

# MOBILITY AS A SERVICE

**MaaS - What's Missing in the US and How Tolling Could Help**

# Mobility-as-a-Service (MaaS)

**MaaS describes a shift away from personally-owned modes of transportation and towards mobility solutions that are consumed as a service.**

**MaaS is enabled by combining transportation services from public and private transportation providers through a unified gateway that creates and manages the trip, which users can pay for with a single account.**

**A key concept behind MaaS is to offer travelers mobility solutions based on their travel needs – and/or preferences.**

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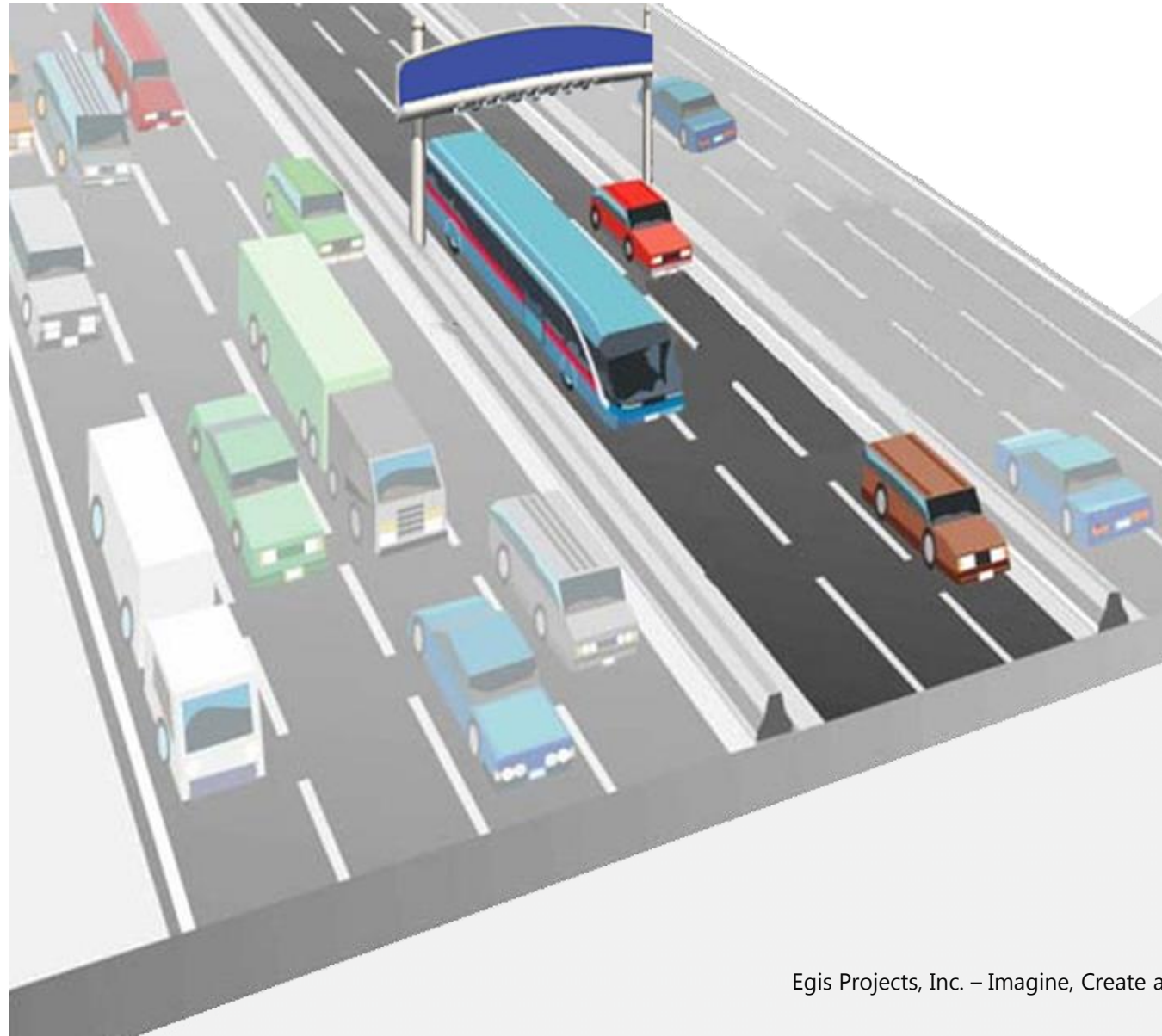
A customer may buy an end-to-end multi-modal trip based on their needs and/or choices that is assembled, booked and paid for through a central point of contact.

**Why is the US slow to adopt MaaS?**

**What's missing or different in the US?**

- 1. Ownership of the customer**
- 2. Very poor public transportation**

# Bus Toll Lane - A Toll/Transit Solution for the US



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## Potential Revenue

Planning  
Level T&R  
Estimate

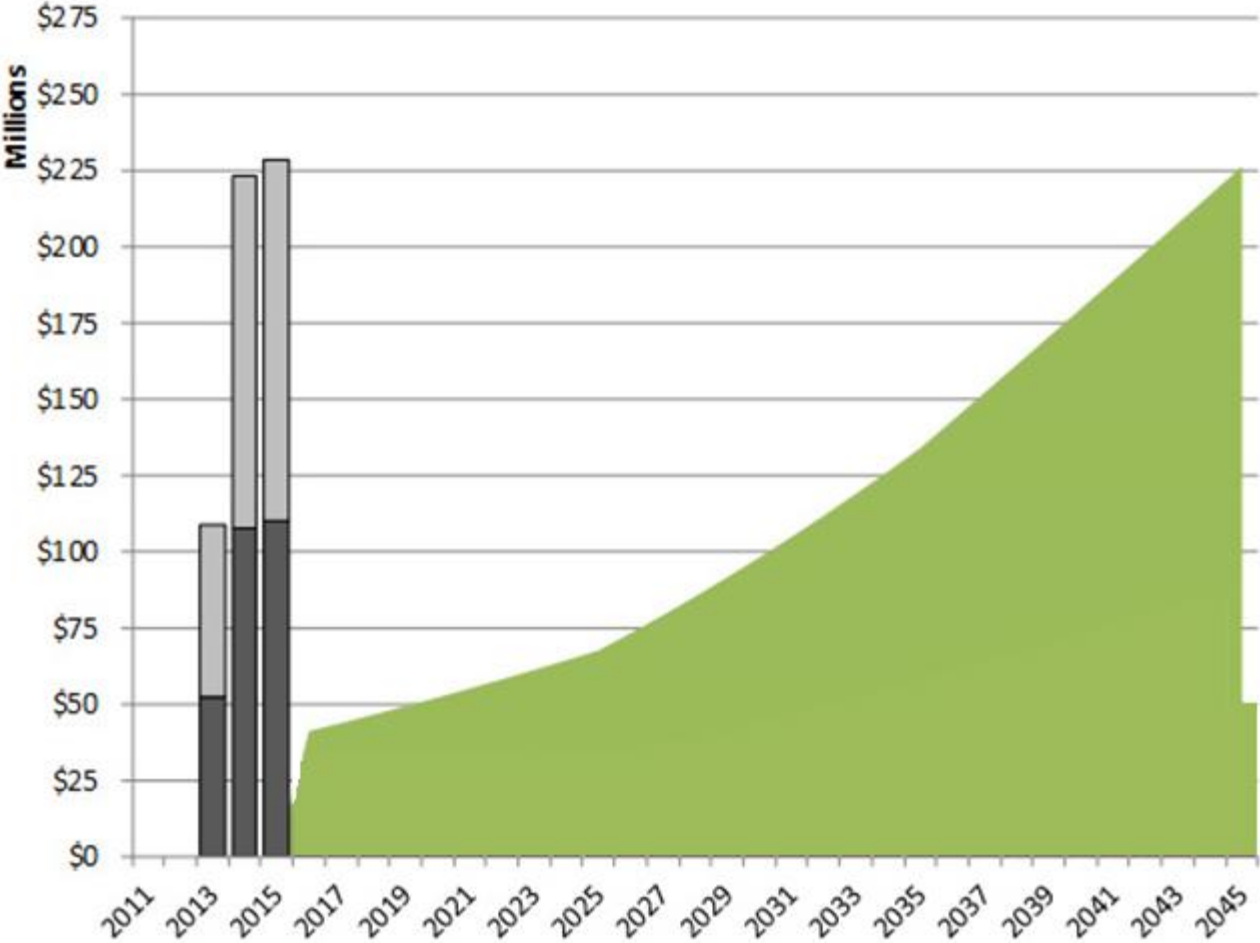
65 Mile  
Express Lane  
Network

CAPEX  
\$600 Million

30 Years

**\$3.5 Billion  
Gross  
Revenue**

**BTL - LANES ONLY**



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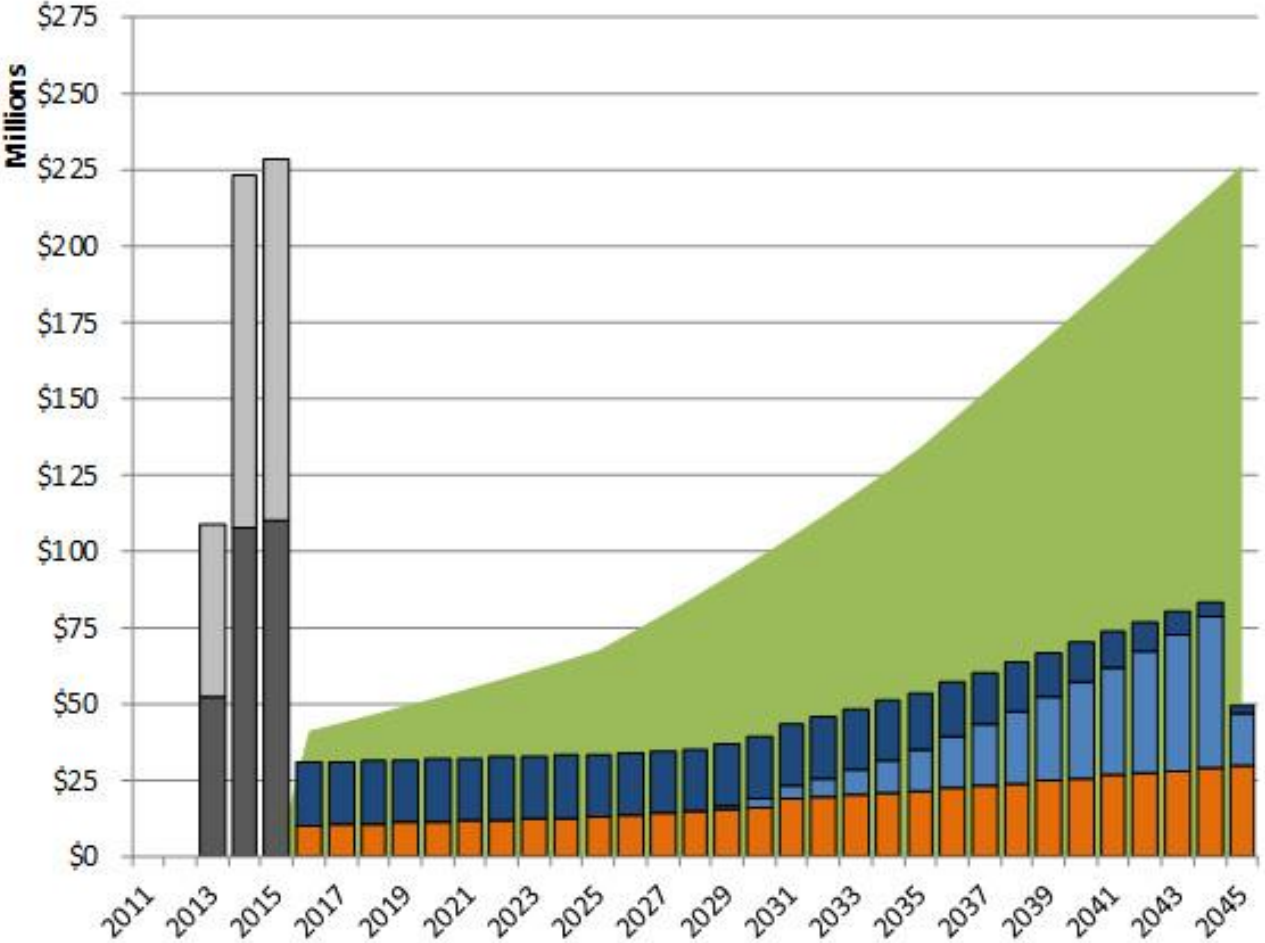
**\$3.5 Billion  
Gross  
Revenue**

\$1.0 Billion P&I

\$0.5 B Lane O&M

**\$2.0 Billion  
Net Revenue**

### BTL - LANES ONLY



- Bond Interest
- Bond Principle
- Lane O&M

# Bus Toll Lane - A Toll/Transit Solution for the US

## Potential Revenue

Planning  
Level T&R  
Estimate

65 Mile  
Express Lane  
Network

CAPEX  
\$700 Million

30 Years

**\$3.6 Billion  
Gross  
Revenue**

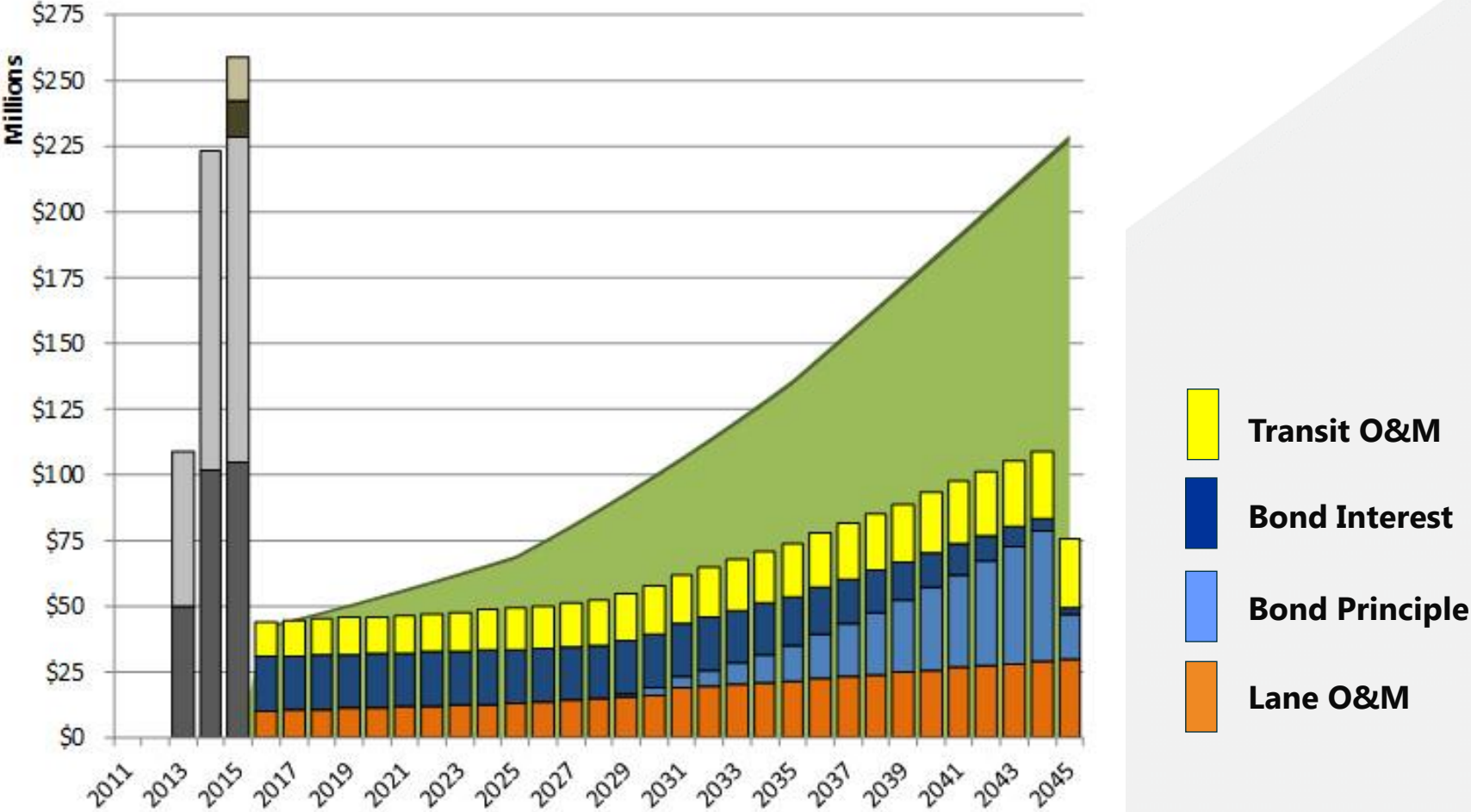
\$1.1 Billion P&I

\$0.5 B Lane O&M

\$0.55 B Transit O&M

**\$1.55 Billion  
Net Revenue**

**BTL - LANES with TRANSIT CAPEX & OPEX**





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