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Office of the Minnesota Secretary of State
Minnesota Public Benefit Corporation / Annual Benefit Report
Minnesota Statutes, Chapter 304A



Read the instructions before completing this form
Must be filed by March 31
Filing Fee: \$55 for expedited service in-person, \$35 if submitted by mail

The Annual Benefit Report covers the 12 month period ending on December 31 of the previous year.
Notice: Failure to file this form by March 31 of this year will result in the revocation of the corporation's public benefit status without further notice from the Secretary of State, pursuant to Minnesota Statutes, Section 304A.301

1. Corporate Name: (Required) Mobility 4 All, GBC

2. The public benefit corporation's board of directors has reviewed and approved this report.

3. In the field below, enter the information required by section 304A.301 subd. 2 or 3 for the period covered by this report, (see instructions for further information): Note: Use additional sheets if needed. (Required)

See attached addendum

4. I, the undersigned, certify that I am the chief executive officer of this public benefit corporation. I further certify that I have signed this document no more than 30 days before the document is delivered to the secretary of state for filing, and that this document is current when signed. I further certify that I have completed all required fields, and that the information in this document is true and correct and in compliance with the applicable chapter of Minnesota Statutes. I understand that by signing this document I am subject to the penalties of perjury as set forth in Section 609.48 as if I had signed this document under oath.

Signature of Public Benefit Corporation's Chief Executive Officer

1/14/2021

Date (Must be dated within 30 days before the report is delivered to the Secretary of State for Filing)

Email Address for Official Notices

Enter an email address to which the Secretary of State can forward official notices required by law and other notices:

sebastien@mobility4all.com

Check here to have your email address excluded from requests for bulk data, to the extent allowed by Minnesota law.

List a name and daytime phone number of a person who can be contacted about this form:

Sebastien Tavenas

917-443-7719

Contact Name

Phone Number

Entities that own, lease, or have any financial interest in agricultural land or land capable of being farmed must register with the MN Dept. of Agriculture's Corporate Farm Program.

Does this entity own, lease, or have any financial interest in agricultural land or land capable of being farmed?

Yes No

Mobility 4 All GBC Annual Benefit Report Addendum for 2020

This certifies that the Mobility 4 All's board of directors has reviewed and approved this report for calendar year 2020. The Mobility 4 All's board of directors has chosen the *B-Labs Impact Assessment* as the third-party standard for Mobility 4 All, GBC, pursuant to clause (2), item (i). The board has determined that B-Labs, the organization that has promulgated this third party standard is independent.

Subd. 3, (2), (ii), (A, B, C): Mobility 4 All's Creation of Public Benefit

(C) How the corporation has pursued general public benefit:

Mobility 4 All, GBC (M4A) is the personalize ride service for seniors and people with disabilities, empowering them to lead more independent and full lives. Through our Customer Service Center, tech-enabled platform, and culture of care, we match riders who need a higher level of service with fully vetted and trained drivers.

The lack of accessible, reliable, and trusted transportation leaves older adults and people with disabilities isolated, which has a major impact on their health and wellbeing. Inadequate transportation significantly limits their ability to work, access healthcare, meet with family and friends, attend places of worship, and much more. That's why transportation is consistently ranked a top need that is left unfilled by seniors whether they live in senior housing or are aging in place. Yet high-quality, flexible and compassionate door-thru-door transportation options are few and far between.

Numerous studies cite that access to safe transportation is a social determinant of health (SDOH). There are a limited number of transportation options, including family members, mass transit and paratransit as well as ride hailing and taxi services, all of which have their shortcomings. Most people do not want to burden friends or family for rides or commit hours of time waiting for an unpredictable paratransit bus. Others are daunted by or do not have access to a smartphone or fear being misunderstood by an impatient, unfamiliar Uber driver. Ride hailing services, such as Uber and Lyft, are also not fully accessible and do not provide door-thru-door service. Mobility 4 All is committed to provide high quality, safe and cost-effective transportation for seniors and people with disabilities.

(B) The extent to which and the ways in which the corporation has created general public benefit include:

In calendar year 2020, we created general public benefit through our involvement with the Self Driving Coalition for Safer Streets, a national advocacy organization championing the development and implementation of self-driving vehicle technologies in the US. Mobility 4 All executives attended Self Driving Coalition for Safer Streets monthly conference calls to support

policies and practices that advance awareness of self-driving vehicle technologies to serve seniors and peoples with disabilities.

M4A is committed to giving all seniors mobility independence, despite their ability to pay. With support from the Minnesota Department of Human Services Live Well at Home (LWAH) Grant Program, Mobility 4 All created the MO Access Fund which subsidizes rides for low-income seniors. In 2020, we provided over 3,000 discounted rides to low-income seniors living in HUD subsidized housing in the Twin Cities Metro Area. In total, 3,934 rides were provided to 380 low-income seniors for a wide variety of trips, primarily to medical appointments, groceries, and prescription pick up. Also important to the overall well-being of seniors, MO Access Fund trips included social visits, shopping, and self-care rides.

Through the pandemic, we are proud to report that none of our drivers or riders contracted COVID-19 from a MO ride. In fact, our service has been a lifeline for many older adults during this difficult time of social distancing and stay-at-home orders, to access essential medical services, medication, groceries, and other trips important to their well-being and risk factors of social isolation.

Responding to the essential needs of our riders, during COVID19 and the civil unrest, we added delivery and errand services. We deployed MO drivers to support and deliver meals for local non-profits like CAPI and Meals-on-Wheels. As the civil unrest started, we quickly redirected trips to avoid known hot spots. Our drivers went the extra mile to safely transport low-income riders to more distant pharmacies and grocery stores, so they could get what they needed and shelter in place.

(c) Any circumstances that hindered efforts to pursue or create general public benefit?

The cost to develop a network of quality, reliable drivers is high. In addition, the insurance industry is challenged to appropriately assess the risk associated with our service model, which results in hard to secure, high insurance premiums and deductibles.

Riders and senior living communities continued to trust MO and use the ride service during COVID. We have worked with each senior living community to ensure that we were being safe, responsive, trustworthy, and collaborative. In part, due to proactive precautions the MO Team, Drivers, senior communities, and individual riders put in place early during the pandemic, there are no known instances of drivers or riders contracting or transmitting COVID-19 as part of a MO ride. MO riders and their respective senior community staff were grateful with the proactive measures we put in place to make every trip as safe as possible. In 2020, MO provided over 1,000 grocery orders, 35 prescription deliveries, 8 stimulus checks deposits, 57 deliveries for Meals on Wheels and 331 food boxes (each weighing 40 to 50 pounds of food per box) delivered from local food shelves.

In addition to the impacts of COVID-19, many of our low-income senior riders live near the epicenter of the social unrest in Minneapolis and St Paul. Following the killing of George Floyd and the riots that ensued, the MO team quickly rerouted or rescheduled essential rides to avoid hot spot areas. In addition, the delivery service we had set up for COVID-19 was also useful in the wake of the social unrest, as many of the local supermarkets and stores used by our low-income riders were looted and burned.

We anticipate that ride demand will continue to gradually increase as senior communities and older adults begin to cautiously open back up to allow more travel and visits. We will continue to work with our senior community partners to remain flexible and resilient for whatever is to come.

(3) If the report is the first delivered for filing by the general benefit corporation, explain how and why the board chose the third-party.

Not applicable

(4) If the third-party standard identified under clause (2), item (i) is the same third-party standard identified in the immediate prior report: (i) state whether the third-party standard is being applied in a manner consistent with the third-party standard's application in the prior reports.

Yes, the B-Labs Impact Assessment is being applied in a manner consistent with the third-party standard's application in the 2018 report. Ecotone Analytics, GBC has been procured to assess the social impact of the care services provided by M4A. Ecotone Analytics' independent assessment of the social return on investment (SROI) of MO's Driver ride service was completed in June 2020.

The executive summary of the Social Impact Evaluation is attached to this report. A summary of the key findings are as follows:

- For each round trip, Ecotone determined "who benefits" and their social return on investment. For every \$1 dollar spent, Ecotone determined that the social return on investment is 264% or \$2.64 of social benefit. In other words, using an average round trip cost of \$40, the economic social benefits totaled \$105.43.
- Most importantly, these trips "improved rider health" from preventative care and disease management as well as reduced hospitalization. Improved rider health provided the highest SROI to Medicare and State-funded health services — \$63.78 with an additional \$6.84 for private healthcare providers. Reducing missed medical



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Steve Simon

Steve Simon
Secretary of State