



Distance Based User Fees with Shared Mobility

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- Quick background on Distance Based User Fees
- Why our partnership with FHWA is focused on Shared Mobility
- Leveraging emerging trends in transportation
- Benefits of clarity and simplicity
- Timeline

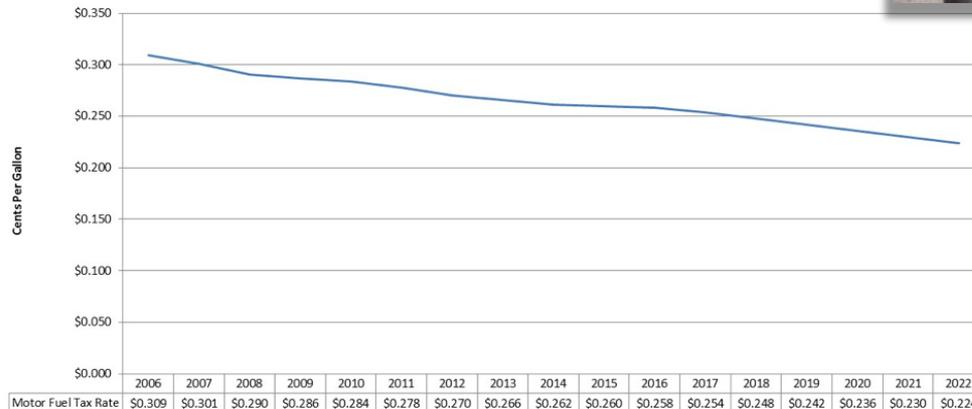
Distance Based User Fee the reasons you should

Price = Use



Source:
Driving.c
a

Loss of Purchasing Power



Source: USDOT FHWA

Distance Based User Fee the reasons you shouldn't

Administrative expense

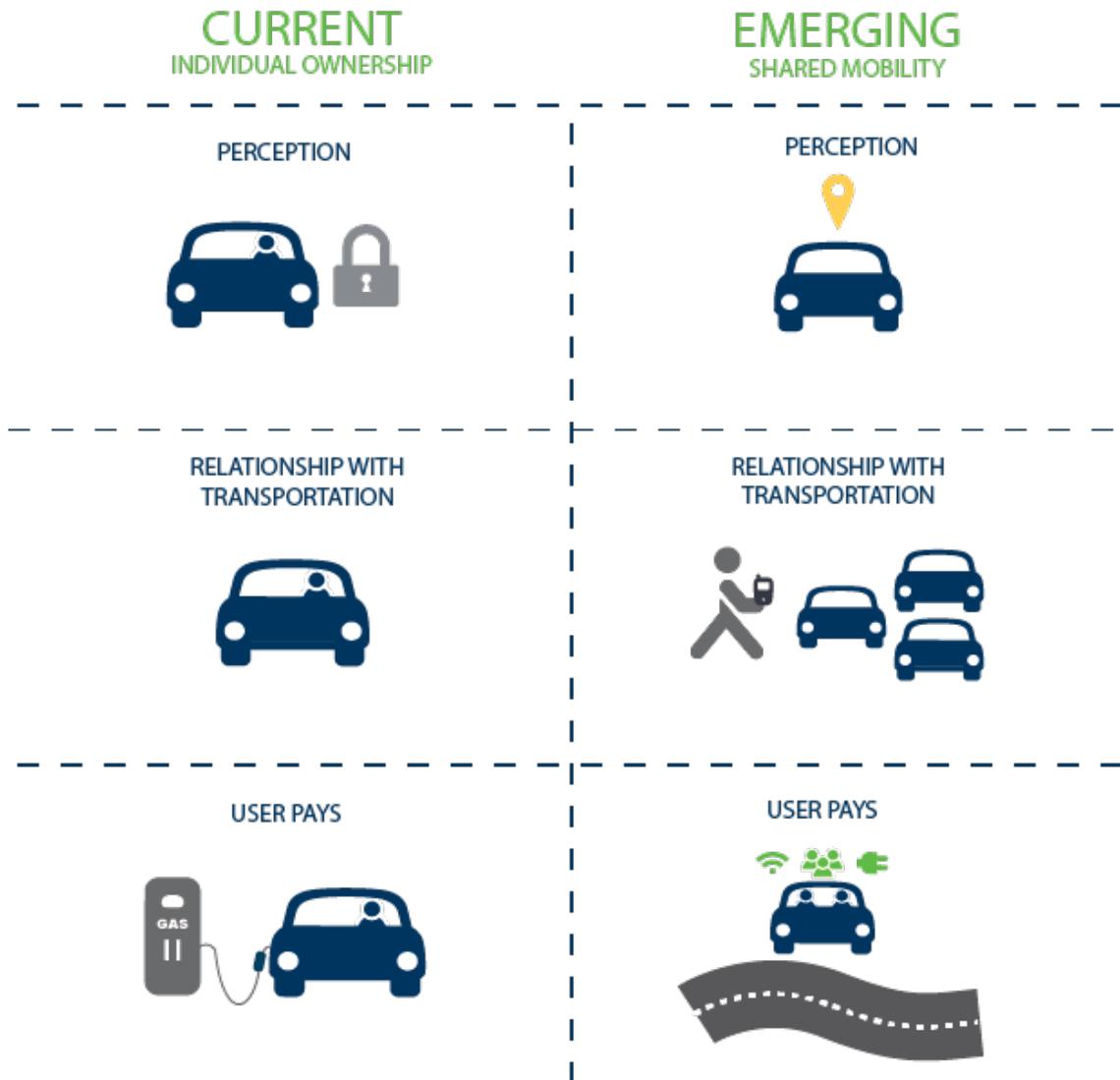
Scalability

Privacy

Public concerns

Getting the fee right is a challenge

Responding to shift in how we do transportation



Objective

Prove that on-board embedded technology in Shared Mobility fleet vehicles can be used to efficiently and effectively collect distance based fees.

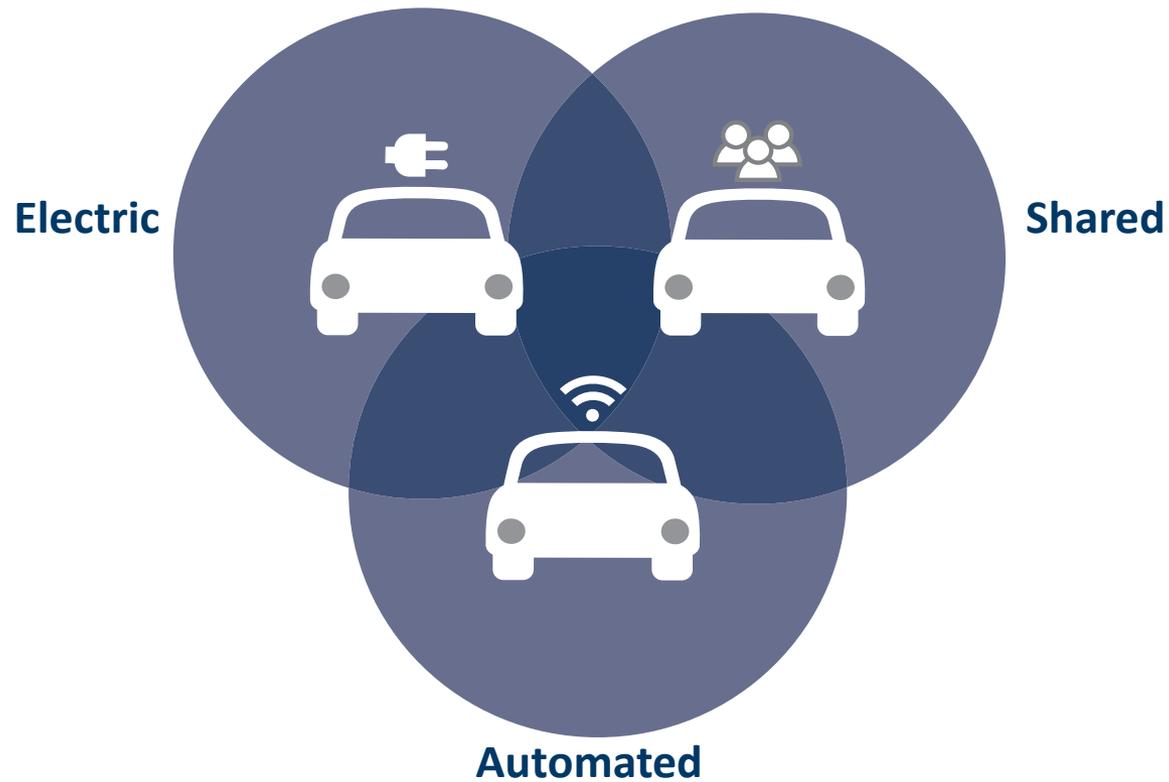
Advantages To This Approach?

- Incremental
- Leverages the opportunity of an emerging, but existing use of transportation
- Data already available on shared use vehicles
- Avoids many – but not all – privacy concerns related to individual vehicle ownership
- Allows the motor fuel tax to continue to perform where appropriate

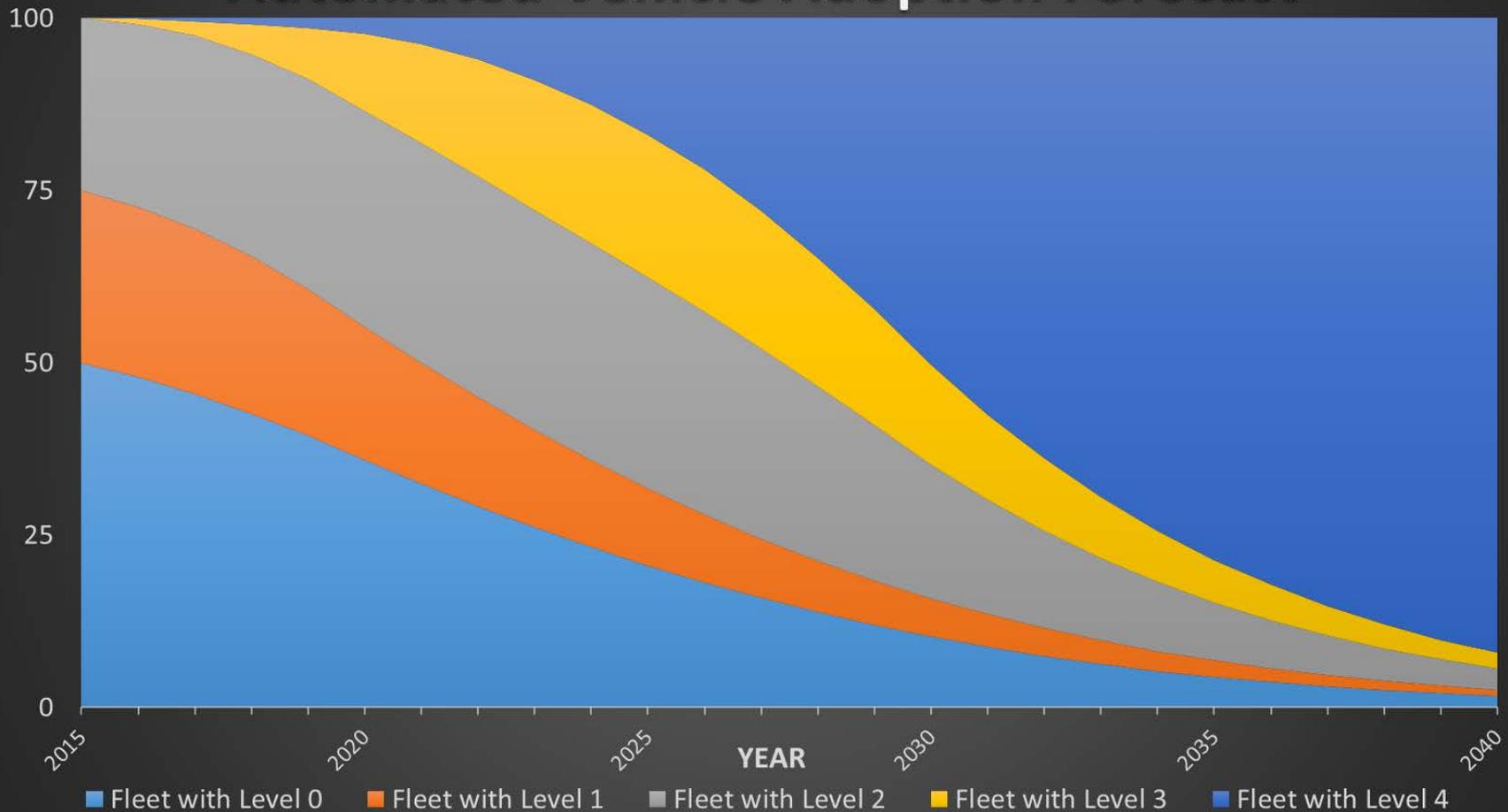
Challenges Ahead?

- Not an immediate and universal path to implementation
- Requires an added burden to shared mobility providers
- State and federal agencies are needed for implementation
- Some form of regulation in the long run

Convergence



Automated Vehicle Adoption Forecast*

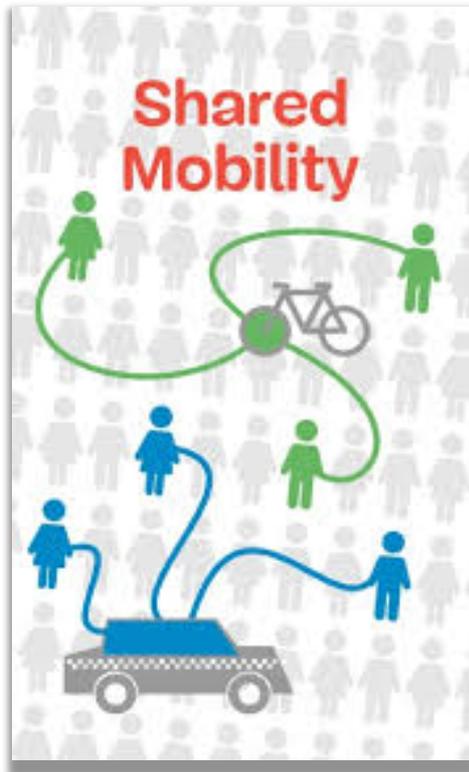


The Transportation Futures Project: Planning for Technology Change, January 2016, Dr. David Levinson, University of Minnesota; Research conducted for the Minnesota Department of Transportation.

<http://www.dot.state.mn.us/research/TS/2016/201602.pdf>

Clarity & Simplicity

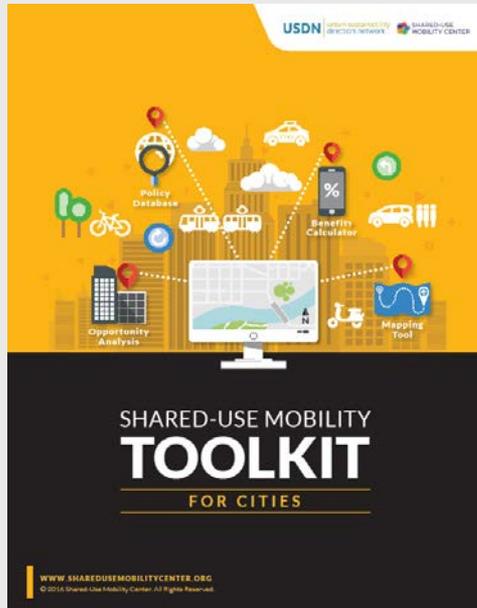
Benefits Shared Mobility, Electrification and Automation



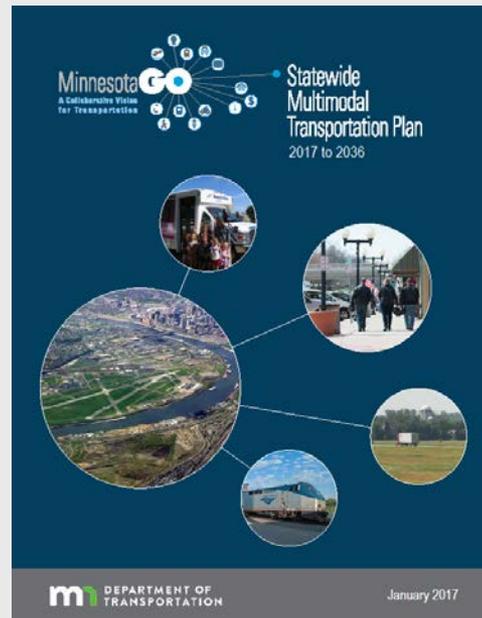
Source:
sunvalleysolar.com
Sharedmobilitycenter.com
Google.com

Shared Mobility

Benefits the system & aligns with our transportation Vision



Source: Shared Use
Mobility Center



- Opportunity to reduce VMT**
- Green house gas reduction**
- Provide multi modal options**
- Equitable access to mobility**
- Efficient and affordable**

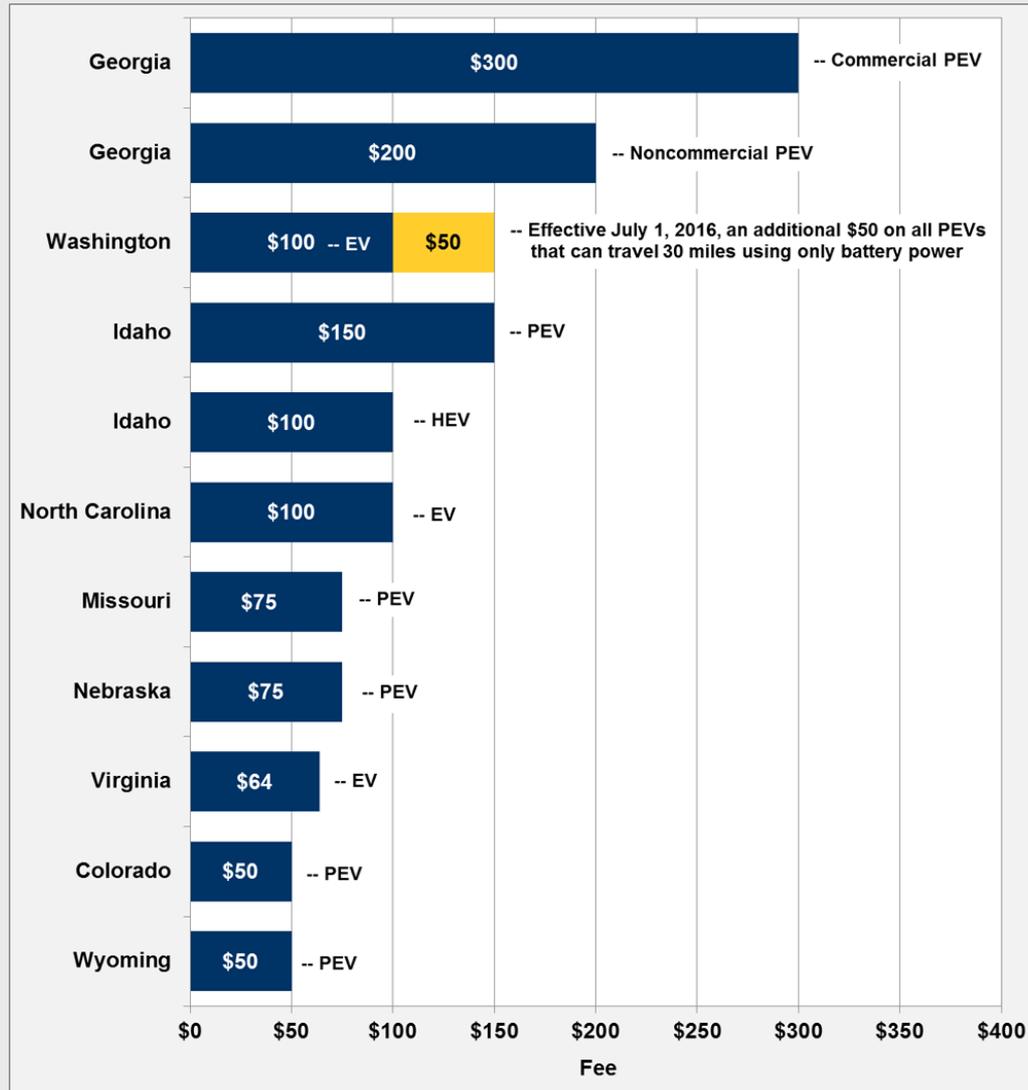
Shared Mobility

Cost clarity & simplicity

City	Applicable Taxes
Hoboken, New Jersey	7% sales tax (state) \$5 fee per auto rental (state)
Pittsburgh, Pennsylvania	7% sales tax (state & county) 2% auto rental tax (state) \$2 fee per auto rental (county) \$2 fee per auto rental (state)
Tempe, Arizona	9.3% sales tax on rentals (state, county & city) 3.25% rental surcharge (county), minimum \$2.50
Philadelphia, Pennsylvania	8% sales tax (state & county) 2% vehicle rental tax (state) 2% vehicle rental tax (county) \$2 fee per day per rental (state)
Miami, Florida	7% sales tax (state & county) \$2 per day auto rental surcharge (state)
Albuquerque, New Mexico	7% sales tax (state, county & city) 5% auto rental tax (state) \$2 per day auto rental surcharge (state)
Colorado Springs, Colorado	7.4% sales tax (state, county & city) 3% auto rental tax (county & city) \$2 per day auto rental fee (state)
Fayetteville, Arkansas	9.25% sales tax (state, county & city) 10% auto rental tax (state) 3.25% auto rental tax (local)
Hartford, Connecticut	6% sales tax (state) 3% auto rental tax (state) \$1 per day tourism surcharge (state)
New York, New York	8.875% sales tax (state, city) 6% auto rental tax (state) 5% auto rental tax (metro commuter district)
Seattle, Washington	9.5% sales tax (state, county, local) 9.7% auto rental tax (state/local)

Electric Vehicles

Cost clarity & simplicity



Our Goals

1. Develop a reliable and secure DBUF model that can be integrated with state revenue systems
2. Get the price right
3. Efficiency of administration
4. Chart path forward for wider implementation

Research Team



Federal Highway Administration (Research Grantee)



Minnesota Department of Transportation (Lead)



University of Minnesota (Social/Economic Research)



WSP Consultants (Technical Evaluation and Planning)

Timeline

Fall 2017 – Conduct baseline research with shared mobility providers, public sector administrators, and transportation stakeholders

Winter 2017 – Develop concept of operations

Spring 2018 – Conduct small scale pilot (proof of concept)

Summer 2018 – Deliver concept of operations and demonstration plan to Federal Highway administration

Thank you!

For further information please contact me at:

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