

# MnPASS AT-A-GLANCE



MnPASS is a tool for giving consumers more choices, and making more efficient use of roadways.

## MnPASS Basics

SOLO DRIVERS HAVE OPTION OF

PAYING TO USE THE UNCONGESTED LANE\*



NO STOPPING AT TOLL BOOTHS



TOLLS COLLECTED ELECTRONICALLY AT HIGHWAY SPEEDS



PRE-PAID ACCOUNTS



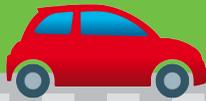
TRANSIT, CARPOOLS AND MOTORCYCLES ALWAYS USE MNPASS FOR FREE

\* During non-rush hour periods, the express lanes are open to all users for free.

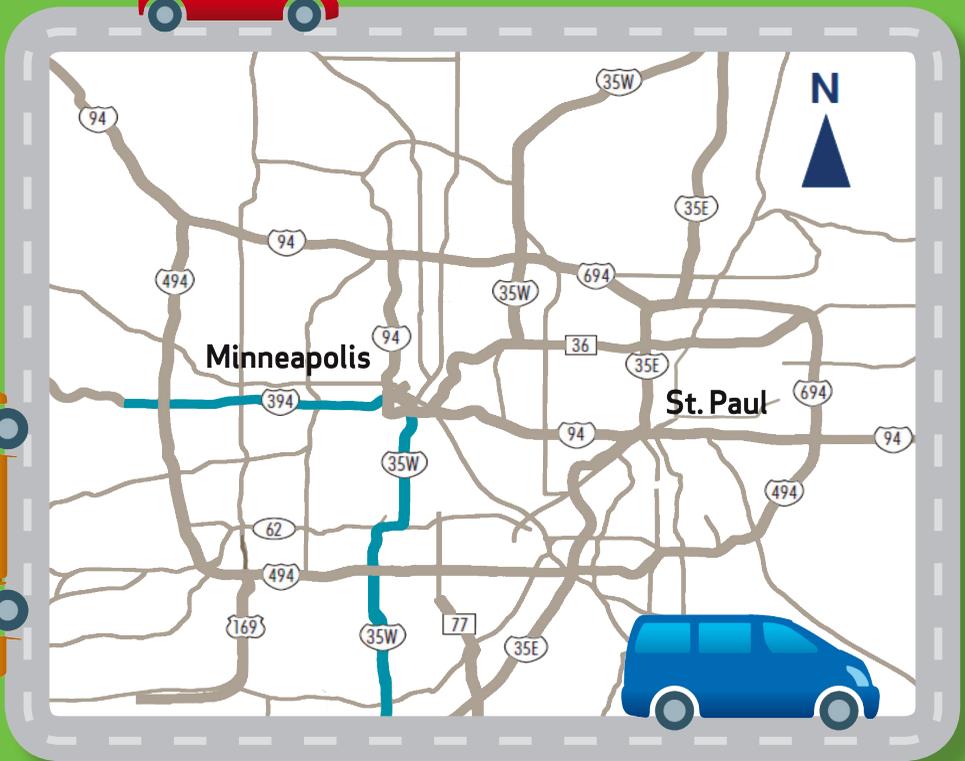
# MnPASS Now

## West metro area

- I-394, since 2005
- I-35W, since 2009
  - » Extended further south in 2011



I-394



I-35W



# MnPASS Next

## East metro area

### ● I-35E northern improvements

(Little Canada Road to Hwy 96).

» Planning and public input in progress.



### ● I-35E southern improvements

(downtown to Little Canada Road).

» Planning done, construction underway. Opens in late 2015.

And how well has MnPass worked where it is in use?



# MnPASS Research Findings

## ROAD TESTED

- Over **11 million MnPASS trips** over 8 years. **No major technical problems.**
- **80% of users satisfied.**

## ALL USERS BENEFIT

- During peak hour, MnPASS lane can **move 50% more people.**
- When more people are moved through the area faster, all users benefit, even those who don't choose MnPASS.

## TRANSIT AND CARPOOLING REWARDED

- **Free-flowing speeds - about 60 mph - maintained** in MnPASS lane even during peak hour.
- Transit and carpools outnumber solo drivers by a **7-to-1 margin.**

## SOLO DRIVERS HAVE “GRIDLOCK INSURANCE”

- Solo drivers have option of using less congested MnPASS lane when they are in a pinch.
  - » Average cost is **about \$1.61 per trip.**



## PUBLIC APPROVAL

- **By 2-to-1 margin, area citizens approve of MnPASS** (1394 survey, 2006).