



MnPASS Express Lanes

A reliable, cost-effective commuting option

MnPASS Express Lanes provide commuters more predictable travel times in the Twin Cities Metro area, a region that is experiencing increased traffic congestion. The lanes are free for buses, carpools and motorcycles; people who drive alone can use the lanes by paying an electronic fee. When traffic slows to 50 mph, the fee to enter the MnPASS lanes increases.

MnPASS Express Lanes demonstrate how congestion is reduced in high-demand urban corridors without expanding the highway footprint. In 2005, MnDOT converted underused car pool lanes to MnPASS along I-394 between I-494 and downtown Minneapolis. In 2009, MnDOT opened MnPASS lanes on I-35W between Burnsville Parkway and downtown Minneapolis.

MnPASS moves more people

- MnPASS Express Lanes can move 50 percent more people than regular lanes
- Transit riders are guaranteed faster, congestion-free service because buses can always use the lane. Carpoolers can use the lanes free of charge - any time
- Solo motorists with a MnPASS transponder can choose to use the lanes during rush hours by paying a fee averaging \$1.50
- Transit, carpool and vanpool users outnumber single-occupant vehicles by more than 7 to 1 on the I-394 MnPASS lanes
- Lanes adjacent to the MnPASS lanes remain general purpose lanes - open and free to all vehicles and less congested because of MnPASS

Planning for the future

The next MnPASS Express Lanes are planned to be built on I-35E between St. Paul and Little Canada when the I-35E Cayuga Bridge is replaced in 2013-15. These express lanes will be the first MnPASS investment in the East Metro area and an essential link for people commuting between downtown St. Paul and suburbs to the north.

MnPASS short-term priority (2013-15)

- I-35E between I-94 in St. Paul and Highway 36 in Little Canada

MnPASS mid-term priority (2015-30)

- I-35E between Little Canada Rd. and County Rd. 96 in Vadnais Heights
- Highway 36 (eastbound) between I-35W in Minneapolis and I-35E in St. Paul
- I-35W between Minneapolis and Blaine
- I-94 between St. Paul and Minneapolis

MnDOT and the Metropolitan Council have recommended additional MnPASS lanes for the region in future years because MnPASS is a cost-effective strategy for managing congestion, using existing road capacity to reduce travel times on some of the busiest roads in the metro area.

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MnPASS benefits Twin Cities' commuters by providing:

- Reliable travel times
- Travel options for all commuters
- Reduced congestion
- Improved traffic flow on all highway lanes
- Advantages for transit, with faster, more reliable bus service

MnPASS benefits Minnesota taxpayers by providing:

- An economical way out of congestion
- An advantage to transit within existing road capacity
- Additional highway capacity when it is needed most, during rush hours
- A system that moves more people at a lower cost than regular lanes
- Revenue to operate, maintain and improve the MnPASS system

For more information contact:

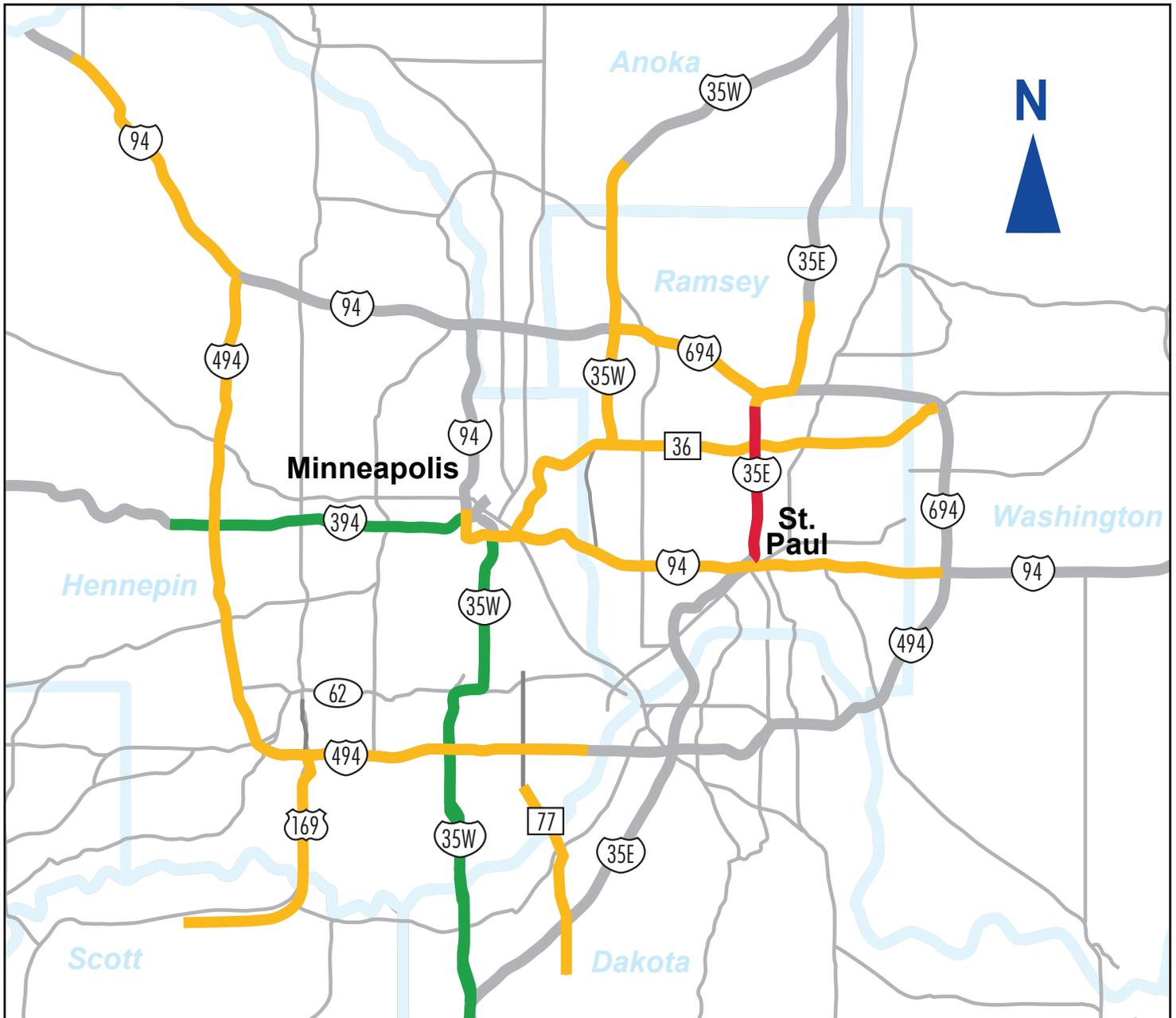
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Your Destination...Our Priority





Minnesota Department of Transportation Regional 2030 Transportation Policy Plan Future Managed Lane System



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