MnDOT Strategic Vision

Global leader in transportation committed to upholding public needs and collaboration with internal and external partners to create a safe, efficient and sustainable transportation system for the future.
MnDOT Sustainability Policy Statement

Sustainable transportation practices respect, support and (where possible) regenerate environmental systems, the economy and society over many generations. This requires balancing three components:
Sustainable Solutions

Society
- Equity
- Health
- Culture & History
- Accessibility
- Involvement
- Livability
- Values

Economy
- Productivity
- Employment
- Business
- Development
- Tax Burden
- Trade

Environment
- Pollution
- Habitat Preservation
- Biodiversity
- Air/Water Quality
- Aesthetics
Minnesota GO – 50 Year Vision

Minnesota’s multimodal transportation system maximizes the health of people, the environment and our economy.
## 50-year Vision for Transportation

<table>
<thead>
<tr>
<th>Quality of Life</th>
<th>Environmental Health</th>
<th>Economic Competitiveness</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recognizes and respects the importance, significance and context of place — not just as destinations, but also where people live, work, learn, play and access services</td>
<td>Is designed in such a way that it enhances the community around it and is compatible with natural systems</td>
<td>Enhances and supports Minnesota’s role in a globally competitive economy as well as the international significance and connections of Minnesota’s trade centers</td>
</tr>
<tr>
<td>Is accessible regardless of socio-economic status or individual ability</td>
<td>Minimizes resource use and pollution</td>
<td>Attracts human and financial capital to the state</td>
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</table>
Minnesota GO – Guiding Principles

- Leverage public investments to achieve multiple purposes
- Ensure accessibility
- Build to a maintainable scale
- Ensure regional connections

- Integrate safety
- Emphasize reliable and predictable options
- Strategically fix the system
- Use partnerships

Minnesota GO
Crafting a Transportation Vision for Generations
Minnesota GO – 50 Year Vision

The Vision Will Lead Directly Into the next 20–year Statewide Multimodal Transportation Plan

For more information:
http://www.minnesotagoplan.org
Responding to the Vision: Operationalizing Sustainability

• Challenging and uncertain times for the transportation community

• Our Corridor Stakeholders are asking——How do we move forward?
Major Highway Corridors – Critical to Economic Competitiveness, Quality of Life

- Over 30 Corridor Groups
- Metro Planning Orgs
- RDCs
- Other partners, stakeholders
How do we move forward?

- To deal with the realities of today, uncertainties, changing economy
- To leverage resources, common interests
- To collaborate, partner more effectively
- A new approach.....with a vision that provides for sustainable solutions driven by safety, mobility, and economic competitiveness!!
CIMS Approach

- Focus on next 4-10 years with clear linkage to the vision of sustainable solutions
- Essential improvements needed at any funding level
- Not a static plan, but dynamic needs assessment
- Periodic updates as context changes
- Share information, rationale behind desired projects
- Seek alternative, cost effective approaches to achieve desired outcomes
- Identify priorities for potential competitive funding
Sustainability through MnPASS: Here’s Nick!!!
Context

- MN GO: A Transportation Vision for Generations
  - Quality of Life
  - Environmental Health
  - Economic Competitiveness

- Key strategies in state and regional long range (20 yr.) transportation plans
  - Low Cost/High Benefit solutions
  - Multimodal investments
  - MnPASS System
What is MnPASS?

- MnPASS – MN’s congestion pricing brand name
- Operates during peak weekday AM & PM rush hours – free and open to all during non-peak
- Buses, carpools (2+) & motorcycles use for free – solo drivers can choose to use for a fee avg. $1.25–$1.50
Steady annual growth since opening in 2005
- currently 23,000 transponder holders

Over 90% satisfaction rate among customers
- reliability and choice valued most
- customers stay customers

Transit users and operators strongly support system
- transit riders & carpoolers represent >80% of MnPASS users

User demographics representative of corridor population

2011 Revenue/Expenditures
- Revenue: Tolls−$2,236,180; Transponder Fees−$ 404,504
- Operations & Maintenance Expenses: $2,509,953
- Purpose is to maintain congestion free speeds (50–55mph) in MnPASS lanes, not to maximize revenue
Why is MnPASS a key strategy?

- Faster, safer more reliable travel options
- Regional transit system improvement
- More efficient, cost-effective congestion management
- MnPASS is a market based approach that better aligns user cost and benefit
- Highway performance and people throughput maximization for future generations
Why MnPASS, cont.

› Reliability – Travel time reliability is critical to the region’s economy, transit system and quality of life

› Sustainability –
  ◦ Peak period mobility investments are the highest cost infrastructure investments we make
  ◦ Last mobility investment chance for many corridors (including 35E)
  ◦ Investment benefits must be sustained for the long term (20–30 yrs.)

› MnPASS is the most efficient and cost–effective way to ensure such reliability and sustainability
  ◦ Traditional general purpose lane expansion cannot provide this level reliability and sustainability
MnPASS Reliability on I-35E

Travel Time Reliability Chart
Southbound I-35E AM Peak

- Average Travel Time on SB I-35E
- Average Travel Time in MnPASS Express Lane*
- Travel Time Variability on SB I-35E

* Assumes 55 MPH Speed
I–35E Corridor Investments

- Current Pavement Imp.
- New Park & Rides
- Planned Bridge & Pavement Imp.
- Proposed Future MnPASS Expansion
- Maryland Bridge Project
- Cayuga Project
- Proposed MnPASS Project
<table>
<thead>
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<th>Project</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
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<tr>
<td>Cayuga Project</td>
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<td>$132M</td>
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<tr>
<td>Maryland Ave. Bridge</td>
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<td>Planned Pavement &amp; Bridge Imps.</td>
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<tr>
<td>CR E Park and Ride</td>
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<td>CR 14 Park and Ride</td>
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<td>$1.8M</td>
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<tr>
<td>Current Pavement Improvements</td>
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<td>$18M</td>
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</table>

Total $261 Million
MnPASS on I-35E

I-35E MnPASS in St. Paul

- Carpool, buses and motorcycles can still use the lane for free.
- Solo drivers must have a MnPASS transponder and a valid MnPASS account to use the lanes during peak rush hour periods.
- Fees are based on the amount of traffic in the MnPASS lanes.
- Enter and exit the MnPASS lanes at the designated places.
- Do not cross the double white lines.

An overhead antenna reads your MnPASS transponder and automatically deducts your fees from a prepaid MnPASS account.

A second sign will tell you the current fee to downtown.

Signs will alert you to the entry and exit points for MnPASS lanes.

Illustration not to scale.
Why MnPASS on I–35E?

- MnPASS System II Study – identified I–35E north of St. Paul as top candidate

- Performance Issues
  - Preservation – Aging bridges and pavement
  - Mobility – 6 hrs. of recurring daily congestion
  - Safety – Crash issues related to congestion

- Transit Demand and Infrastructure

- Cayuga Bridge replacement & Better Roads present coordination/funding opportunities
What is different about I–35E from existing MnPASS lanes on I–394 and I–35W?

- First pure expansion project for MnPASS project
- Shorter distance
- User destination
MnPASS Legislation

- 2012 Legislation (SF 1072, HF 1588)
  - Seeking support for MnPASS on I–35E
  - Seeking to streamline accounting and revenue rules to a single system
I-35E Outreach and Communications– Near Term

- Public– Open Houses
  - Vadnais Heights City Hall – 2/9, 4:00–7:00pm
  - Washington County Headwaters Service Center – Forest Lake – 2/16, 4:00–7:00pm
  - St. Paul – Securian – 2/16, 11:00am–1:00pm
  - Little Canada/Maplewood/St. Paul – Spring 2012

- Other upcoming outreach meetings
  - St. Paul District 6 Planning Council – 2/6
  - East Side Area Business Association – 3/14
  - Other Chambers of Commerce/Business Orgs. – TBD
  - Cities and Counties – Ongoing
Thank You!

Tom Sorel, MnDOT Commissioner

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