

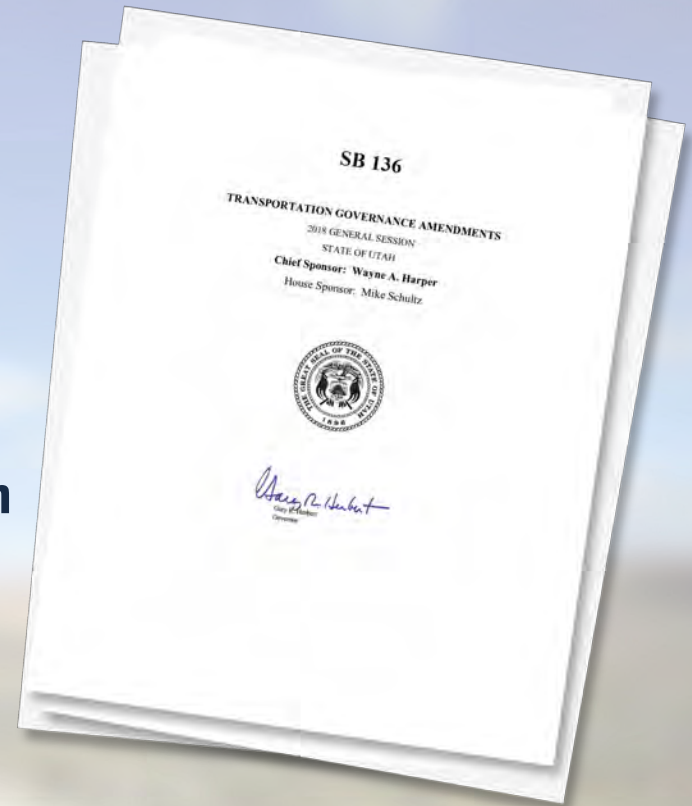


Transportation and Tax Review Task Force

December 19, 2018

SB 136 – Road Usage Charge Study Recommendations

- **Set up Road Usage Charge (RUC) Advisory Committee**
- **Provide RUC alternative to paying flat fee for:**
 - **Electric vehicles**
 - **Plug-in hybrids**
 - **Gasoline hybrids**
- **Consider privacy, methods for reporting road usage, and options for administrating the system**
- **Implement initial system by January 1, 2020**
- **Submit annual report of findings**
- **Future pilot projects**



Advisory Committee Members (State Representation)

Group Name	Representative
Utah Senate	Wayne Harper; Don Ipson
Utah House of Representatives	Kay Christofferson; Logan Wilde
Utah Governor's Office	Richie Wilcox
Utah Tax Commission	Scott Smith
Utah Department of Motor Vehicles	Monte Roberts
Utah Department of Technology Services	Scott Peterson
Utah Transportation Commission	Wayne Barlow
Utah Department of Transportation	

Advisory Committee Members (Non-State Representation)

Group Name	Representative
Federal Highway Administration – Utah Division	Ivan Marrero
Utah Insurance Office	Tracy Klausmeier
Utah Taxpayers Association	Billy Hesterman; Rusty Cannon
Utah Trucking Association	Rick Clasby
Utah Farm Bureau	Sterling Brown
Layton City Mayor	Bob Stevenson
Mountainland Association of Governments	Andrew Jackson
RUC West	Randal Thomas; Tim Kirby
Utah Clean Energy	Josh Craft
Salt Lake Chamber of Commerce	Sophia DiCaro
American Civil Liberties Union	Marina Lowe
Uber	Piper Overstreet-White

Advisory Committee & Technical Groups

- Full Advisory Committee meetings
 - May 3, 2018
 - August 13, 2018
 - November 19, 2018
- Frequent meetings and work sessions with technical groups



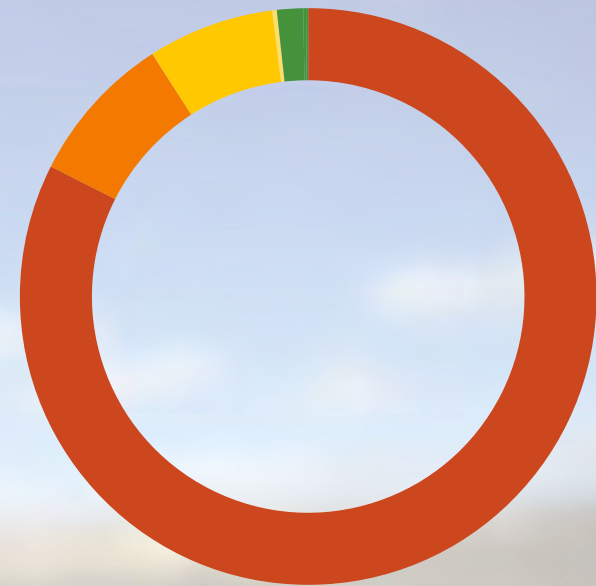
Utah's Vehicle Fleet – Program Eligibility

By Fuel Type

■ Gasoline	2,105,454	82%
■ Diesel	216,081	9%
■ Flex Fuel	181,098	7%
■ All Other*	51,069	2%
Total Vehicles	2,553,702	

*RUC-eligible Types:

■ Gas Hybrid	37,460	84%
■ EV	4,016	9%
■ PHEV	2,988	7%
Total RUC-Eligible Vehicles	44,464	



Average Annual State Gas Tax Payments



1. Based on 29.4 cents/gal State gas tax and 15,542 miles driven annually by average Utah vehicle.
2. Federal tax of 18.4 cents/gal for gasoline and 24.4 cents/gal for diesel not included in amounts shown above.

Transportation Fee Payment Options – SB 136

Option A

Owners of alternative fuel vehicles pay **annual flat fee**, intended to offset lost gas tax revenue. (Starting Jan 2019)

Annual Fee Schedule			
Year	EV	PHEV	Gas Hybrid
2019	\$60	\$26	\$10
2020	\$90	\$39	\$15
2021+	\$120	\$52	\$20

Option B

Owners of alternative fuel vehicles enroll in **RUC program** and pay a **per-mile fee** (*not to exceed annual flat fee*) based on actual miles driven. (Starting Jan 2020)

Per-mile Fee



Elements of a Utah RUC System Based on Advisory Committee Input

Data Collection Tech

- OBD-II GPS Devices 16
- Odometer Capture 2
- ▨ Smartphone Apps 15
- ▨ Telematics 2

Vehicle Types

- EV 16
- PHEV 16
- Gas Hybrid 16
- Autonomous 0
- Gas/Diesel 16
- Heavy Truck 2

Systems/Processes

- DMV Registration 0
- ▨ Out-of-state Detection 16
- ▨ Public/Private Roads 16
- Regional Interop. 14
- Tolling Integration 12
- Paved/Unpaved Roads 0
- Federal/State Lands 0

- Element at launch ▨ Element under discussion □ Potential future element
Number of other states considering or using element

Commercial Account Manager (CAM) Procurement



Recent meetings with vendors



Request for Information (RFI) in process

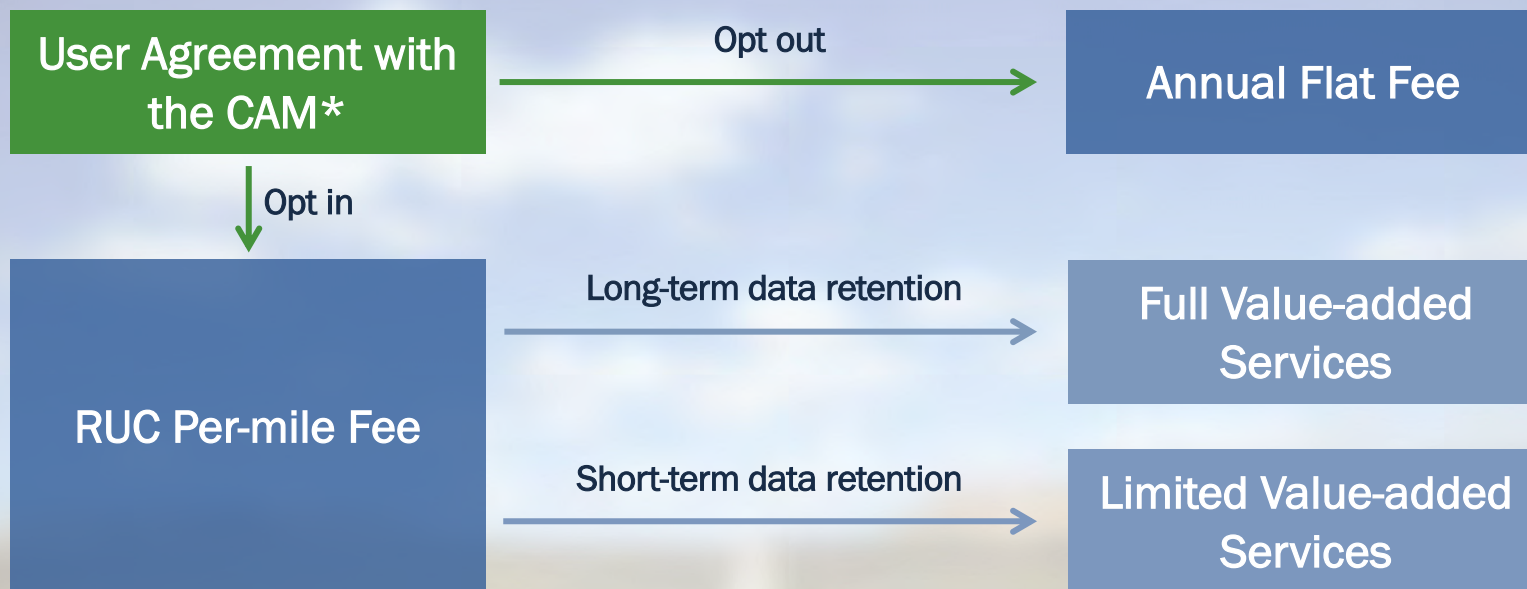
- Posted: Oct 2018
- Due: Nov 2018



Request for Proposals (RFP) coming up

- Draft: Dec 2018
- Final: Feb 2019
- Selection: Summer 2019
- System Testing: Fall 2019

Approach to Enrollment



* CAM = Commercial Account Manager

Enrollee Privacy Options

RUC Per-mile Fee

RUC payer is able to:

- View their collected data
- Dispute erroneous charges
- Be protected from GRAMA requests
- Be protected from release of personal data except in criminal proceeding

CAM is able to:

- Collect raw location data but not share w/State (except for disputes)
- Send mileage summaries to State
- Share aggregated anonymized data with the State
- Sell aggregated anonymized data

Long-term
data retention

Full Value-added Services

CAM retains raw location data until enrollee leaves RUC system

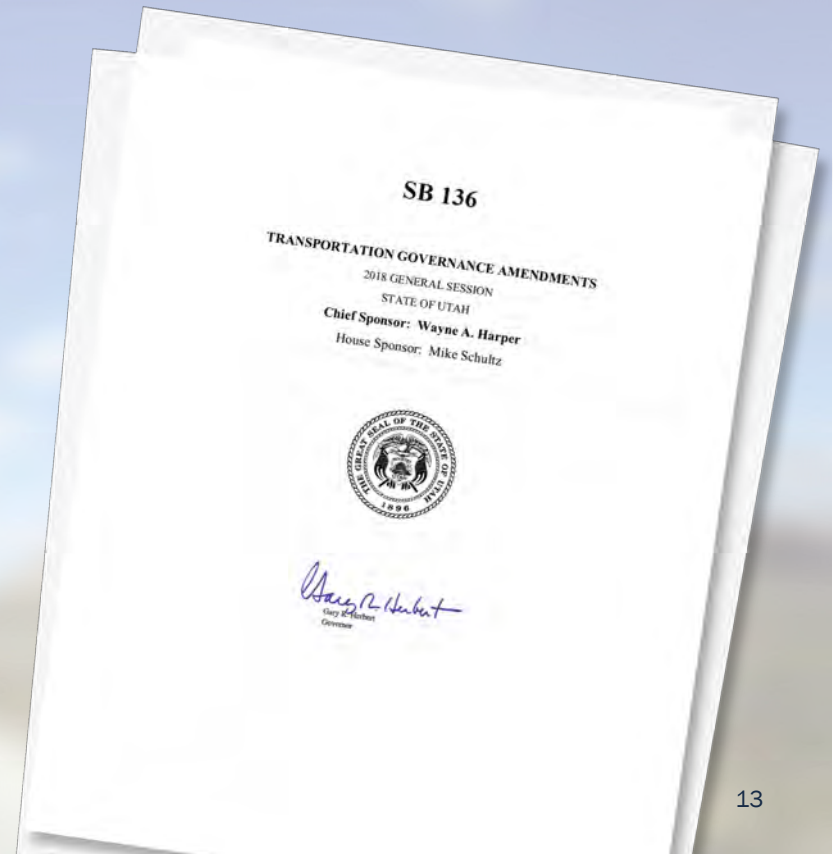
Short-term
data retention

Limited Value-added Services

CAM retains raw location data for current billing cycle only

Issues that must be Statutorily Addressed to Implement RUC

- Privacy and security protections
- RUC fee yearly payment cap
- UDOT/DMV information sharing
- RUC rate setting process
- Rulemaking authority for UDOT
 - To hire CAM and administer program
 - Implement enforcement mechanisms such as registration hold
 - Other enrollment components



Future Roles of Advisory Committee



Monitor 2019
legislative
session



Next meeting
likely in early
April



Monitor alt-fuel
RUC
implementation



Recommend
future RUC pilot
ideas

Questions?

