

## Minnesota Funding and Objectives:

Fiscal Year	Amount Granted	Objective(s)
2016	\$300,000	Use of Mobility-as-a-Service providers (MaaS) as the revenue collection mechanism by charging distance-based user fees (DBUF); the goals of Phase I are to design an affordable DBUF program premised on shared mobility, create MaaS partnerships that can leverage existing onboard technologies that could be used to collect DBUFs, and conduct a limited proof-of-concept demonstration of data transfer between shared mobility providers and MnDOT
2017	N/A	N/A
2018	\$999,600	Demonstration of the feasibility of distance-based user fees through the MaaS shared mobility model
2019	N/A	N/A
2020	N/A	N/A
2021	\$1,640,000	Demonstrating the Potential of OEM Telematics Data for Calculation of Distance-Based Fees: This project will demonstrate the potential of using telematics data directly sourced from a leading automobile manufacturer for the purposes of computing distance-based fees. By using the advanced technology embedded within all newer model vehicles from the brands involved, data can be directly captured to assess distance-based fees without relying on aftermarket systems, plug-in devices, or third-party apps. In this application, project partner Via will generate hypothetical invoices with a mileage-based fee for each vehicle using an identifier provided by the telematics supplier.

**Program Approach and Design:** Minnesota is not focused on replacing the gas tax. Instead, the State is exploring options to supplement dwindling gas tax revenues. Minnesota proposed a distance-based RUC concept that involves collaborating with a MaaS provider (e.g. Uber, Lyft, HourCar). This system works alongside the motor fuel tax, rather than replacing it. Minnesota would collect mileage fees from these commercial mobility providers in exchange for fuel tax rebates and other financial incentives. The MnDOT expects that this MaaS model will afford better data security and system reliability due to its use of a private third-party data repository and an already-implemented mileage-tracking technology. Components of the STSFA Phase I included:

- Collaborate with and recruit MaaS providers.
- Modeling price strategies and exploring multi-modal price options.
- Engaging in Stakeholder outreach and developing and executing legislative strategies.
- Gauging public interest and acceptance of a distance-based fee approach.
- Researching state-of-the-art in distance-based fee collection.
- Developing planning and design for the deployment of Phase II, which included designing back-office operations.

More information is available at:

<https://www.dbf.state.mn.us/>