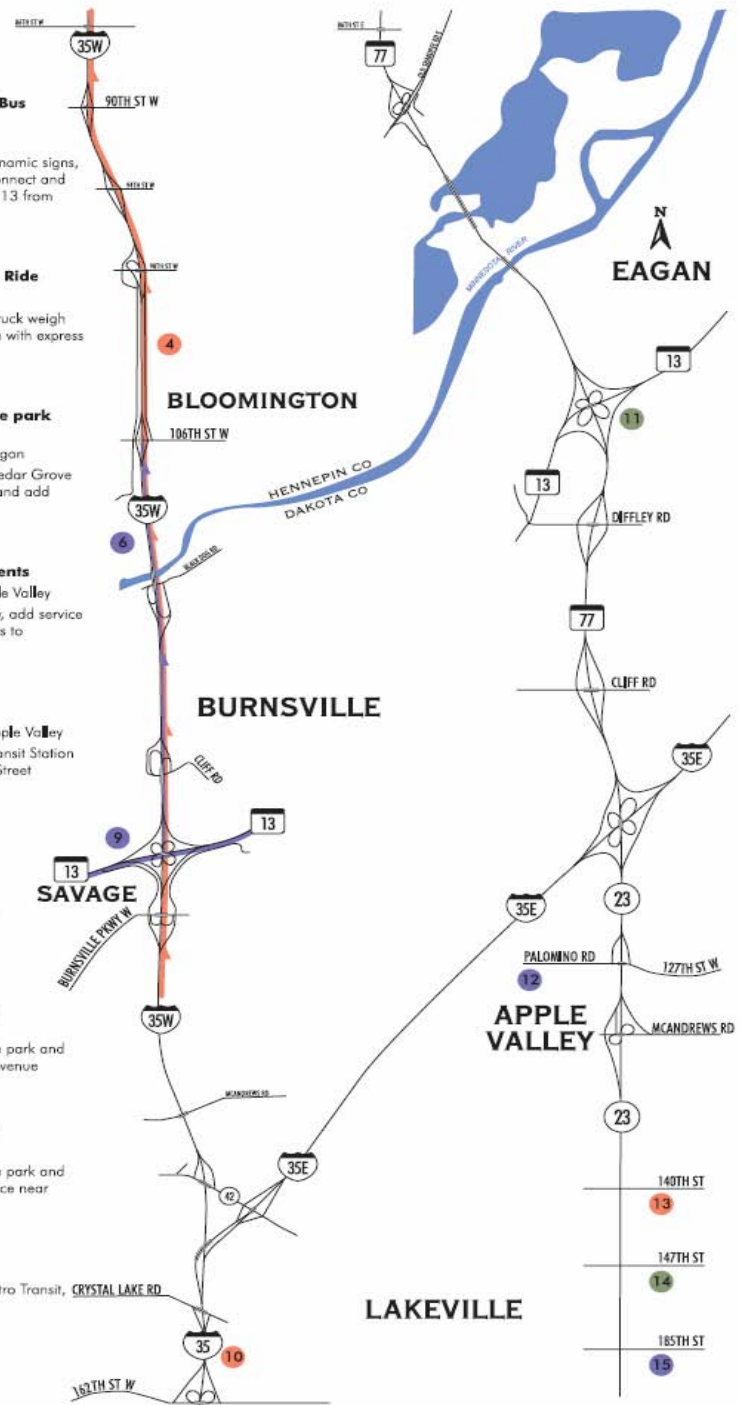
Lead Agency: Dakota County and Lakeville
Description: Construct surface park and ride near 185th St and Cedar Avenue
Opens: September 2009

16 I-35 North Park and Ride

Lead Agency: Metro Transit
Description: Construct surface park and ride, and add express bus service near I-35W and L-694.
Opens: September 2009

17 Technology

Lead Agencies: Mn/DOT, Metro Transit, CRYSTAL LAKE RD
 MVTA, U of M



map not to scale
 Update 11/21/07

Lessons Learned

- Political leadership is necessary
- Public will support projects if they can see benefits
- Pricing projects must work from day one
- Effective outreach, education and marketing are critical for success
- Pricing projects are more likely to generate support if linked to transit improvements

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