



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**



Senate bill that was enacted and the high points.

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	

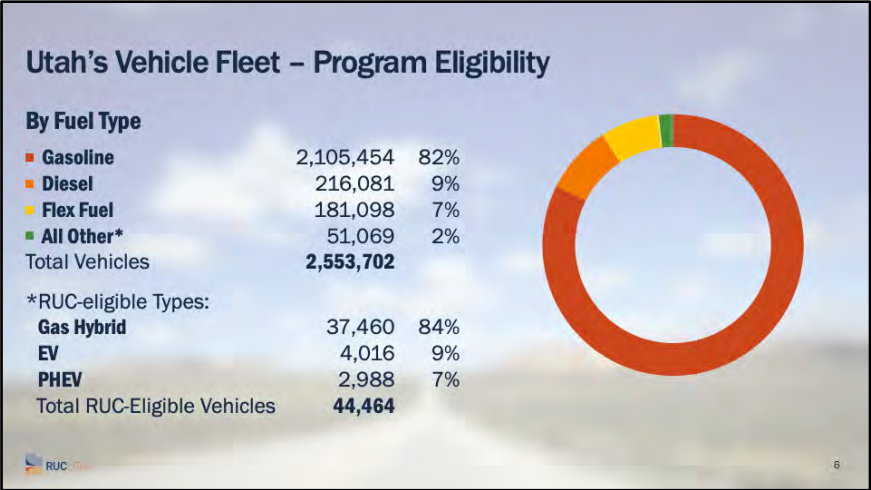
Advisory Committee Members (Non-State Representation)

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

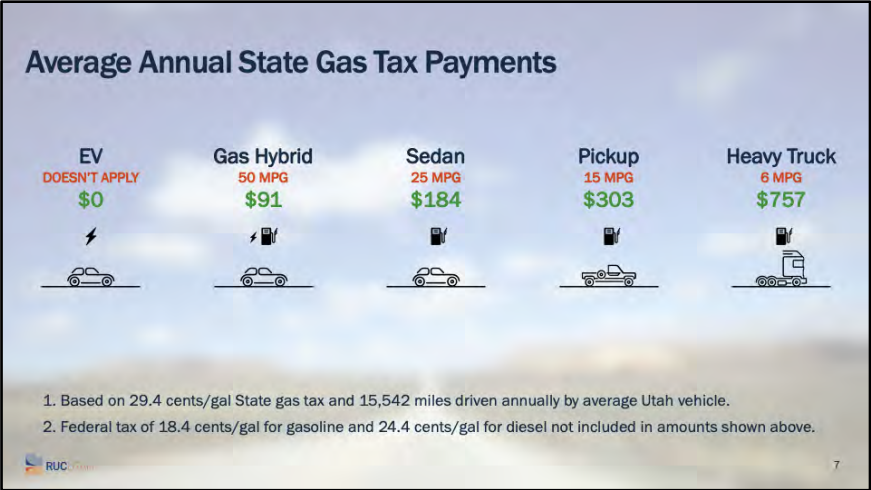




Gives an idea of the size of the fleet for Utah so other could relate with their own programs.

82% of vehicles registered in Utah are powered by gasoline. Diesel and flex fuel vehicles comprise 9% and 7%, respectively. 2% are powered by other means, primarily electricity or hybrid engines.

Source: Utah DMV.



Owners of different types of vehicles currently pay a wide range of State gas tax each year. EVs don't pay any gas tax and a semi-truck driving the average number of miles pays \$757.

Including federal taxes, the average Utah sedan owner pays about \$300/year in state and federal fuel taxes.

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)

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

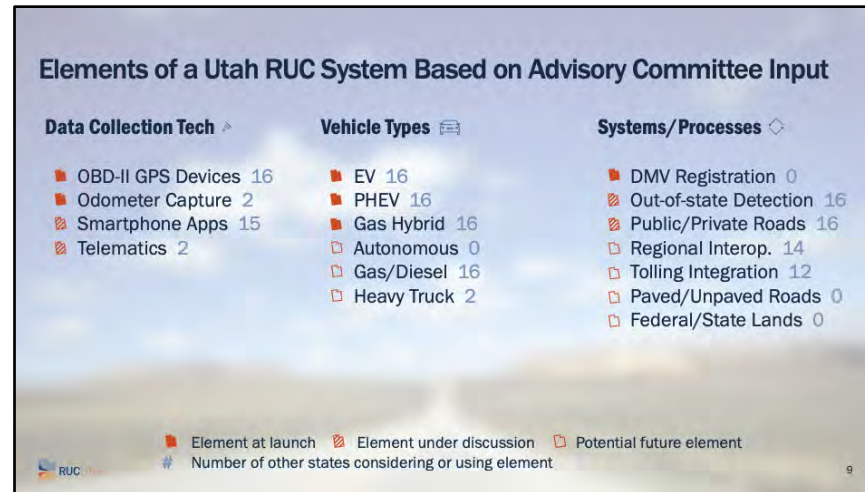
Option B

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

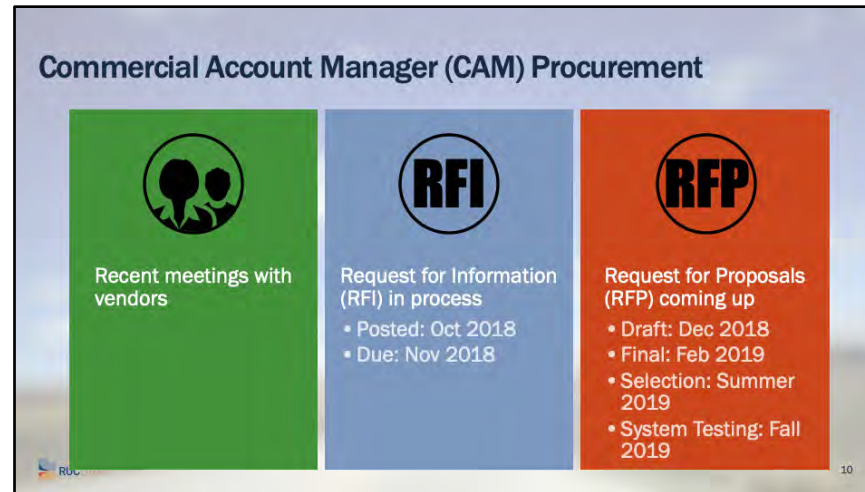


Good compliment to the slide before because it talks about the amount for the flat fee.

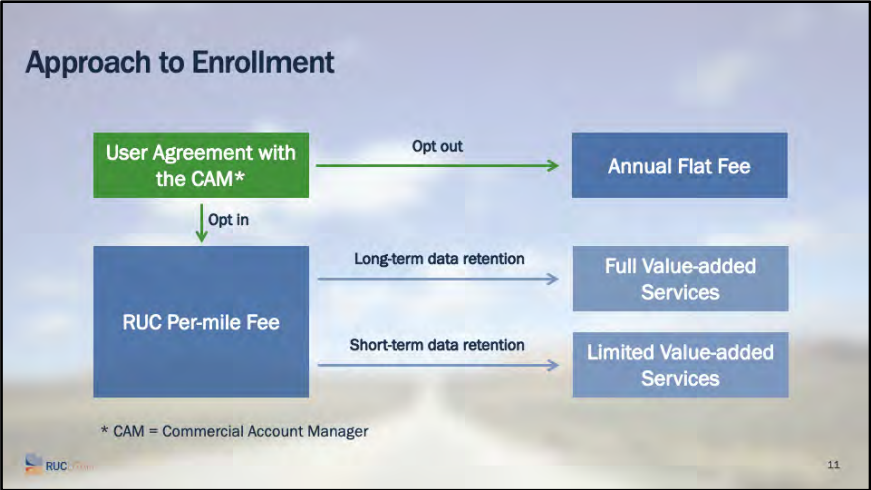


Discuss what aspects of the RUC that UDOT will be looking into at the launch and what will be coming later.

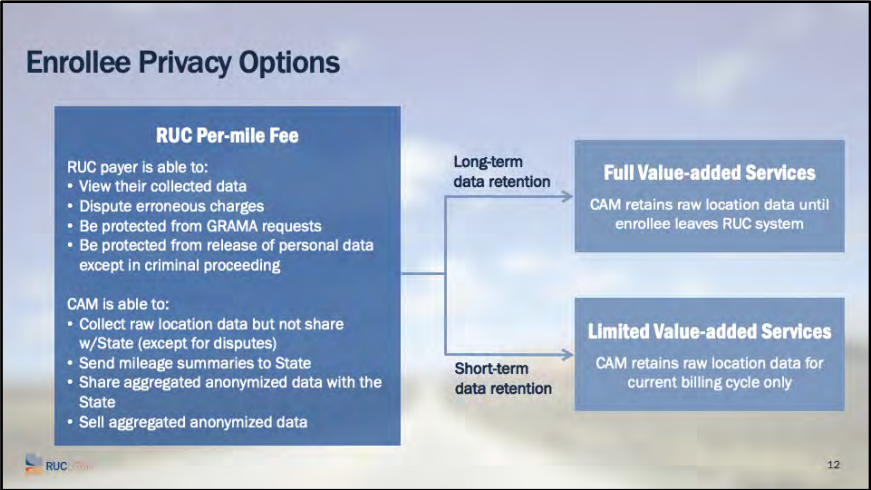
This slide summarizes the full range of RUC elements that are being used, tested, or proposed for the future. Elements that Utah will be using at launch are shown as solid. Elements we are discussing including by launch are hatched. Hollow symbols represent RUC elements that Utah may consider testing in the future. The numbers represent how many states are currently testing a given element. This menu gives a good summary of the types of elements Utah could decide to do pilot testing on after the initial system is up and running.



Over the past few months, UDOT has met individually with some of the vendors interested in providing CAM services to the State. Those vendors (and many more) are participating in the RFI process, which involves informal information gathering to see what the marketplace is currently offering. UDOT may choose to hold individual meetings with some of the vendors. Currently UDOT is evaluating the submittals from the RFI process. The information gained through this process will help UDOT put out a better RFP.



The group would most likely be interested in seeing the options Utah plans to propose.

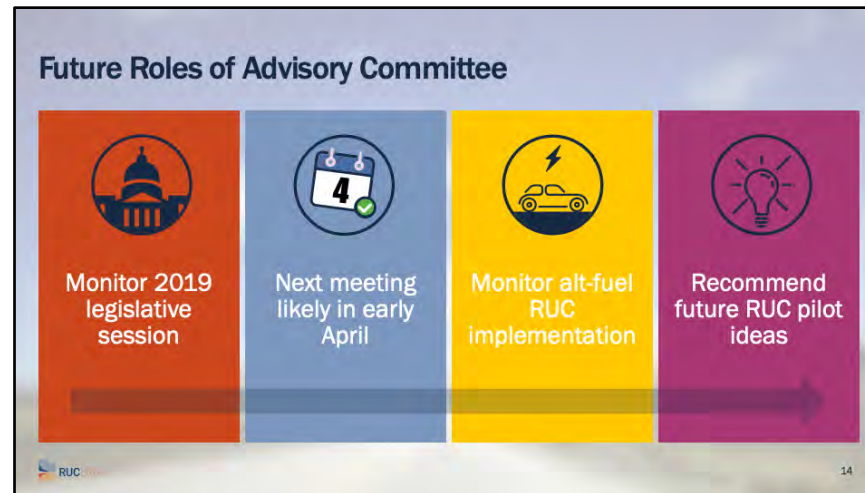


Privacy is one of the largest concerns that people may have regarding a RUC system. This slide talks about how privacy is protected and how the relationship between enrollees and the CAM works.

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





- Advisory Committee members may want to monitor the RUC legislation during the upcoming session. UDOT will give RUC-related updates to the Committee during the session.
- We are tentatively planning on the next Advisory Committee meeting being held in early April. This will give an opportunity to report back on the session as well as CAM selection progress.
- Over the course of the next year, they should also monitor the alternative fuel RUC system as it gets implemented. UDOT will provide ongoing updates through formal Advisory Committee meetings or by email.
- After the initial alternative fuel vehicle RUC system is operational, UDOT will turn its attention to determining which future pilot project opportunities the State should pursue. The Advisory Committee will be engaged in that process and weigh in on pilot priorities.

Questions?

