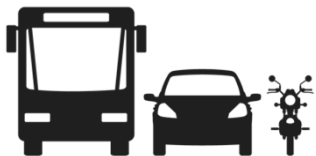


MnPASS Express Lane System Update

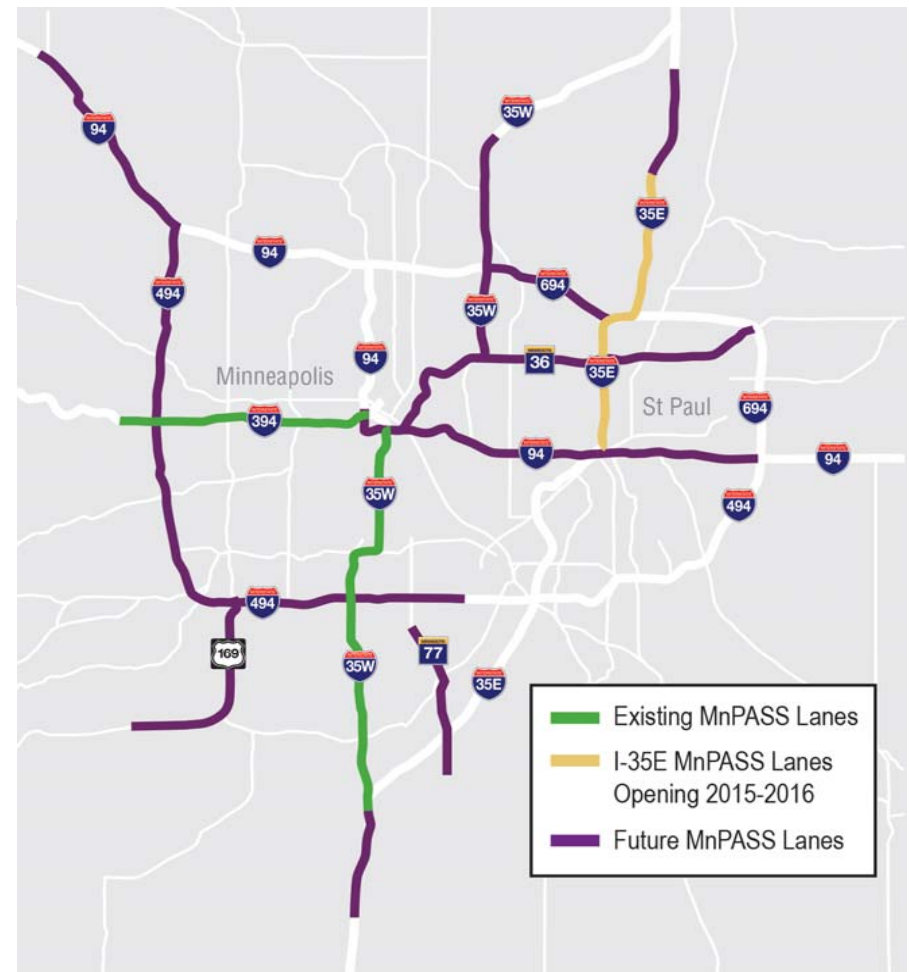
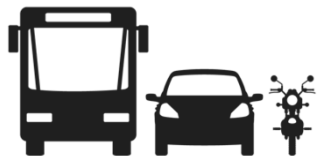


I-35W Solutions Alliance
March 10, 2016



MnPASS Express Lane System

- System Development Update
- New MnPASS Features
- Performance Update



I-35E MnPASS Express Lanes



MnPASS

- Hours of MnPASS Operation:
Monday-Friday
 - Southbound 6-10 AM
 - Northbound 3-7 PM
- Open to all traffic at all other times
- Mostly open access buffer (double-dashed white lines)



Other Funded MnPASS Corridor Improvements

- I-35W South MnPASS Extension (46thSt.–26thSt.) – part of the I-35W Lake St. Transit Access project
 - Construction begins late 2017
- I-35W North Preliminary Design Project (Hwy. 36–Lexington Ave.)
 - Funding available in 2019 and 2020
- I-94 Corridor Study (Between the downtowns – I-394–Hwy. 61)
 - Study results anticipated late 2017
 - Funding available in 2021 and 2022



Other MnPASS Corridors in Planning & Development

- Hwy. 77 Managed Lane & Cedar Grove Transit Access Study (Apple Valley - Bloomington)
 - Completed 2014
- I-494/Hwy. 62 Congestion Relief Study (Eden Prairie - MSP Airport)
 - Preliminary results anticipated late 2016
- Hwy. 169 Mobility Study (Shakopee – Golden Valley)
 - Preliminary results anticipated early 2017



New MnPASS Features

- Larger digital price signs for improved messaging
- New toll reading equipment enabling future interoperability with other state toll systems
- New back office operating system
- New tags – monthly \$1.50 fee eliminated



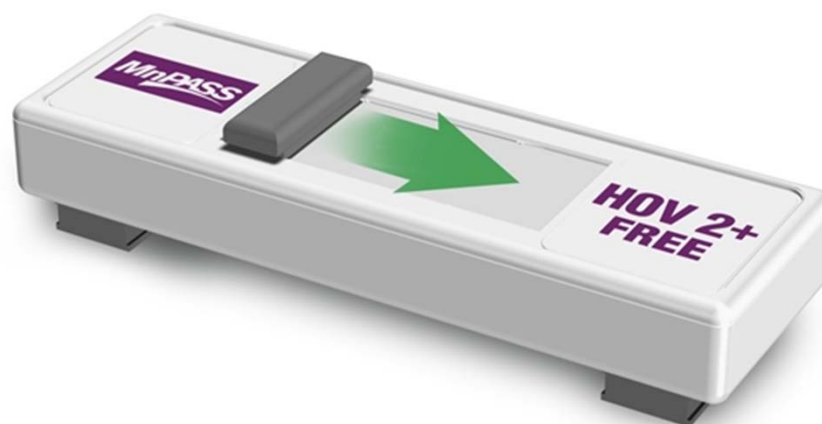
HOV 2+ = Vehicles with two or more people



New MnPASS Features

NEW

- Two “tag” options now available
- Switchable Tag
 - One-time \$15 purchase fee
 - Can be moved between vehicles
 - HOV 2+ (free) mode or MnPASS (fee) mode



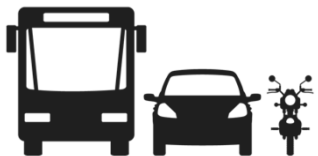
New MnPASS Features

- Sticker Tag
 - Free
 - Always “on” (fee) mode when driving in a MnPASS Express Lane



MnPASS Objectives

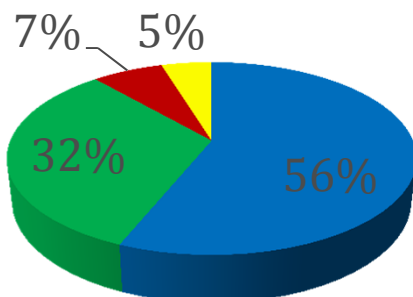
- Improve the movement of people through highway corridors during peak periods (increase person throughput)
- Offer a faster, more reliable congestion-free choice for commuters
- Improve bus transit service and increase ridership
- Improve Park & Ride use and increase car/van pooling
- Cost-effectively reduce and manage congestion in a manner that's sustainable over the long term



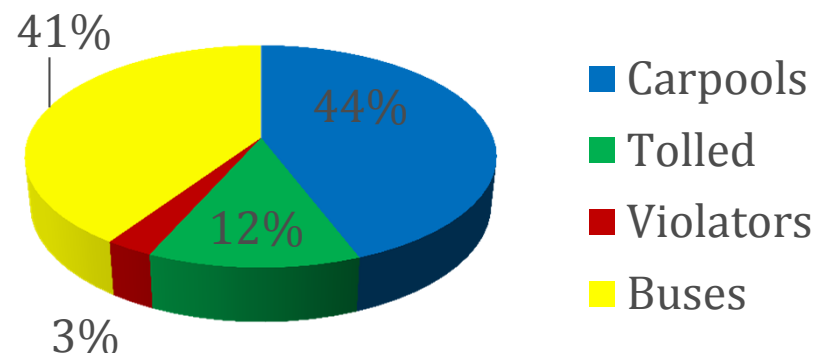
MnPASS Use & Performance

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

Vehicles Moved



People Moved



- Carpools
- Tolled
- Violators
- Buses

MnPASS Use & Performance

Transit Improvement

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

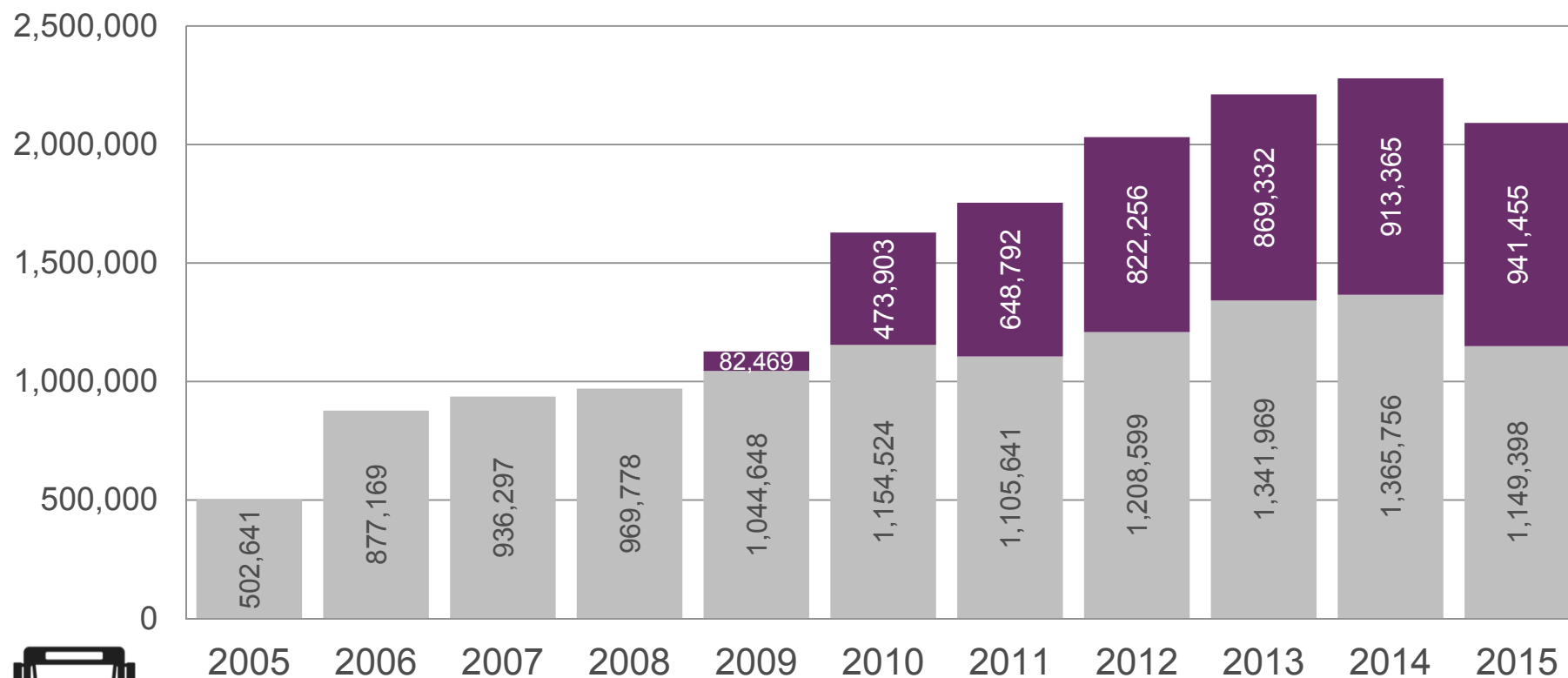
Park & Ride Improvement

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



MnPASS Accountholder Trips

■ I-394 ■ I-35W



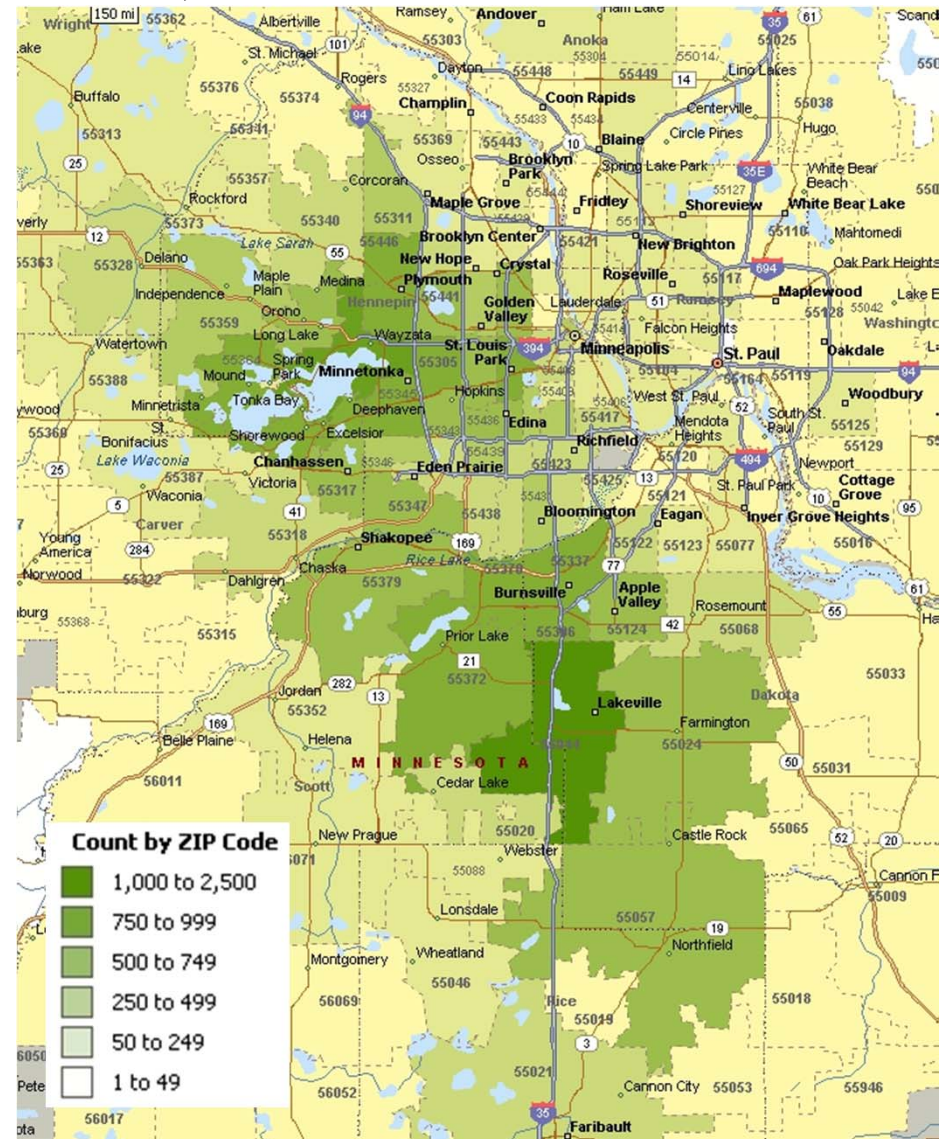


MnPASS Active Accounts

Total 28,242

MnPASS Accounts by zip code

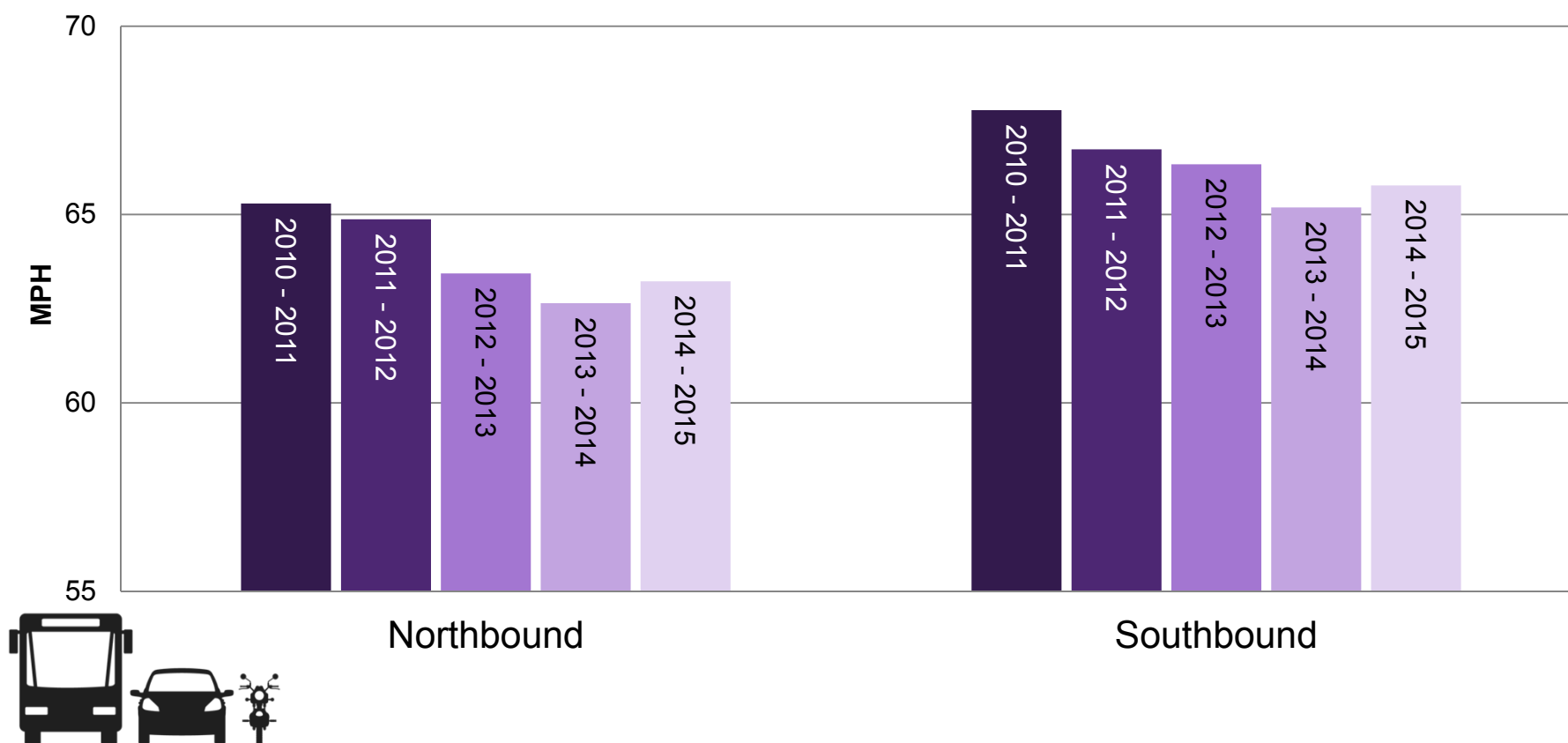
Rank	ZIP Code	City	Count	Percent
1	55044	Lakeville	2,407	9%
2	55391	Wayzata/Deephaven/Orono	1,152	4%
3	55337	Burnsville	786	3%
4	55447	Plymouth	721	3%
5	55305	Hopkins	711	3%
6	55331	Shorewood	682	3%
7	55372	Prior Lake	674	3%
8	55345	Minnetonka	626	2%
9	55378	Savage	610	2%
10	55416	Edina	585	2%



MnPASS Average Speeds

By Contract Year April through March

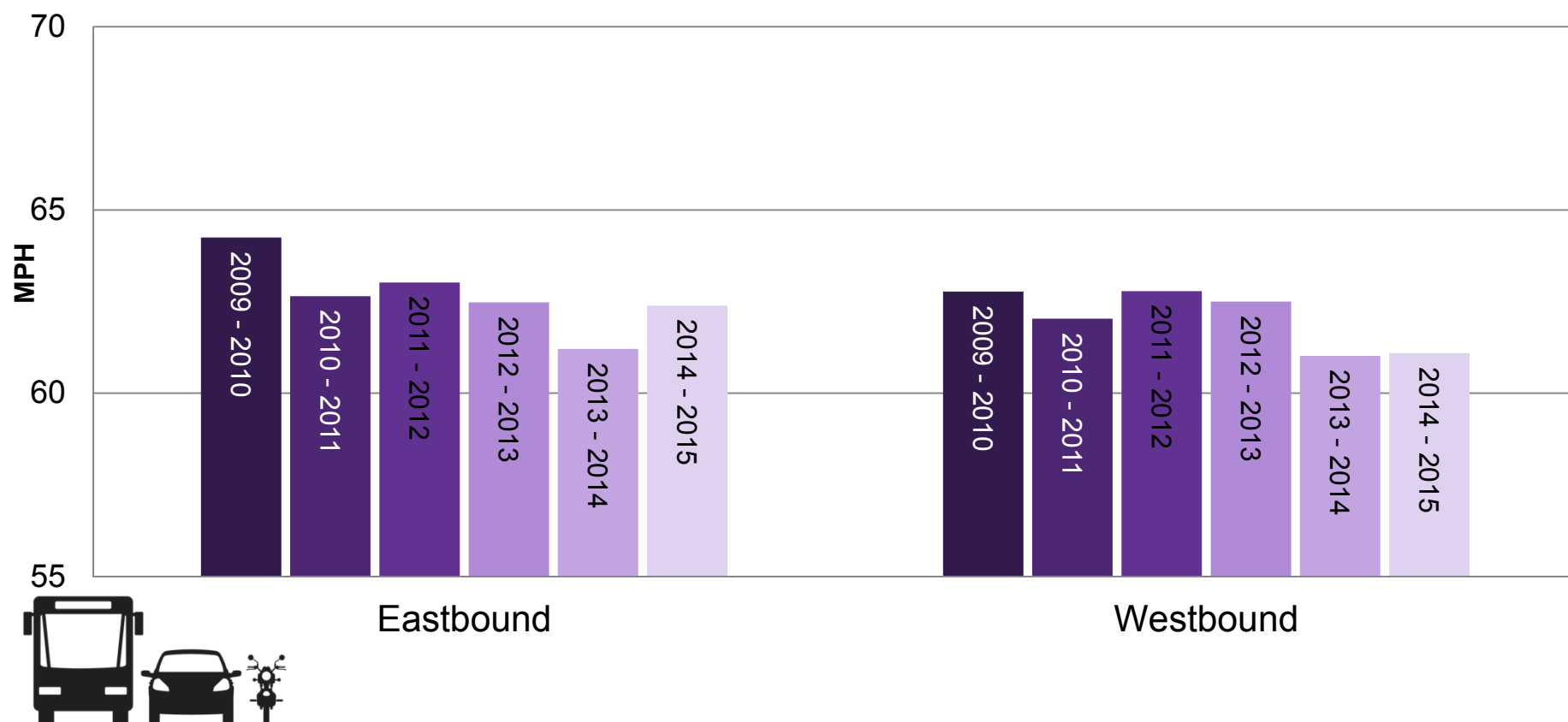
I-35W



MnPASS Average Speeds

By Contract Year April through March

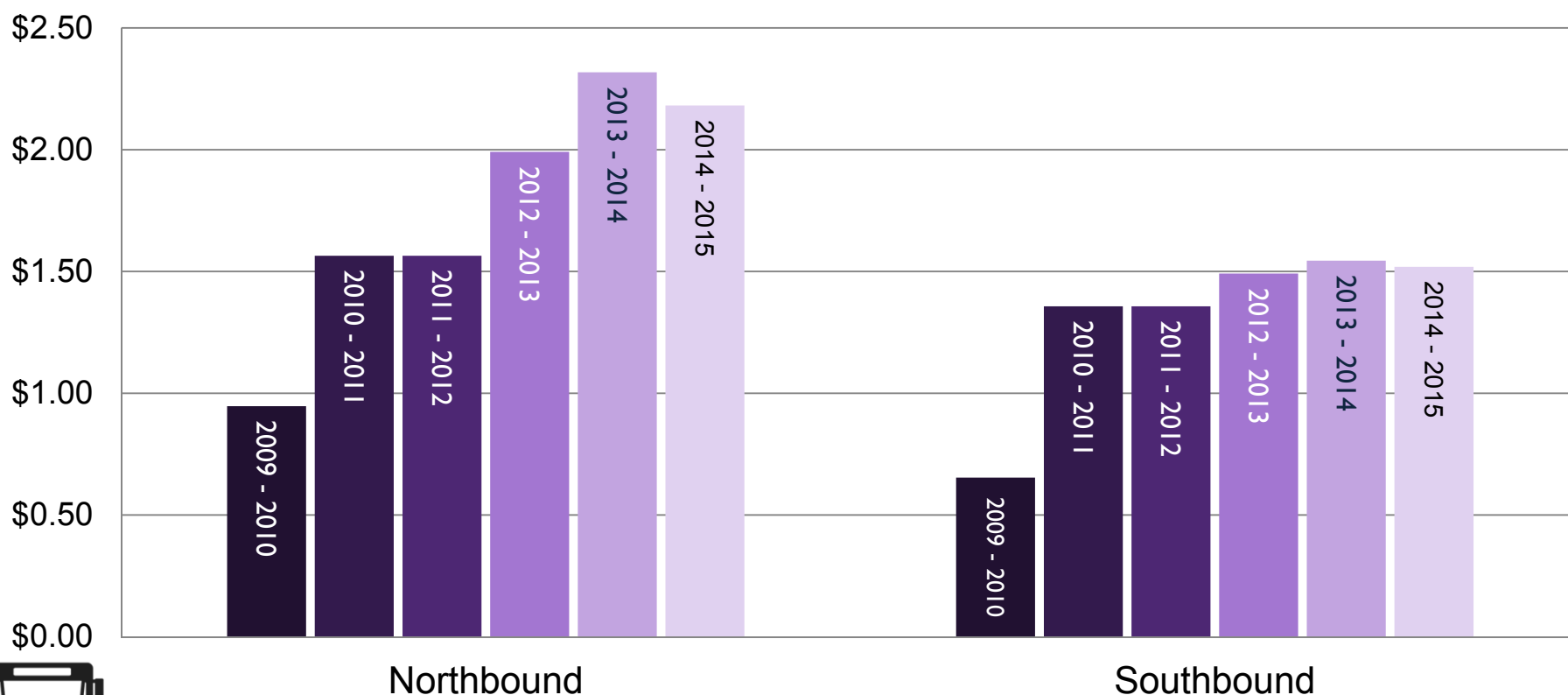
I-394



Average Tolls

By Contract Year April through March

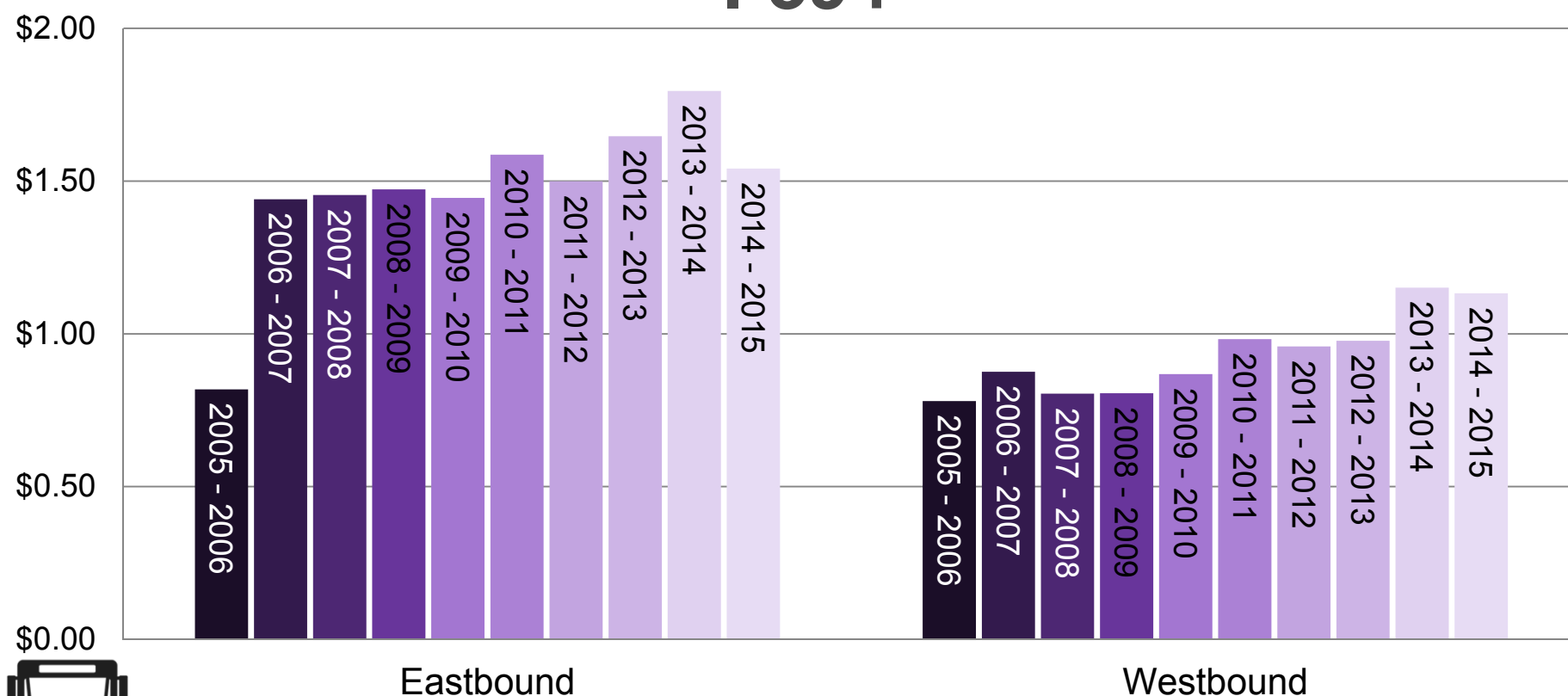
I-35W



Average Tolls

By Contract Year April through March

I-394



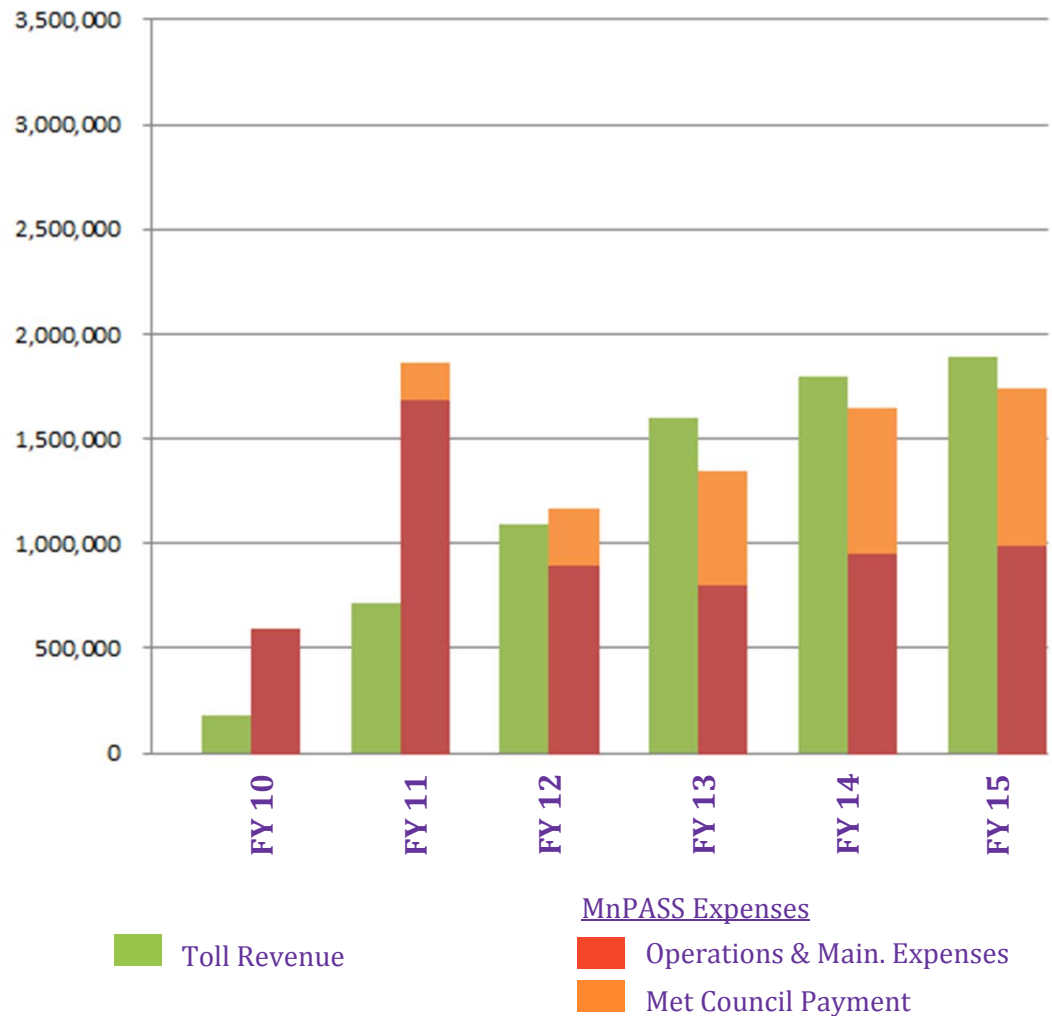


I-35W Revenues & Expenditures

MS 160.93(2a) requires 35W revenue to be used as follows:

- 1) Allocate lesser amount of \$1million or 75% of revenue, to pay 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 Trunk Highway funds are necessary to cover expenses in years when expenses exceed revenue



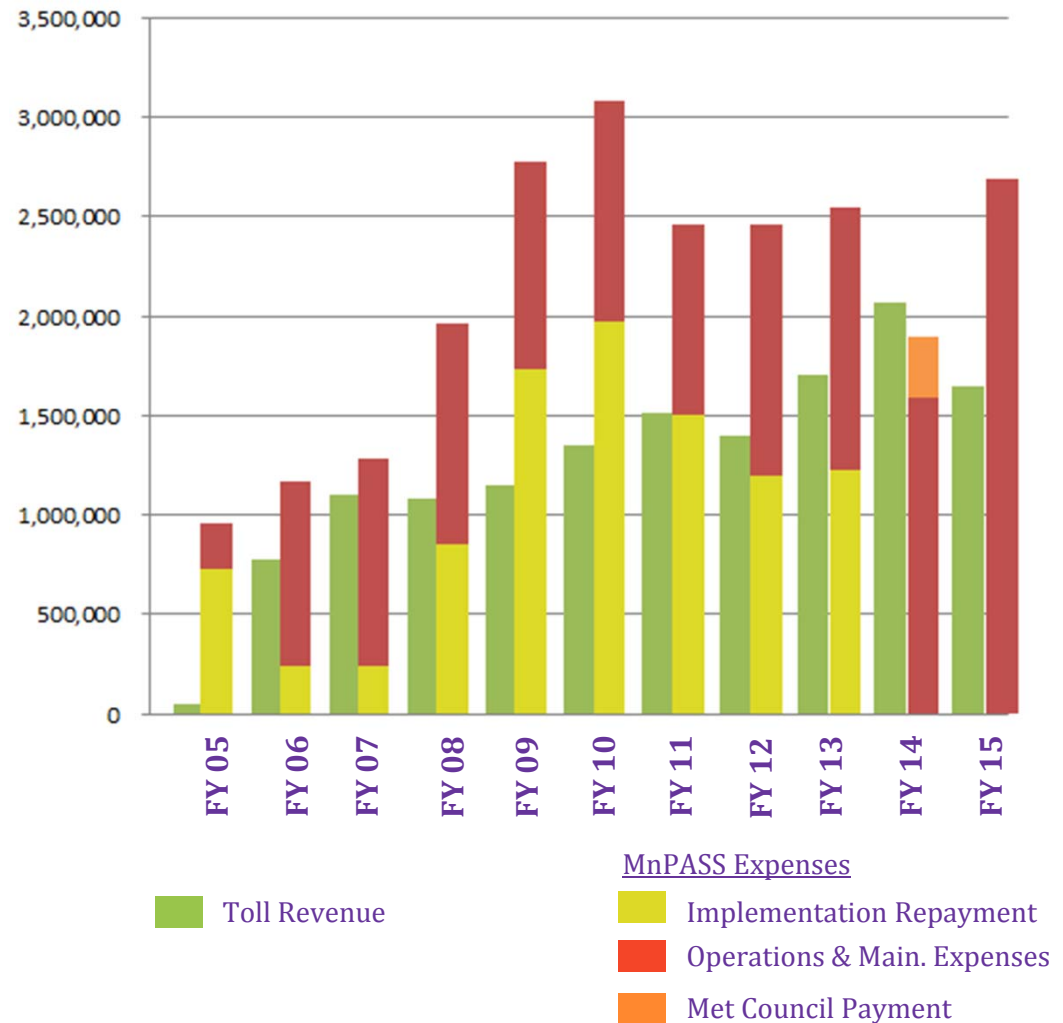


I-394 Revenues & Expenditures

MS 160.93(2) requires 394 revenue to be used as follows:

- 1) Repay implementation costs
- 2) Pay operating costs
- 3) Remaining revenue split evenly between MnDOT and Met Council for hwy. and transit improvements in the corridor

- Supplemental Trunk Highway funds are necessary to cover expenses in years when expenses exceed revenue
- Spike in O&M expenses in FY 15 due to toll infrastructure replacement costs



Questions and Contacts

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