Delaware Funding and Objectives:

Fiscal Year	Amount Granted	Objective(s)
2016	$1,490,000	Conduct planning activities and initial deployment of a mileage-based usage fee (MBUF) pilot within participating I-95 Corridor Coalition States (Delaware, and Pennsylvania).
2017	$975,000	Study equitability and privacy issues in a multi-State region (Delaware, North Carolina, Pennsylvania, and Virginia).
2018	$3,028,000	Use of mileage-based user fees in a multi-state region. The project addresses the requirements for implementation, interoperability, public acceptance, and other potential hurdles across state lines (Delaware, New Jersey, North Carolina, Northern Virginia and Pennsylvania).
2019	$3,350,000	The Coalition's proposal is designed to develop and test solutions for making MBUF sustainable transportation funding approach at the State and Federal levels. This will be accomplished through full, new demonstration pilots in Maine and Virginia and enhanced demonstration pilots in Delaware, New Jersey, North Carolina, Northern Virginia, and Pennsylvania.
2020	$4,670,000	Testing Implementation Paths for MBUF: The Coalition will demonstrate and test paths for MBUF in the DC metro area and six I-95 states – DE, MD, ME, NC, PA and VA.
2021	$4,503,485	Multi-State Pilots, Real-World Data, and Engaging Passenger and Truck Drivers to Test Mileage-Based User Fees Solutions: Builds upon previous testing of mileage-based user fees in a multi-state environment to determine the feasibility and identify solutions to implementation barriers (e.g., equity concerns, compliance and enforcement, privacy issues, harmonization across states). Participating States include Delaware, Georgia, Maryland, North Carolina, New Jersey, and Pennsylvania.

Program Approach and Design: The STSFA Phase I grant awarded funds to the Delaware DOT, acting on behalf of the Eastern Transportation Coalition (ETC/formerly the I-95 Corridor Coalition). The project was to support planning and pre-deployment activities of a MBUF within the I-95 Corridor Coalition States, as well as the launch of 3-month, State-specific pilots in two of the States, Delaware, and Pennsylvania. Initially five States participated in the pilot. However, Connecticut, New Hampshire, and Vermont subsequently withdrew their participation. The Phase I pilots included two options for mileage tracking – drivers relied on vehicle telematics using the vehicle's On-Board Diagnostics (OBD)-II port, with or without enabled location, or on a location-enabled smartphone app. Phase I activities included planning and pre-deployment activities from a multi-State perspective, as well as the deployment, operation, and evaluation of State-specific MBUF pilots. The goals of the pilot were to see whether out-of-State mileage could be accurately recorded by participants using both location-based and non-location-based mileage reporting options, explore the feasibility of using MBUF technologies to calculate tolls on existing toll roads using E-Z Pass toll charge infrastructure, engage in public education and outreach, and address potential hurdles (e.g. privacy protection, equity concerns, ease of usage compliance, flexibility and usage choice, cost of administering the system, auditing, and compliance/enforcement).

More information is available at: https://tetcoalitionmbuf.org/.