

Political and Institutional Issues in Congestion Pricing: Minnesota's Experience

Surface Transportation Policy and Revenue Study Commission
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Overview

- Minnesota's experience with congestion pricing
- The I-394 MnPass HOT lane project
- Lessons learned
- Recommendations

Minnesota's Experience with Congestion Pricing

1995 Citizens Jury on congestion pricing

Twin Cities Citizens Jury on Congestion Pricing (1995)

- 24 randomly selected citizens gathered in St. Paul State Capitol for five days
- 16 against, 8 in favor of congestion pricing as a way of managing congestion and financing transportation
- Congestion not bad enough yet
- Congestion pricing not fair – Lexus Lane
- Congestion pricing costs too much – raise gas tax instead
- Not convinced that congestion pricing will work

Minnesota's Experience with Congestion Pricing

1995 Citizens Jury on congestion pricing

1996 Hwy 212 toll proposal defeated by local
veto

1997 I-394 HOV lane buy-in proposal withdrawn

VOLUME III

BUYING TIME: SYMPOSIUM

RESEARCH AND
POLICY
SYMPOSIUM
ON THE
LAND USE
AND EQUITY
IMPACTS
OF CONGESTION
PRICING

VOLUME II
BUYING TIME:
POLITICAL AND
INSTITUTIONAL
ISSUES OF
CONGESTION
PRICING

VOLUME I
BUYING TIME:
A GUIDEBOOK
FOR THOSE
CONSIDERING
CONGESTION
RELIEF TOLLS
IN THEIR
COMMUNITIES

FINAL REPORT

GUIDEBOOK



The Federal Highway Administration
and
The Minnesota Department of Transportation
present:

Buying Time

A New Strategy for
Traffic Congestion Relief



Produced by
The Humphrey Institute's
State and Local Policy Program

The Federal Highway Administration and
The Minnesota Department of Transportation present
Buying Time
A New Strategy for Traffic Congestion Relief
13 Minutes
Produced by The Humphrey Institute's
State and Local Policy Program at
University of Minnesota.

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2001 Value Pricing Advisory Task Force

2001 I-35W Crosstown pricing proposal considered too complicated by Mn/DOT

2003 I-394 HOT lane project approved by Legislature and Governor

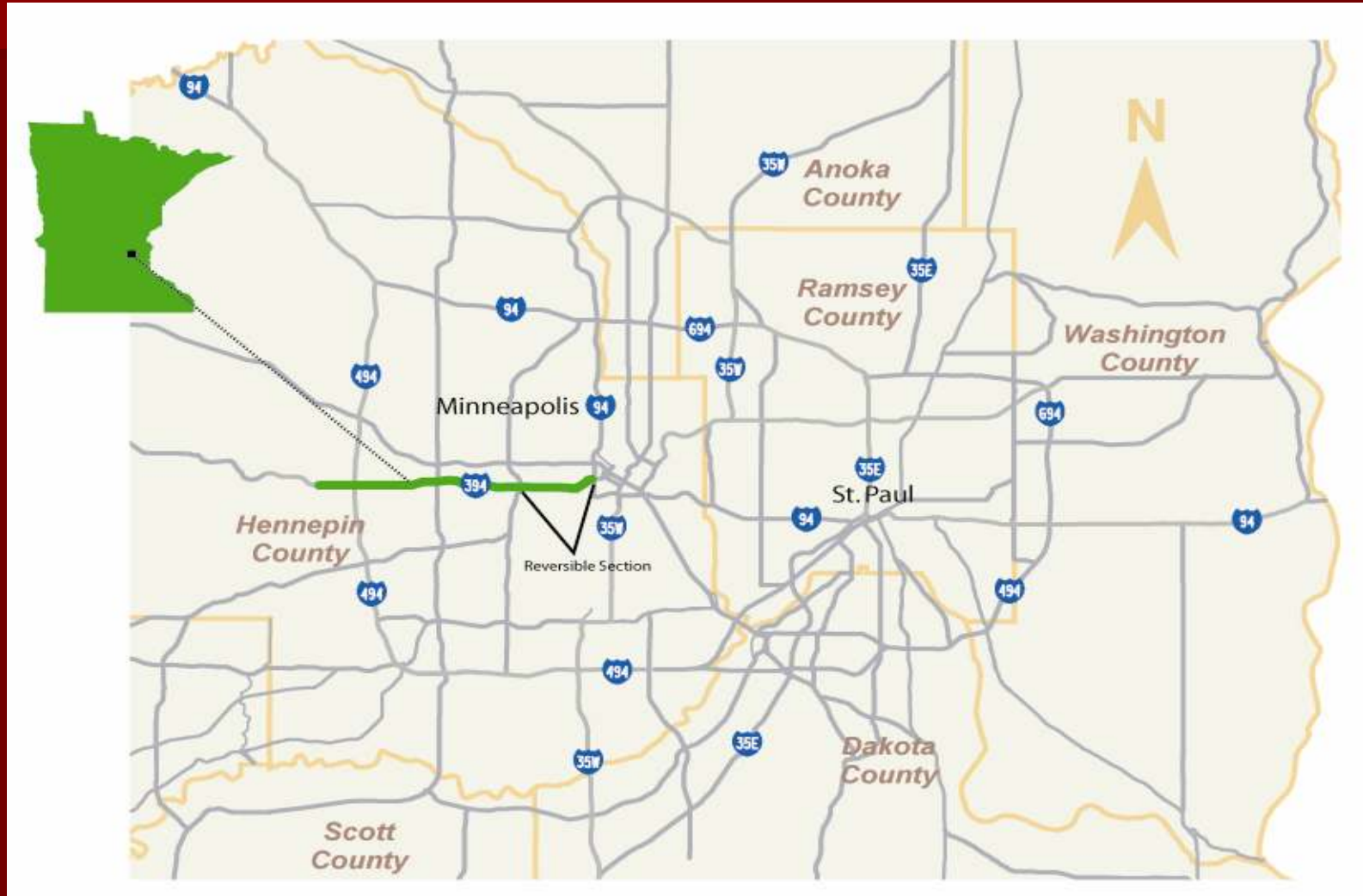
2005 I-394 MnPASS express lanes open

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



I-394 Corridor, Minneapolis-St. Paul Metropolitan Area









 CAR POOLS, BUSES
& MOTORCYCLES FREE

 RATES

TO 	\$0.25
TO 	\$0.50

ACCESS 1200 FT

EXIT 3

 SOUTH
NORTH
General Mills
Blvd

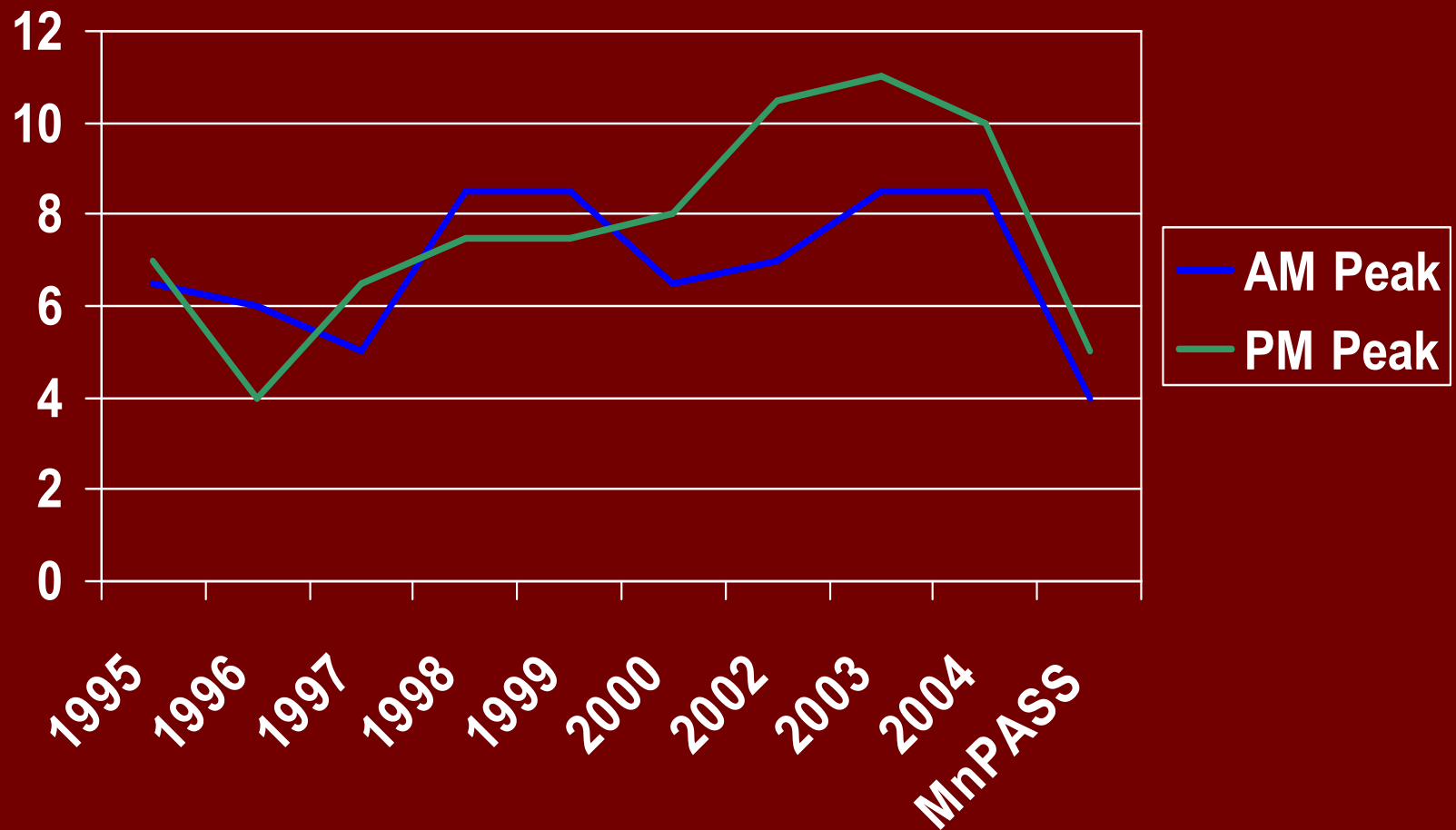
EXIT  ONLY

SPEED
LIMIT
55



Miles of Congestion on I-394

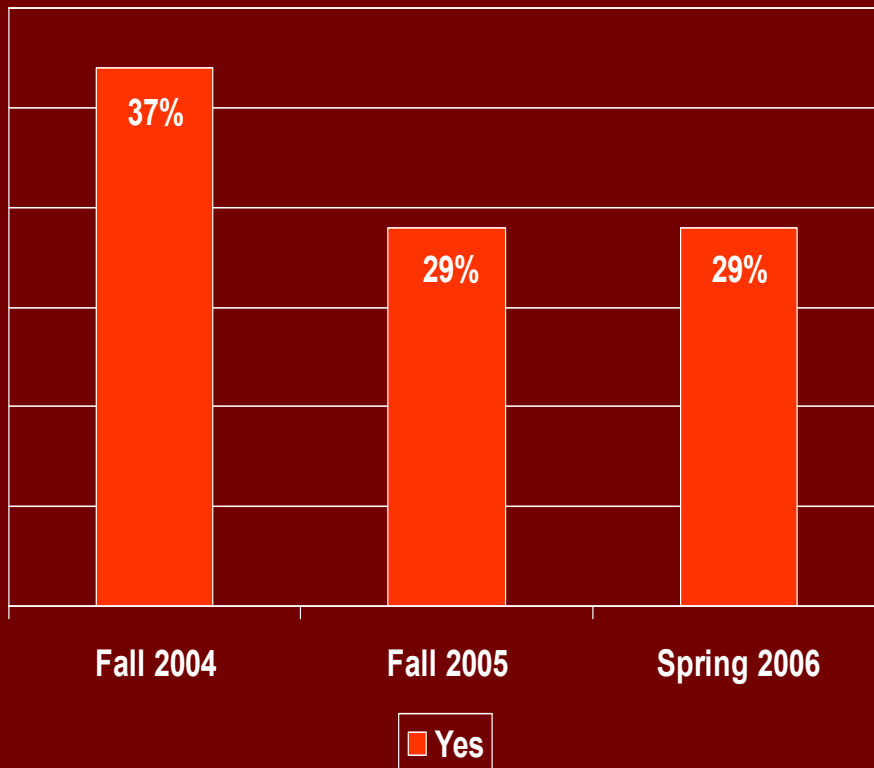
Peak period congestion reduced by 50%



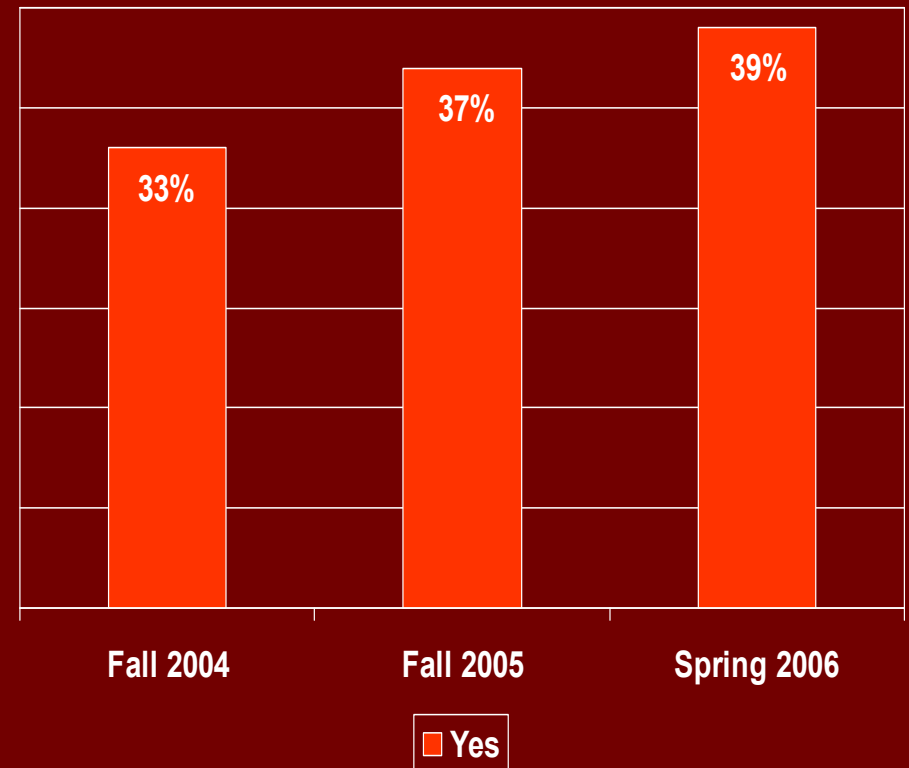
Congestion Delays

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



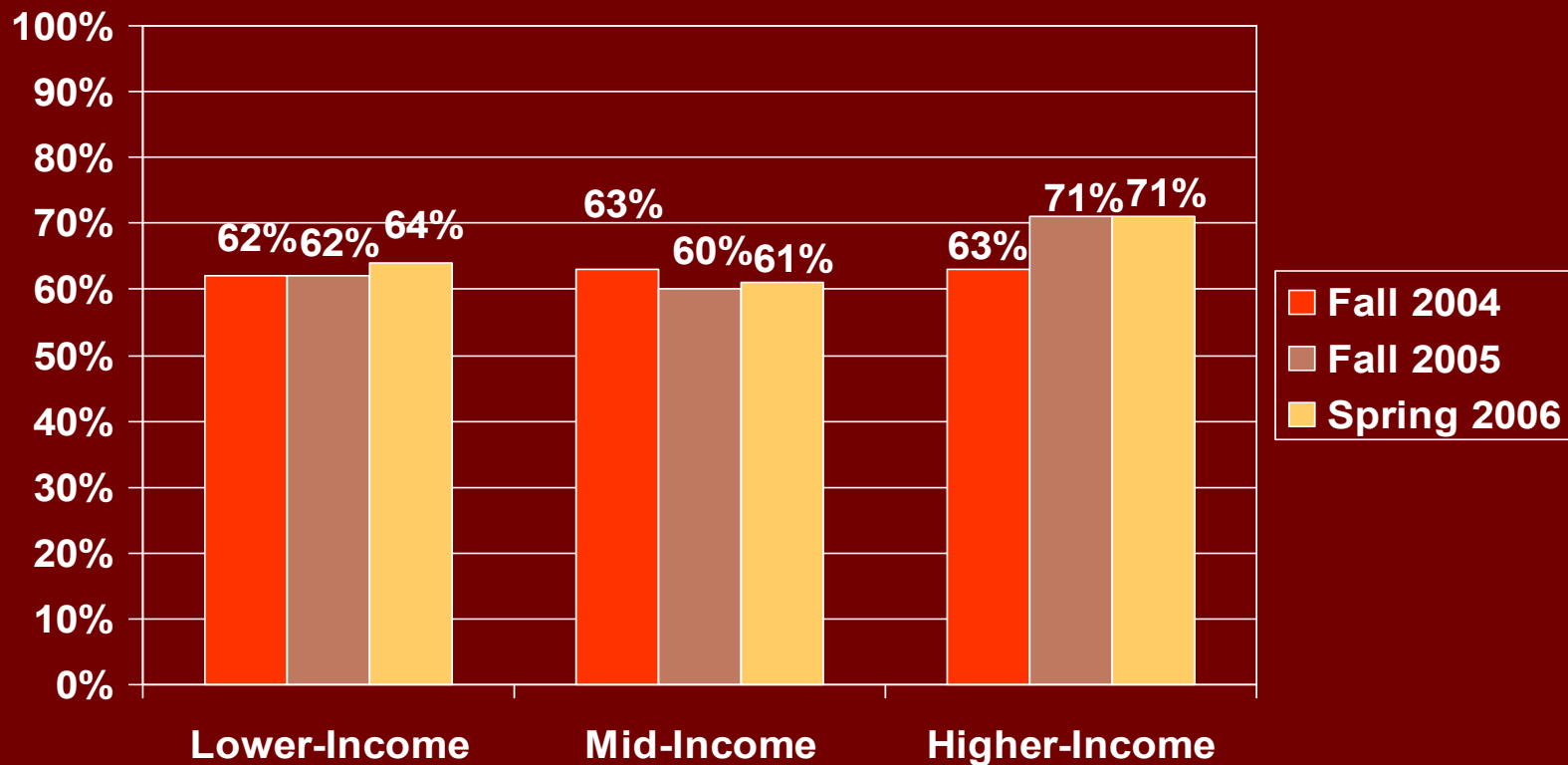
MnPASS User Satisfaction

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

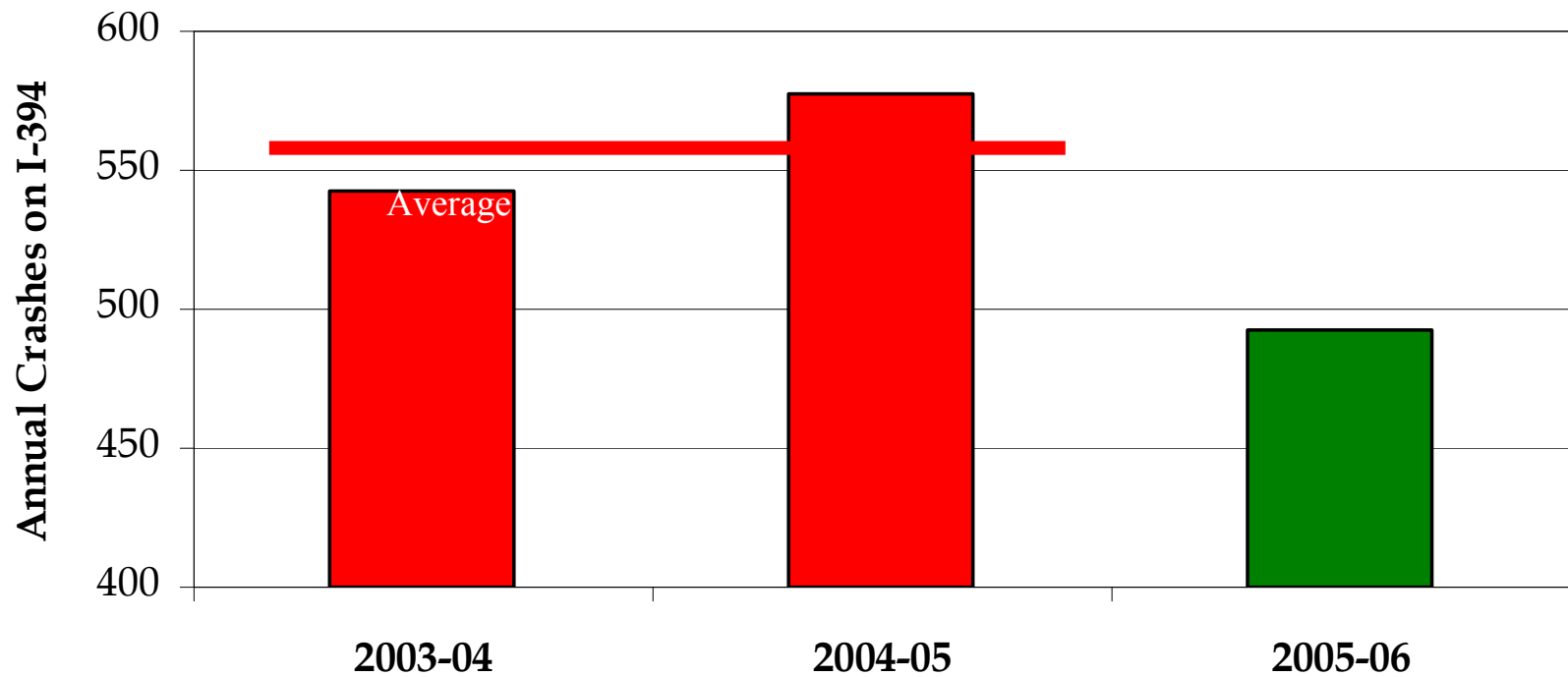
Source: May 2006 survey of 106 MnPASS users

MnPASS Acceptance "Good Idea" by Income

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

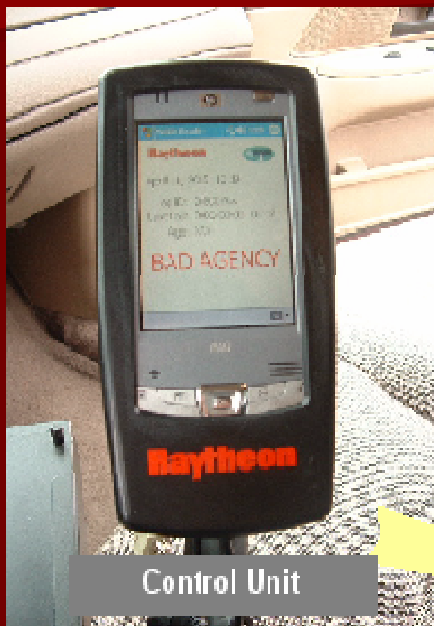


Safety: 12% Decrease in Crashes



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

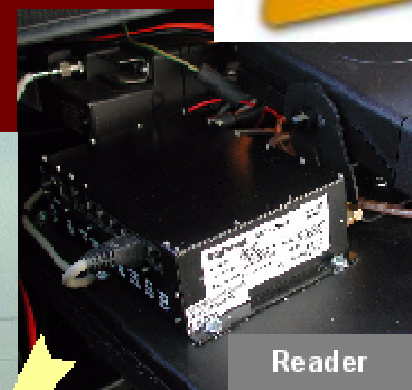
MnPASS Enforcement



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 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 meet operating costs
4. Studying I-394 MnPASS Phase 2 & expansion of MnPASS system

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

Recommendations

- Provide federal incentives for projects involving pricing
 - Increase federal funding share for projects involving pricing
 - Increase transit funding incentives for projects linked to pricing
- Increase pilot program funding for states and regions to develop pricing projects
- Increase USDOT capacity to provide technical and outreach support for pricing projects
- Allow states and regions broad flexibility in use of revenues generated by pricing projects
- Invest in new technologies to convert to system-wide pricing

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