

Minnesota's Experience with Congestion Pricing

Using Payment Innovations to Improve
Transportation Networks

June 12, 2007

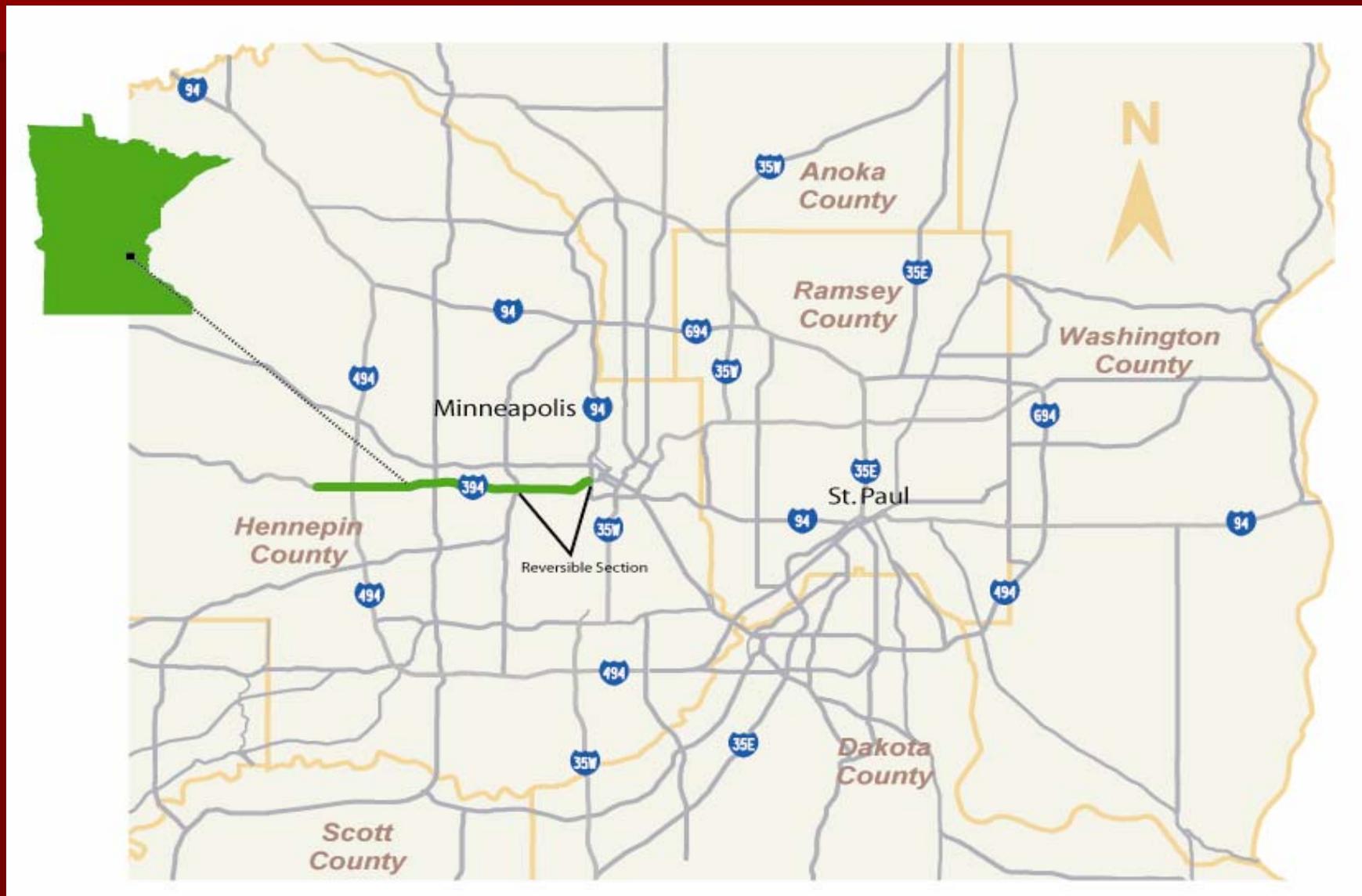
Lee W. Munnich, Jr.
Hubert H. Humphrey Institute of Public Affairs
University of Minnesota

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

MnPASS RATES

TO		\$0.25
TO		\$0.50

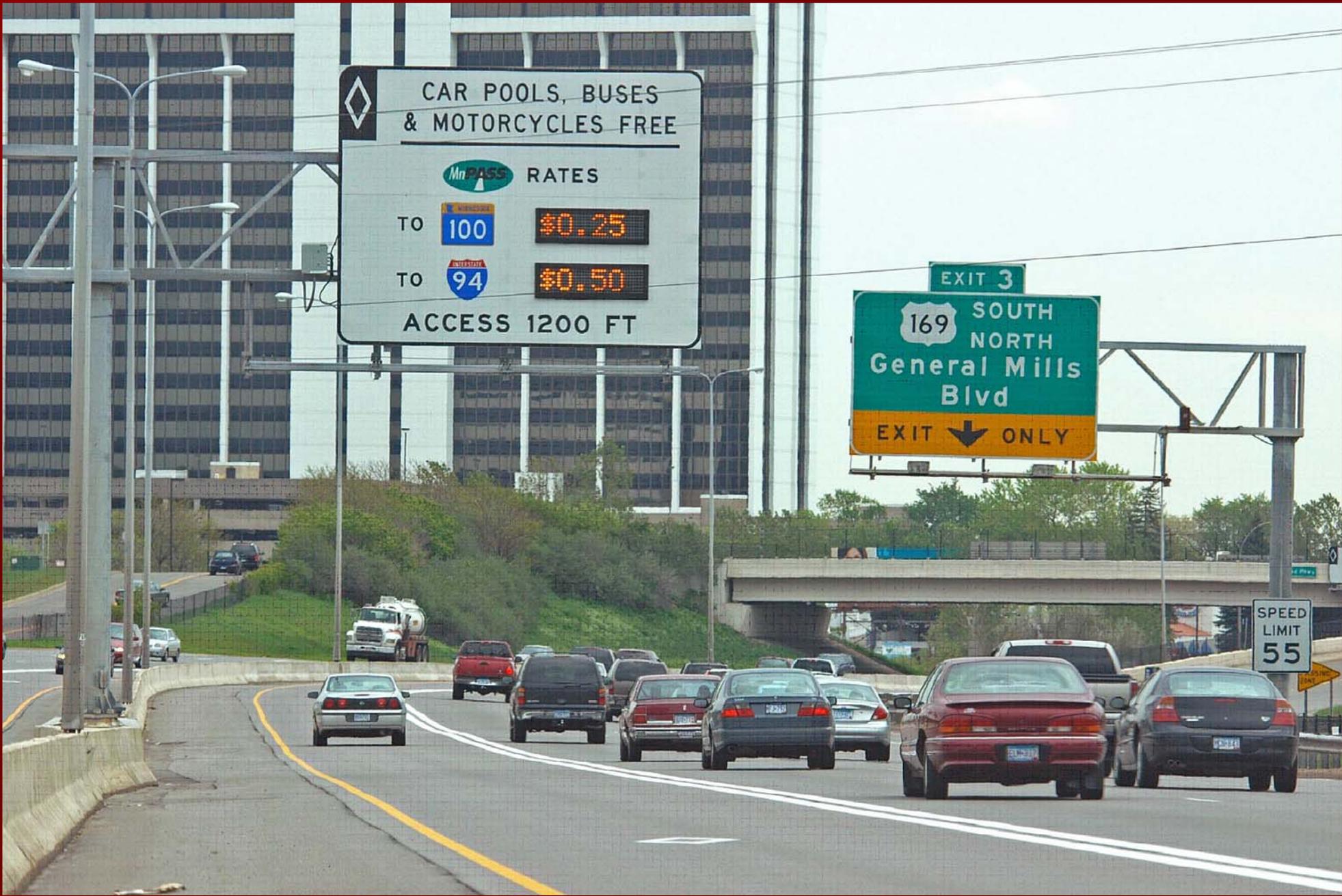
ACCESS 1200 FT

EXIT 3

 SOUTH
NORTH
General Mills
Blvd

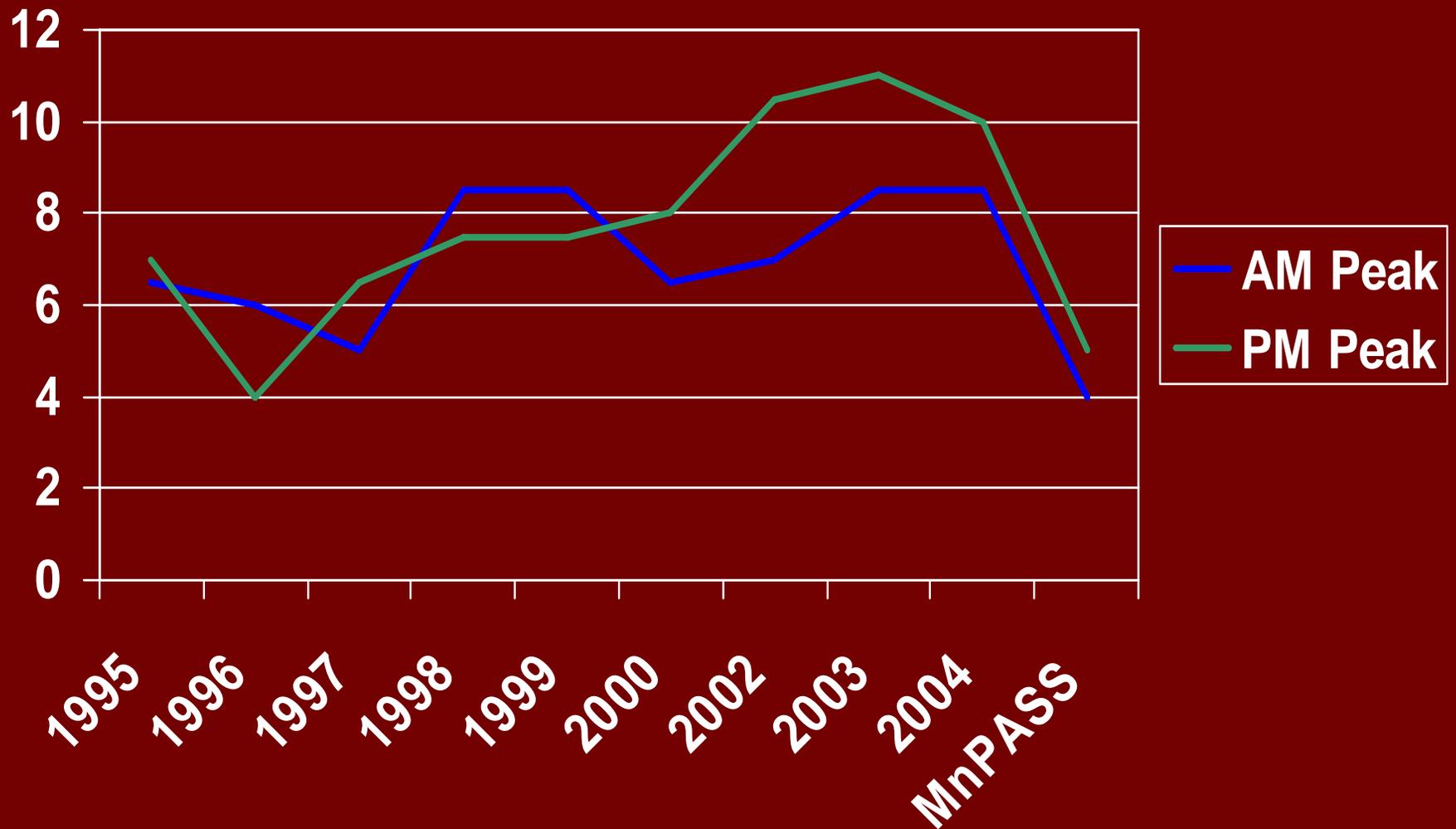
EXIT ↓ ONLY

SPEED
LIMIT
55



Miles of Congestion on I-394

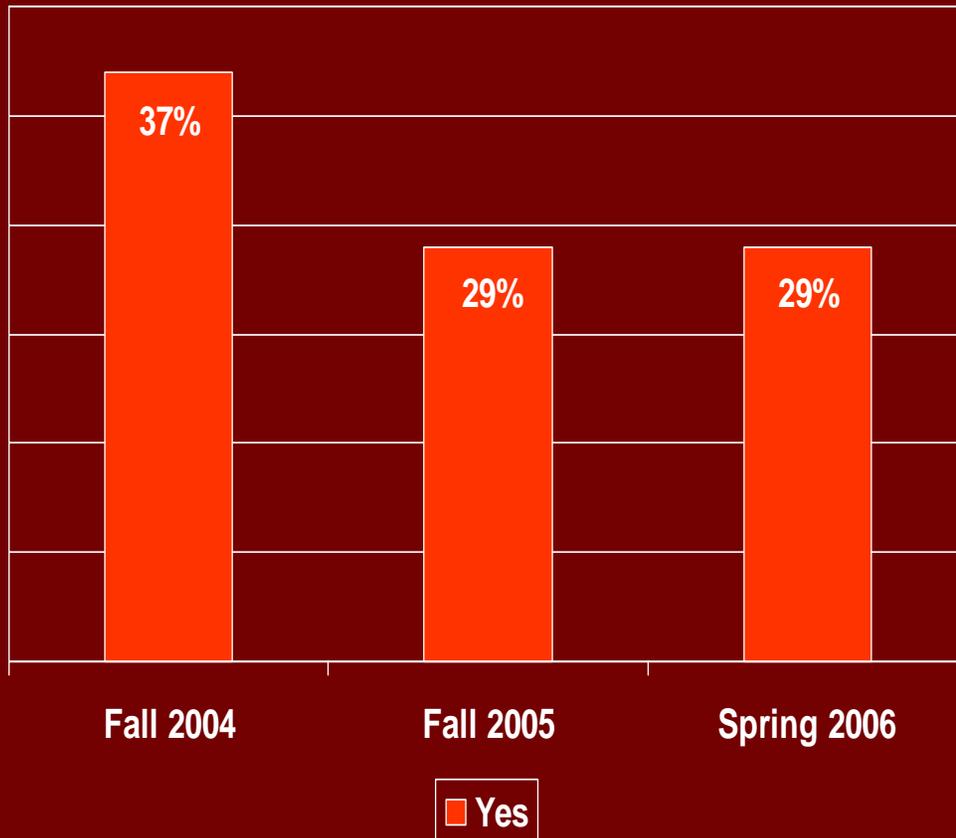
Peak period congestion reduced by 50%



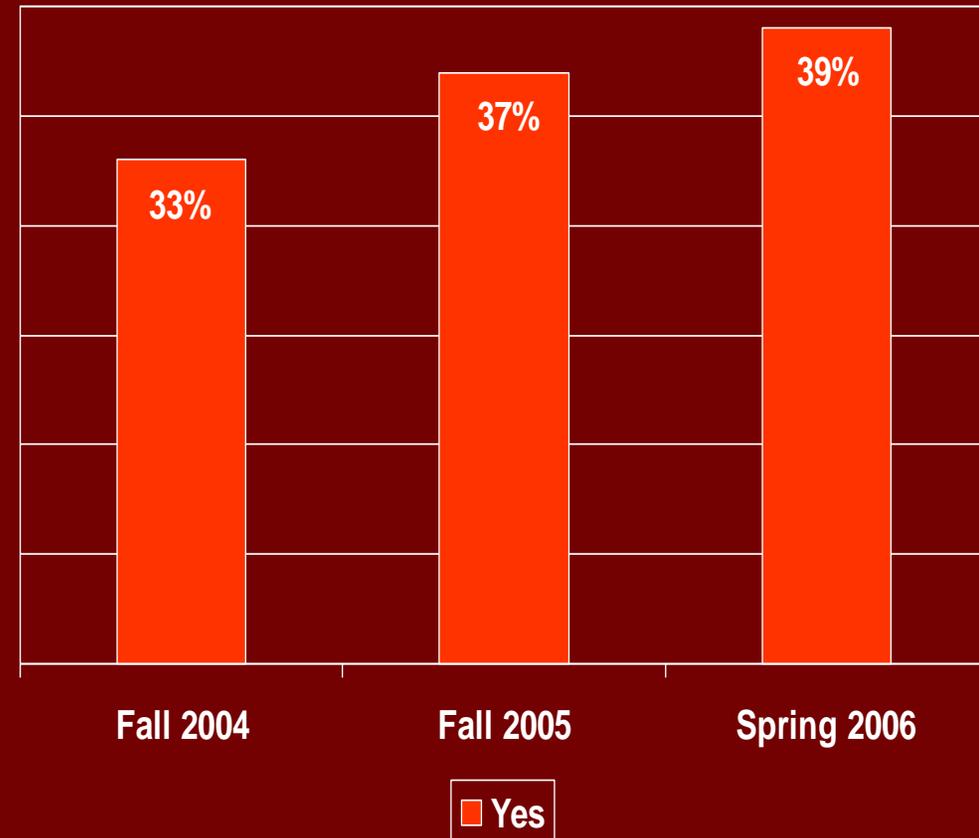
Congestion Delays

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

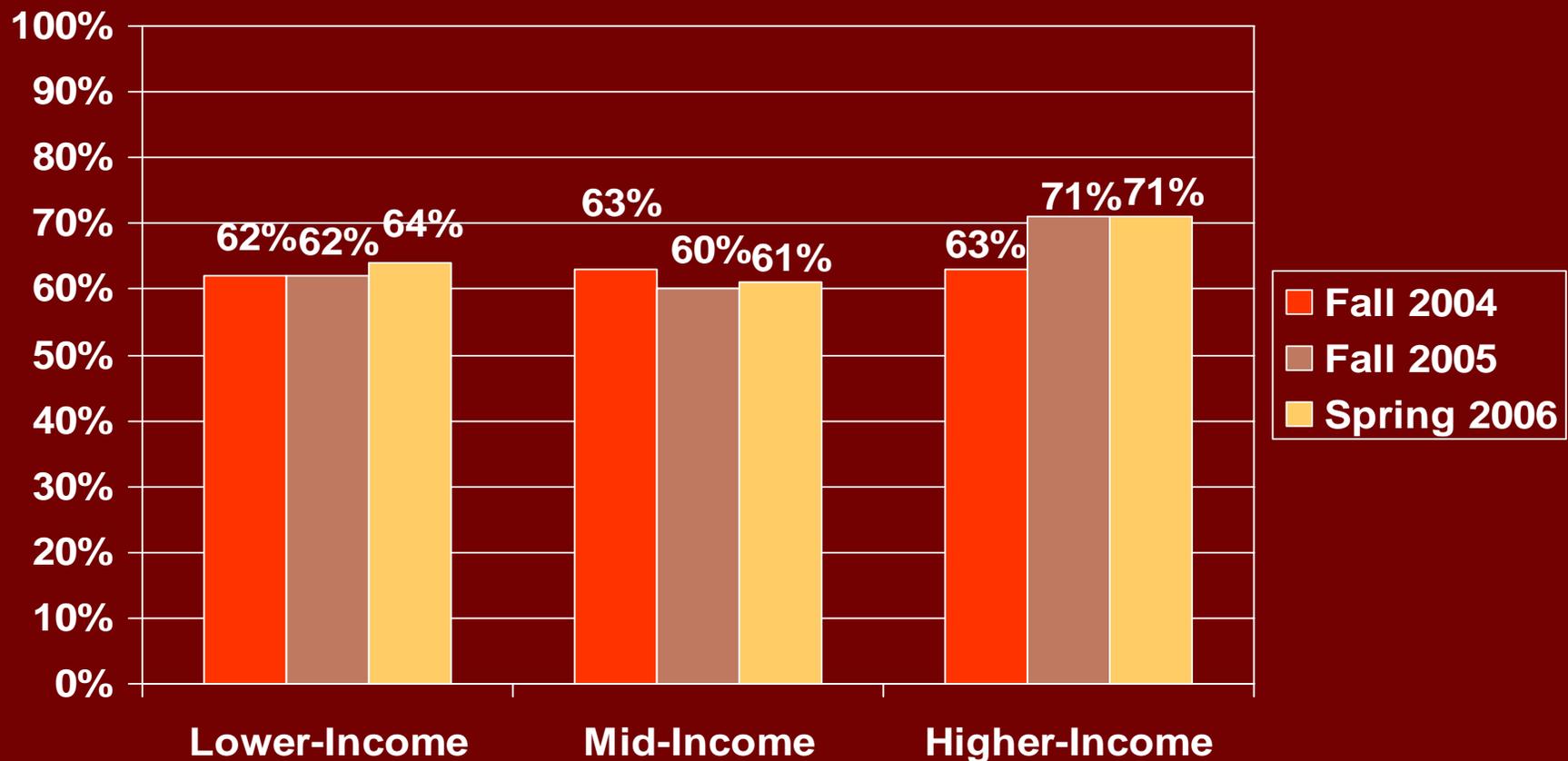
- 95% satisfaction with all electronic tolling
- 85% satisfaction with traffic speed in lane
- 65% satisfaction with dynamic pricing
- 65% satisfaction safety of merging

Source: May 2006 survey of 106 MnPASS users

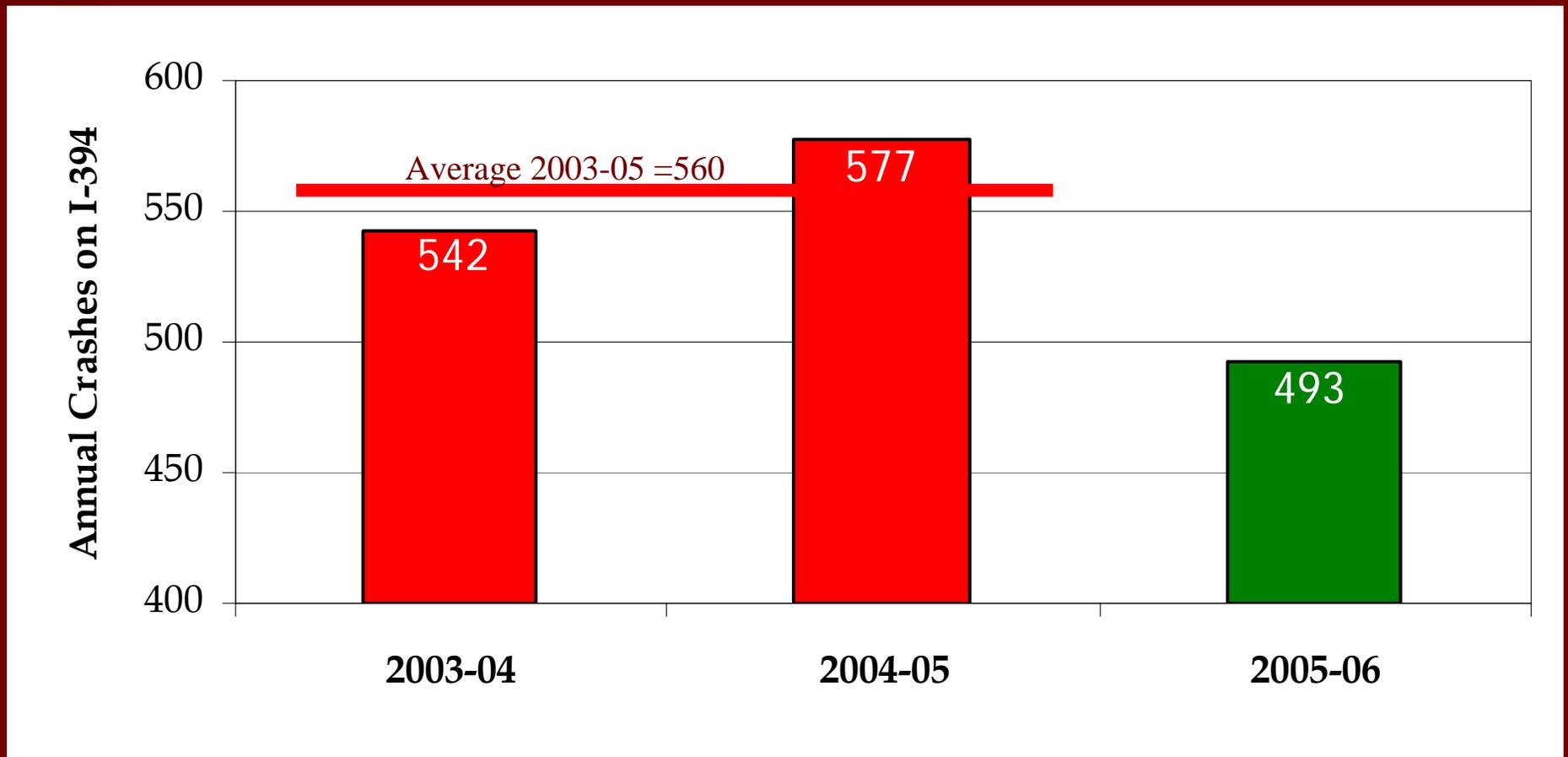
MnPASS Acceptance

"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

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 meet operating costs though not covering capital costs yet
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

For further information contact:

Lee W. Munnich, Jr.
Senior Fellow and Director
State and Local Policy Program
Humphrey Institute of Public Affairs
University of Minnesota

(612) 625-7357

lmunnich@umn.edu

www.valuepricing.org