

MnPASS Express Lanes

Use and Performance

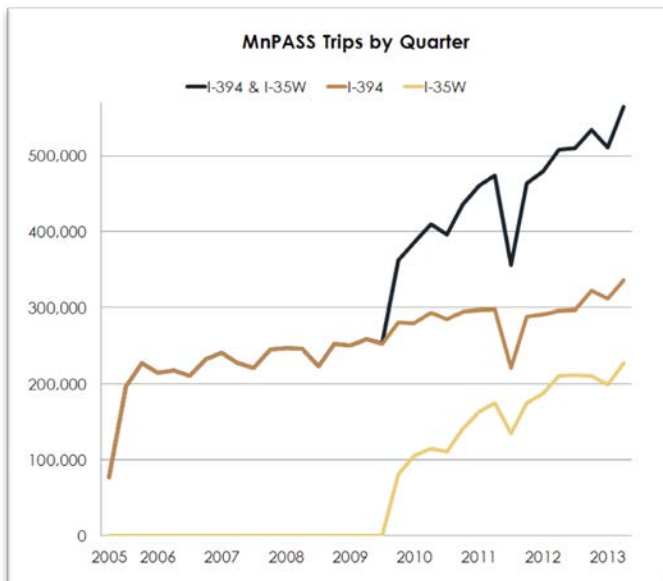
MnPASS Express Lanes provide commuters more predictable travel times in the Twin Cities Metro area, a region that is experiencing increased traffic congestion. The lanes are free for buses, carpools and motorcycles; people who drive alone can use the lanes by paying an electronic fee. When traffic slows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

MnPASS moves more people

- Greater than 80% of the people using MnPASS are carpooling or riding transit.
- MnPASS Express Lanes can move 50 percent more people than regular lanes.
 - In 2012 on northbound I-35W at Lake Street, an average of 4200 people were using the MnPASS lane during the AM Peak hour; 1300 of those were in carpools, 2600 in buses, and 300 were tolled. A typical general purpose lane only carries 1800-2000 people per hour.
- Transit usage is growing as riders are guaranteed a faster, more reliable trip.
 - Ridership is up 27% on the I-35W Express Bus service between Lakeville and Minneapolis.
 - Average MnPASS lane speeds in 2012 varied between 58-67mph
- Park-and-ride usage is growing faster in MnPASS corridors than other corridors. On I-394, during 2007-12, park-and-ride usage grew by 14%. On I-35W, during 2009-12, park-and-ride usage grew by 27%. During those same time periods, other Twin Cities' park-and-ride usage only grew by approximately 7-8%.

Steady Annual MnPASS Growth

- 29,000 MnPASS transponder holders
- I-35W MnPASS Express Lanes
 - 2012 MnPASS tolled trips up 24% over 2011.
 - Active MnPASS accounts up 22%
- I-394 MnPASS Express Lanes
 - 2012 MnPASS tolled trips up 12% over 2011.
 - Active MnPASS accounts up 7%



August 2013

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

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Your Destination... Our Priority



Customer Satisfaction

MnPASS customers have a greater than 80% satisfaction rate. Customers say that time savings, congestion avoidance, choice, and reliability as the most valued benefits

Revenues and Expenditures

MnPASS Express Lane Tolls

- Tolls are based on traffic volumes in the MnPASS Express Lane
- Price can vary from \$0.25 - \$8.00 and can change every 3 minutes.
- Average toll: \$1.50 - \$2.00

Transponder lease fee: \$1.50 per month

2012 Revenues and Expenditures

- Revenue:
 - Tolls - \$2.5 million
 - Transponder Fees - \$500,000
 - Total Revenue - \$3 million
- Operations and Maintenance Expenses: \$2.4 million

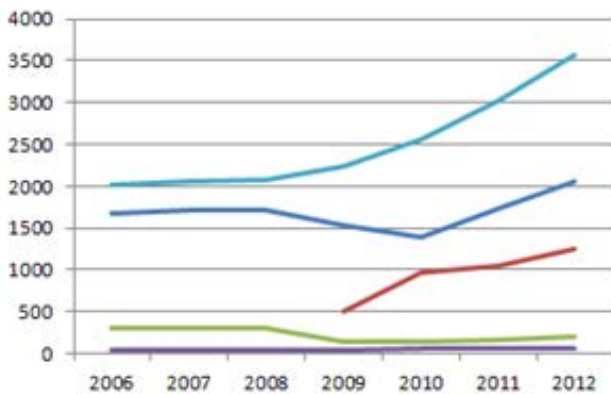
Purpose of pricing is to maximize traffic flow, *not* revenue



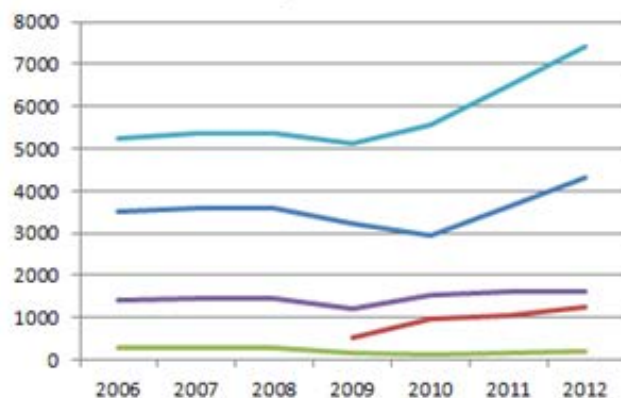
I-35W Northbound Performance Example

The following tables show the performance of the MnPASS lanes on northbound I-35W at Blackdog Road during the AM peak period. The tables compare throughput on I-35W before and after the implementation of MnPASS. MnPASS was first deployed in 2009 on this stretch of I-35W. As shown in the graphs, both the number of vehicles moved and people moved in the corridor have continued to increase since the implementation of MnPASS.

Vehicles Moved



People Moved



— Carpools — Tolloed — Violators — Buses — TOTAL

