



# MnPASS Express Lane System

I-35W Solutions Alliance  
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We all have a stake in **A**  **B**



# MnPASS Express Lane System



- ▶ Minnesota's system of Priced Managed Lanes
  - ▶ Uses market based pricing principles to improve the efficiency of the region's highway and transit systems
    - Purpose of pricing is to maintain a congestion free condition in the MnPASS lane, not to generate revenue
  - ▶ In operation on I-394 since 2005 and on I-35W since 2009
    - Operates during weekday AM & PM peak rush hour periods
      - Reverts to general purpose lanes at all other times
    - During peak periods
      - Transit buses, carpools (w/2 or more passengers) and motorcycles use the lanes for free
      - Solo drivers have the option to use for a fee



# MnPASS Express Lane System

## ► MnPASS Objectives

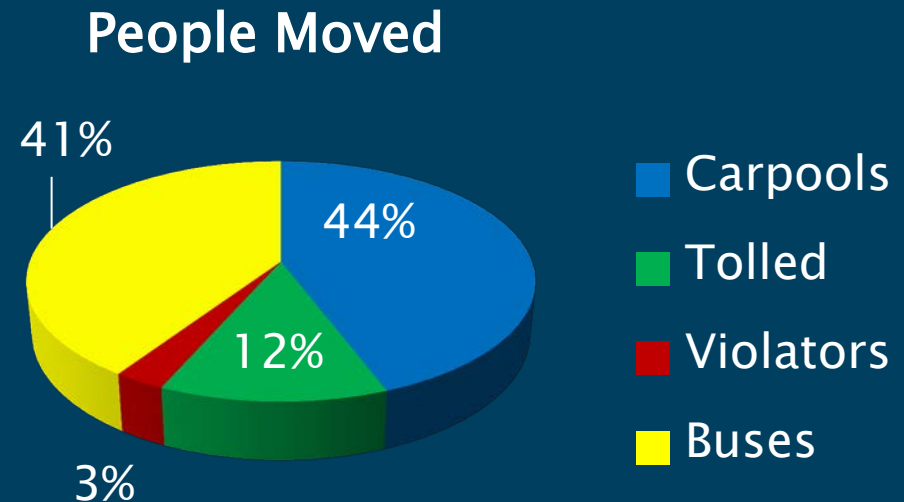
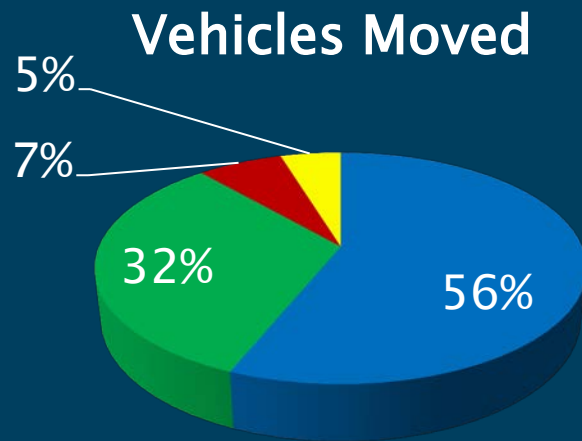
- Improve the movement of people through highway corridors during peak periods (increase person throughput)
- Offer a faster, more reliable congestion-free choice for commuters
- Improve bus transit service and increase ridership
- Improve Park & Ride performance and increase car/van pooling



# MnPASS Use & Performance

## People Movement

- ▶ The majority of people using MnPASS are carpooling or riding transit
- ▶ Single occupant MnPASS customers make up 32% of the total vehicles in the lane, but are only 12% of the total people in the lane

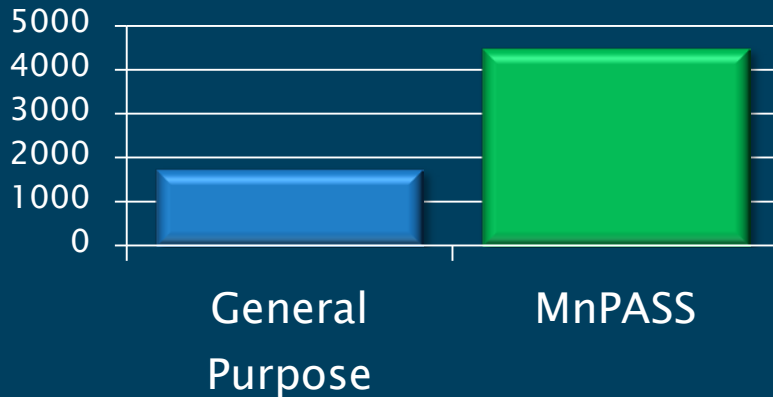


# MnPASS Use & Performance

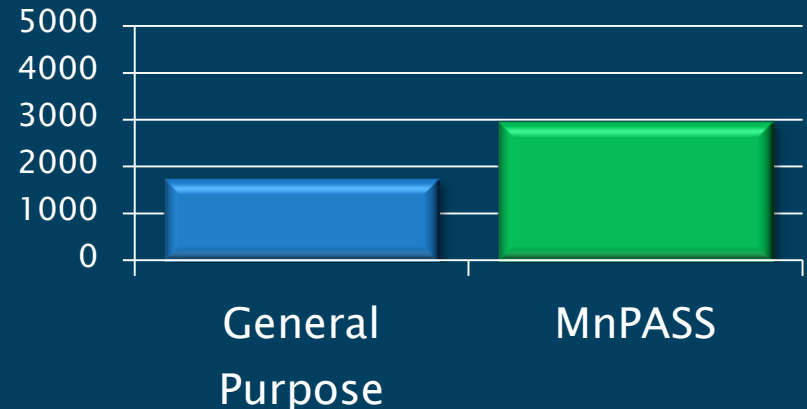
## People Movement

- ▶ A MnPASS lane can move twice as many people as a single general purpose lane during congestion

NB I-35W at Lake Street  
AM Peak Hour



EB I-394 at Penn Ave  
AM Peak Hour



# MnPASS Use & Performance

## Vehicle Speeds

- ▶ Average speeds in the MnPASS lanes are between 55 and 60 MPH during peak periods
- ▶ Average speeds in the general purpose lanes are 15–20 MPH during peak periods
- ▶ Federal law requires priced managed lanes to operate at speeds above 45 MPH for 90% of the time during peak periods
- ▶ MnPASS is currently operating at speeds above 45 MPH 95% of the time

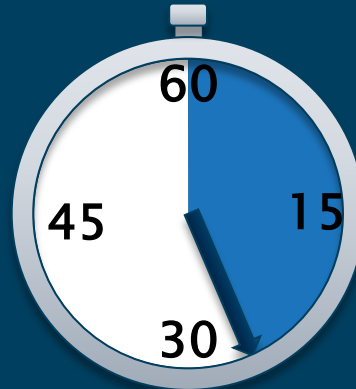


# MnPASS Use & Performance

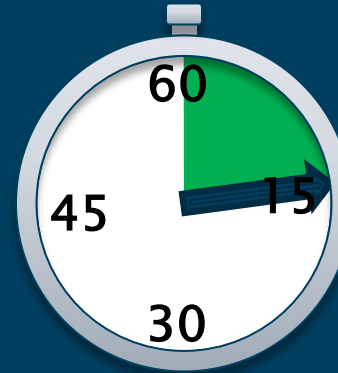
## Reliability & Time Savings

- ▶ General purpose lanes are prone to congestion and are therefore unpredictable, which requires more time when planning a trip
- ▶ MnPASS lanes can be relied on to provide a predictable trip time
- ▶ A commuter on NB I-35W traveling from Lakeville to downtown Minneapolis must plan for a 28 minute commute, while a MnPASS commuter only needs to plan for 14 minutes

General Purpose  
Lane Time



MnPass  
Lane Time



# MnPASS Use & Performance

## Transit Improvement

- ▶ I-35W Express Bus Service since 2009
  - Efficiency and reliability greatly improved
  - Transit service increased 11%
  - Ridership up 55%

## Park & Ride Improvement

- ▶ I-35W Park & Ride use up 35% since 2009



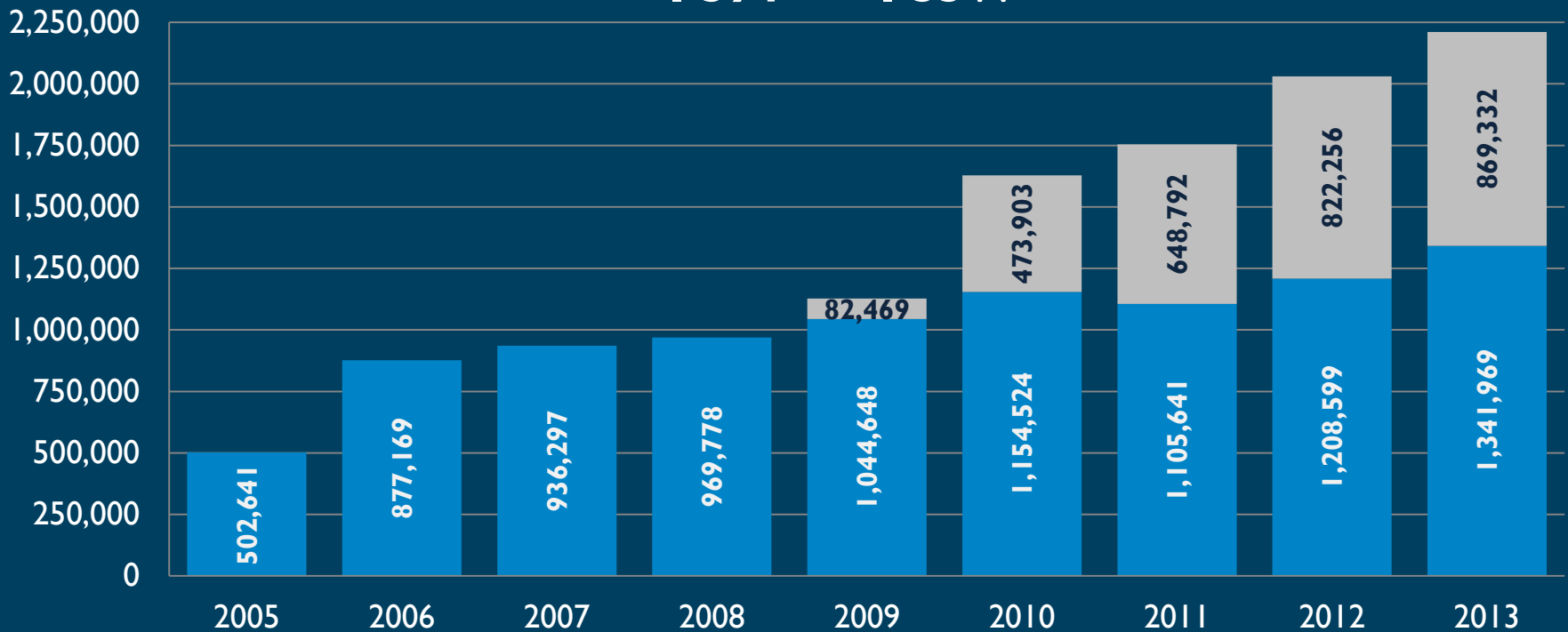


# MnPASS Use & Performance

## Growth in Use

### MnPASS Trips

■ I-394 ■ I-35W

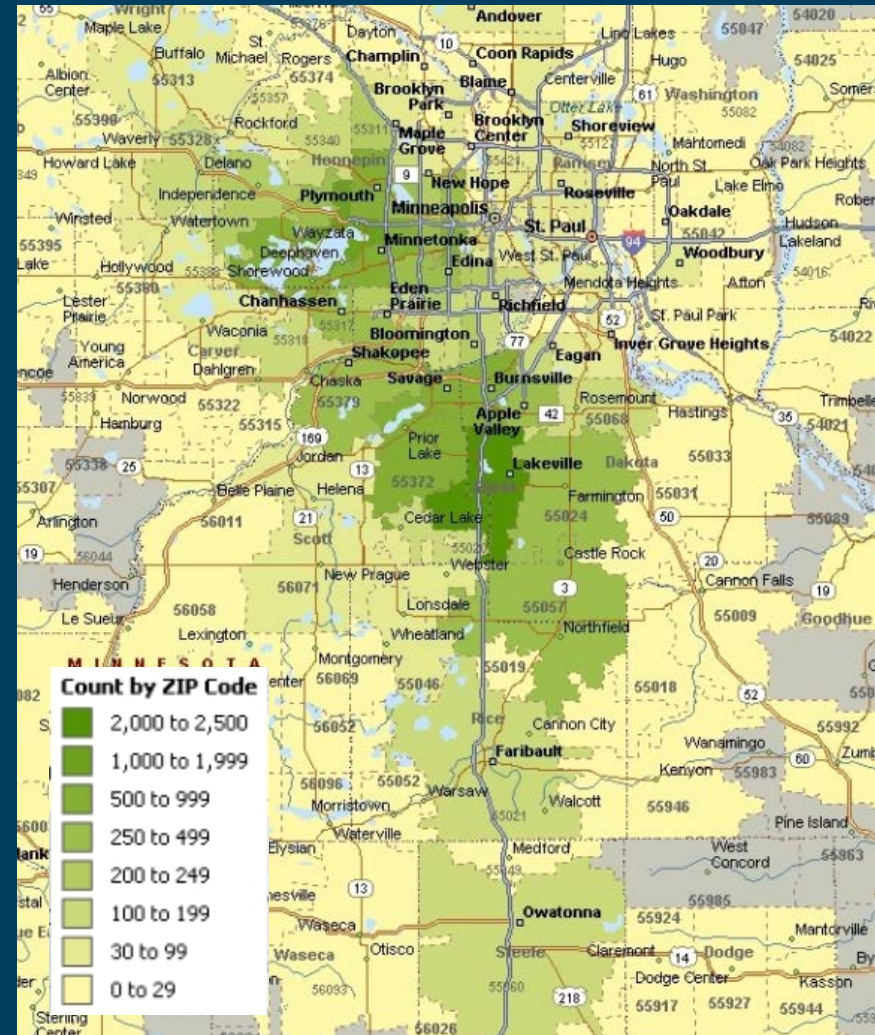


# MnPASS Use & Performance

Total MnPASS Accounts: 24,815

## MnPASS Accounts by zip code

Rank	ZIP Code	City	Count	Percent
1	55044	Lakeville	2360	10%
2	55391	Wayzata/Deephaven/Orono	1174	5%
3	55337	Burnsville	840	3%
4	55305	Hopkins	766	3%
5	55447	Plymouth	744	3%
6	55331	Shorewood	687	3%
7	55416	Edina	638	3%
8	55345	Minnetonka	638	3%
9	55372	Prior Lake	625	3%
10	55378	Savage	602	2%



# MnPASS Use & Performance

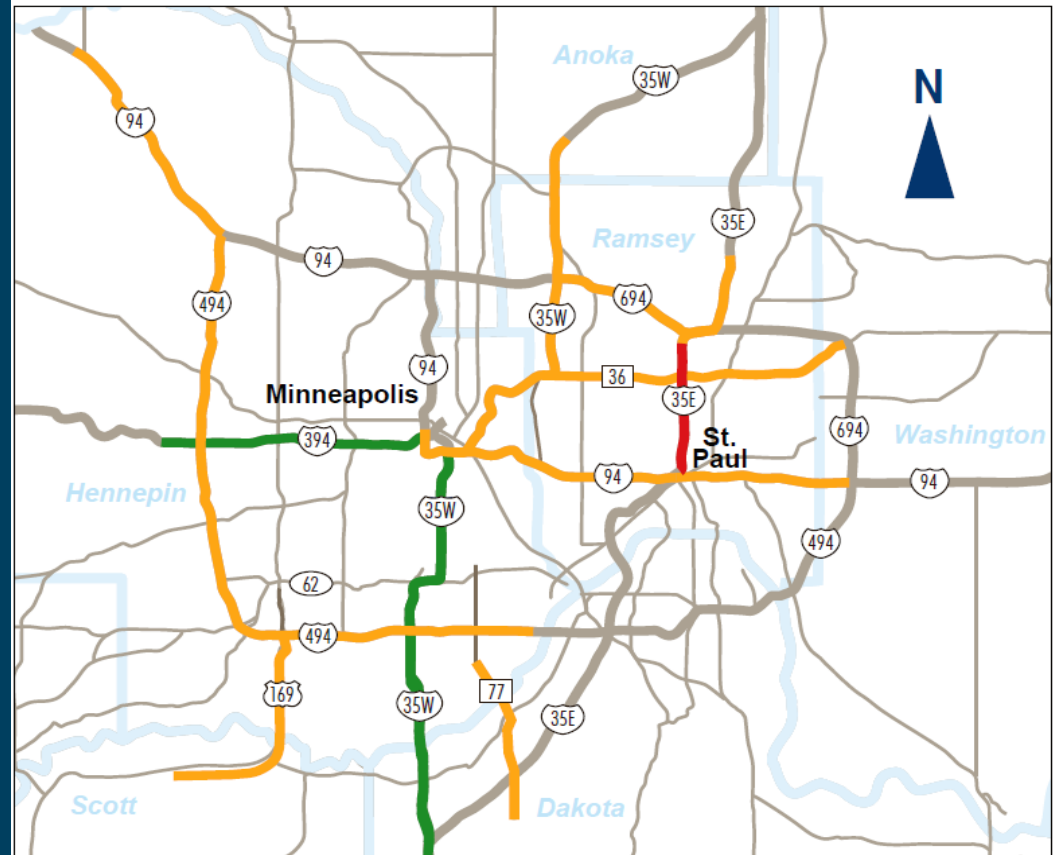
- ▶ Customer Satisfaction
  - Greater than 80% satisfaction rate among customers
    - Time saved, congestion avoidance, choice and reliability valued most
    - Customers stay customers
  - Transit operators and users strongly support
  - Car/vanpoolers strongly support






# MnPASS System

- ▶ MnPASS lanes under construction on I-35E north of St. Paul – opening in Nov. 2015
- ▶ Four MnPASS expansion projects in current 10-yr. plan
  - 35E Ext. (north of Ltl. Can.) 2016
  - 35W Ext. (46<sup>th</sup>–26<sup>th</sup> in Mpls.) 2017
  - 94 (Mpls.–St. Paul) 2019–20
  - 35W (Roseville–Blaine) 2020–21
- ▶ Other MnPASS corridors
  - 35W (Mpls.–Roseville)
  - TH 77 (NB lane App. Vall.–Blm.)
  - TH 36 (EB lane 35W–35E)
  - 35 Ext. (35W/35E–CR 70 Lakeville)
  - 169 (Shakopee north)
  - 494/94

## Regional 2030 Transportation Policy Plan Future Managed Lane System



	Existing MnPASS
	35E MnPASS Construction 2013-2015
	Future Managed Lane or MnPASS System

Sept. 20, 2011



# MnPASS Express Lane System

- ▶ MnPASS utilizes all electronic dynamic pricing (no toll booths)
  - Prices can change every three minutes (25¢–\$8.00)
    - I-394 average toll in 2013: \$1.49
    - I-35W average toll in 2013: \$2.04
  - Pavement loop detectors monitor vehicle speeds and volumes in the MnPASS lane – data is used to automatically adjust rates
  - Purpose of pricing is to maintain congestion free condition in the MnPASS lane, not to generate revenue



# MnPASS Express Lane System

- ▶ If you are a transit user or carpooler during peak periods, you can use the MnPASS lanes for free
- ▶ If you are a solo driver and would like the option of using the MnPASS lanes:
  1. Set up an account online, by phone or in person
    - Requires \$40 credit card deposit
  2. Receive and mount a transponder on your windshield
    - \$1.50/month lease fee
  3. Decide whether you want to use the lane after viewing the price
    - The fee is automatically deducted from your account

## Sign up **Today!**

If you're ready for faster commuting with fewer hassles, the MnPASS Express Lanes are ready for you. To set up your account or get more information, just call 866-EZ-RIDE4 (866-397-4334) or visit [www.mnpass.net](http://www.mnpass.net).

Attach a transponder to your windshield and pay fees electronically without slowing.

**Simple!**

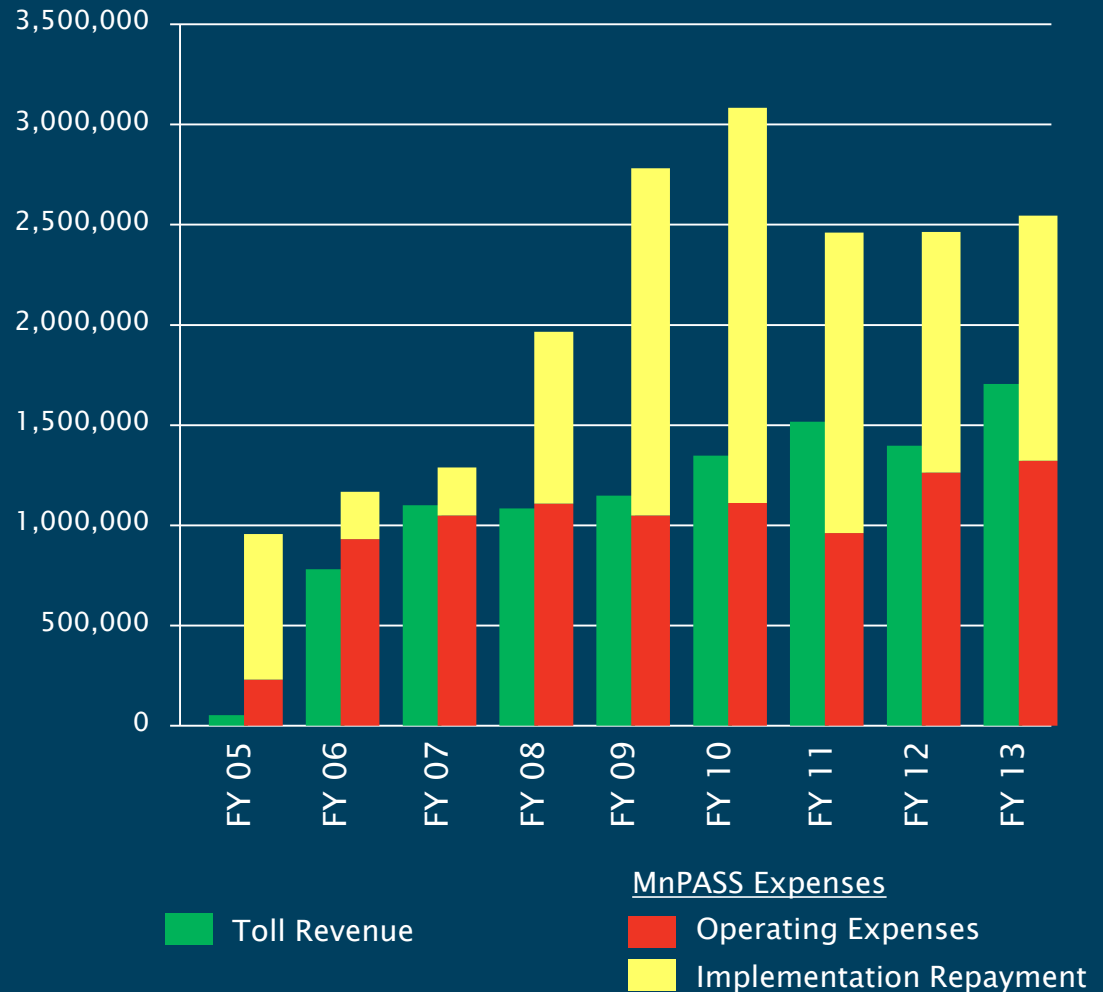


# MnPASS Financial Update

## I-394 Account

Revenue must be used as follows:

- 1) Repay implementation costs
  - 2) Pay operating costs
  - 3) Remaining revenue split 50/50 between MnDOT and Met Council for improvements in the corridor
- ▶ Supplemental TH Funds cover expenses in years when expenses exceed revenue
  - ▶ Final implementation repayment made in 2013 (total implementation repayments: \$10 million)
  - ▶ Toll infrastructure replacement costs will begin on I-394 in 2015
  - ▶ Met Council payments will begin in 2014

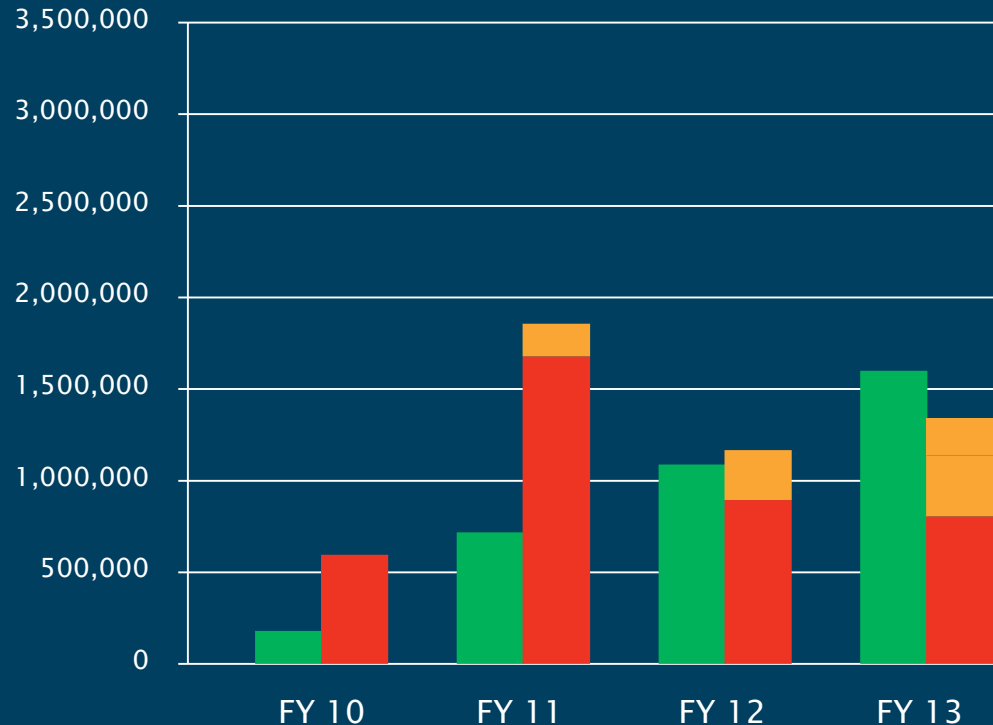


# MnPASS Financial Update

## I-35W Account

After first year, revenue must be used as follows:

- 1) Allocate lesser amount of \$1 million or 75% of the revenue for operating costs
  - 2) Transfer remaining amount, up to the amount allocated above, to the Met Council for transit improvements in corridor
  - 3) Allocate remaining amount:
    - 25% to MnDOT for MnPASS operating costs and improvements in corridor
    - 75% to Met Council for transit improvements in corridor
- ▶ Supplemental TH Funds cover expenses in years when expenses exceed revenue
- ▶ Toll infrastructure replacement costs will begin on I-35W in 2019

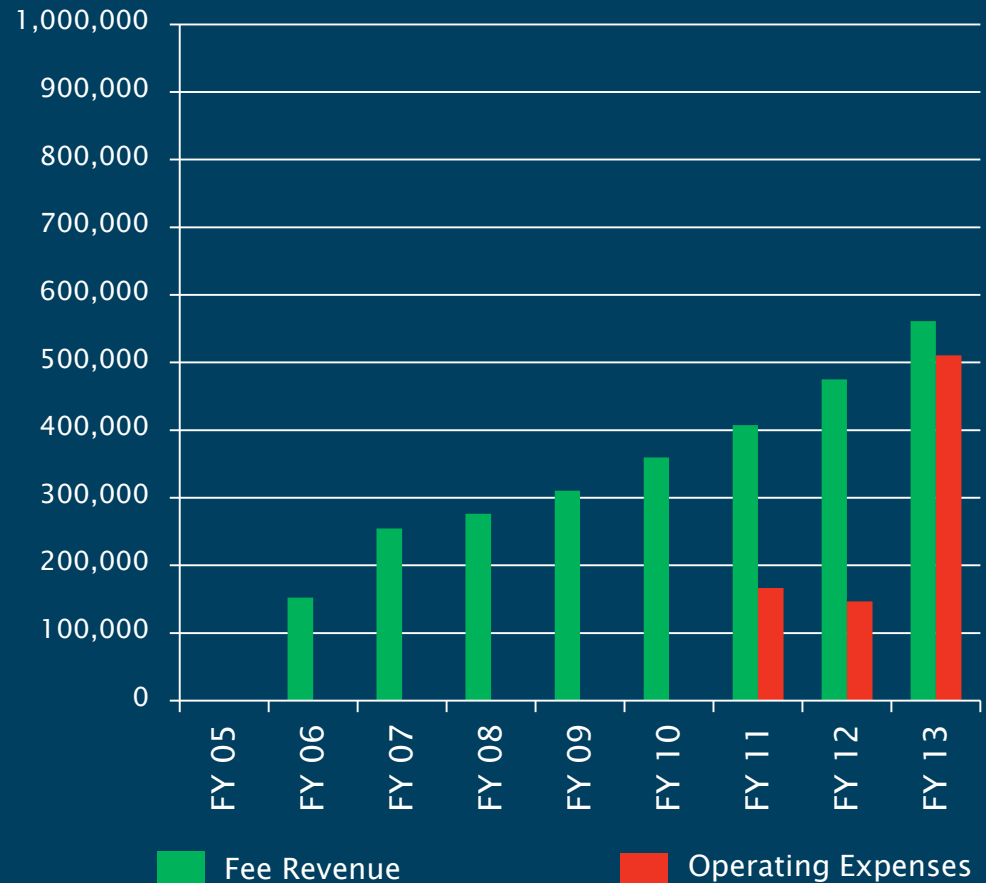




# MnPASS Financial Update

## Administrative Account

- ▶ Operating expenses associated with this account were included in I-394 and I-35W accounts 2005-10
- ▶ Spike in operating expenses in 2013 due to transponder replacement cost
- ▶ Total Number of Transponders: 31,033



# Continuous Improvement Areas of Focus

- ▶ Expanding the System
- ▶ Improving Operations/Value to User
  - Pricing algorithm
  - Access
  - Hours of operation
  - Signing on I-35E
  - Enforcement
  - Operations contract & national interoperability
- ▶ Improving Communications

