



## 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**

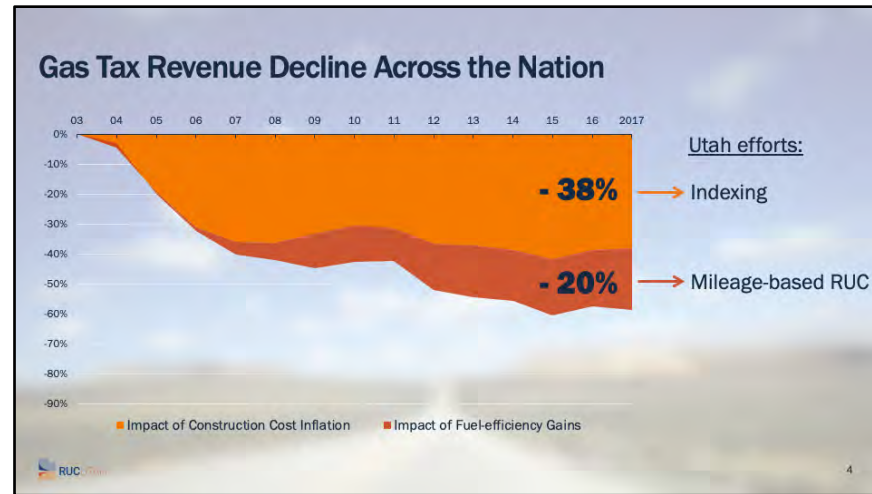


Senate bill that was enacted and the high points.

## Advisory Committee & Technical Groups

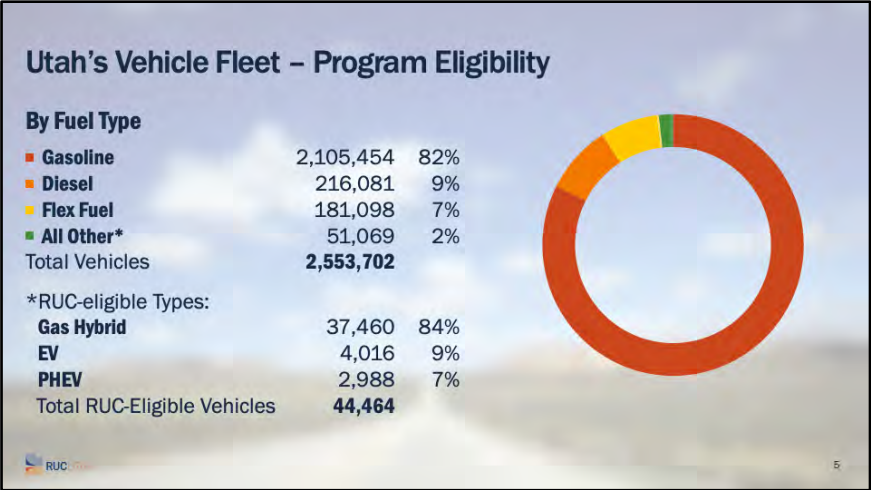
- Full Advisory Committee meetings
  - May 3, 2018
  - August 13, 2018
  - November 19, 2018
- Frequent work sessions with technical groups
- Transportation and Tax Review Task Force
  - Dec 19, 2018





The purchasing power of the gas tax has been steadily declining in recent years. Nationally, gas tax purchasing power per mile driven is almost 60% less than it was 15 years ago due to construction cost inflation and fuel-efficiency gains.

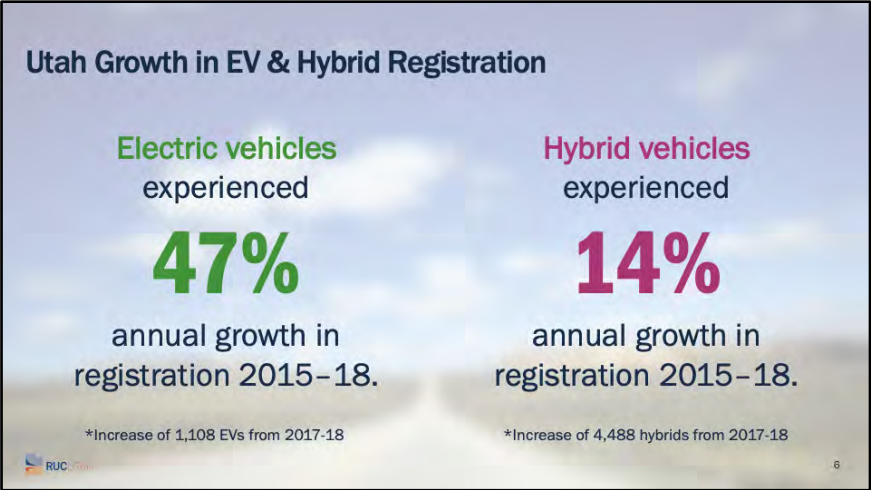
Sources: (1) EPA’s “*Light Duty Automotive Technology, Carbon Dioxide Emissions, and Fuel Economy Trends: 1975-2017*”. (2) Energy Information Agency “*Annual Energy Review 2011*” report. (3) UDOT VMT data. (4) FHWA National Highway Construction Cost Index.



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

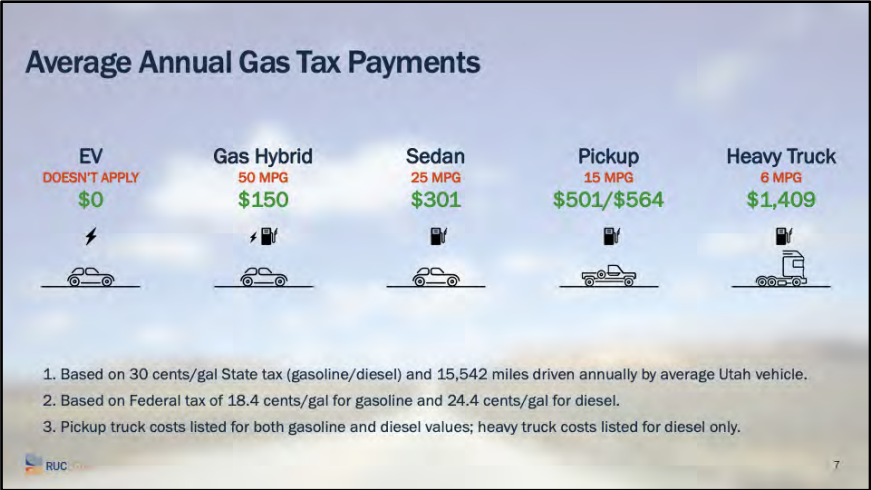
82% of vehicles registered in Utah are powered by gasoline. Diesel and flex fuel vehicles comprise 9% and 7%, respectively. 2% are powered by other means, primarily electricity or hybrid engines.

Source: Utah DMV.



EVs and hybrids currently make up a very small portion of the total registered vehicles in Utah but they are growing rapidly. By comparison, registration of all vehicles in Utah grew at an average of 3% per year for the same time period.

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.

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

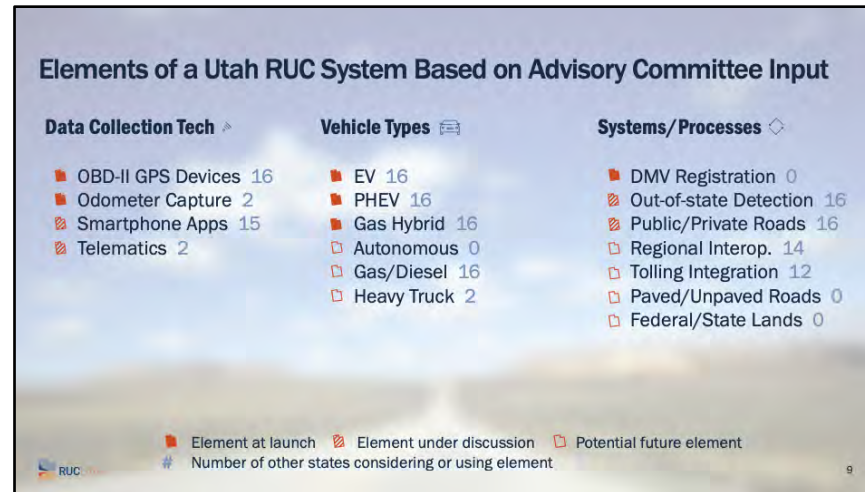
Owners of alternative fuel vehicles enroll in **RUC program** and pay a **per-mile fee** (*not to exceed annual flat fee*) based on actual miles driven. (Starting Jan 2020)

#### Per-mile Fee



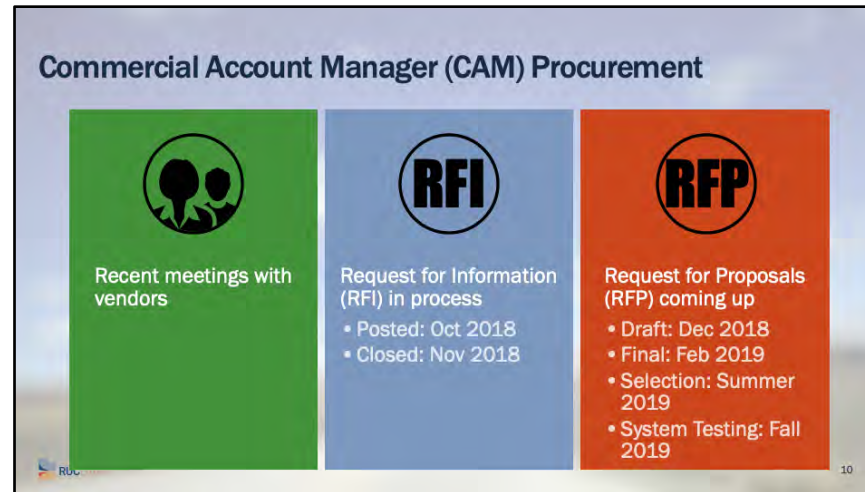
*Good compliment to the slide before because it talks about the amount for the flat fee.*





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

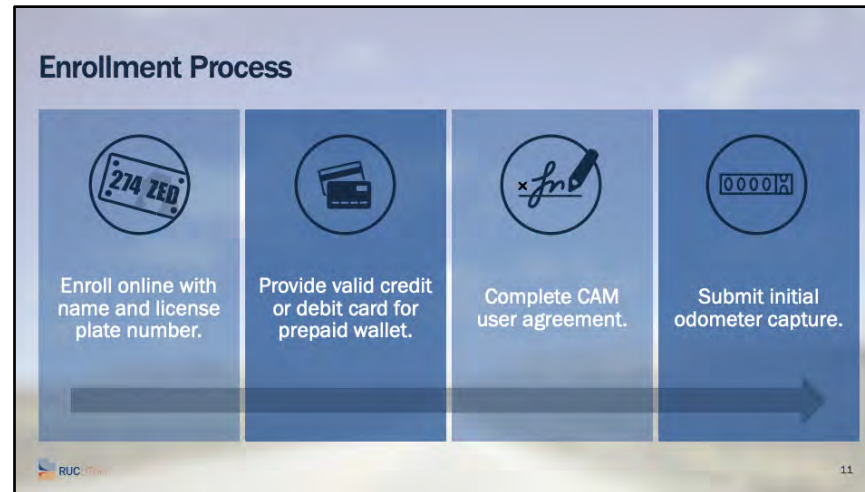
This slide summarizes the full range of RUC elements that are being used, tested, or proposed for the future. Elements that Utah will be using at launch are shown as solid. Elements being researched are hatched. Hollow symbols represent RUC elements that Utah may consider testing in the future. The numbers represent how many states are currently testing a given element.



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.

Currently UDOT is evaluating the submittals from the RFI process. The information gained through this process will help UDOT put out a better RFP.

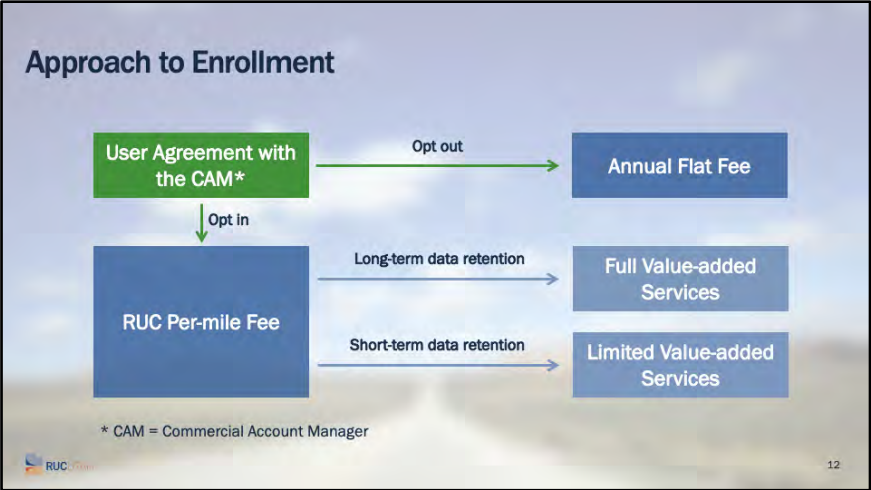


Those wishing to enroll in RUC will need to provide basic information to the CAM and complete the registration process.

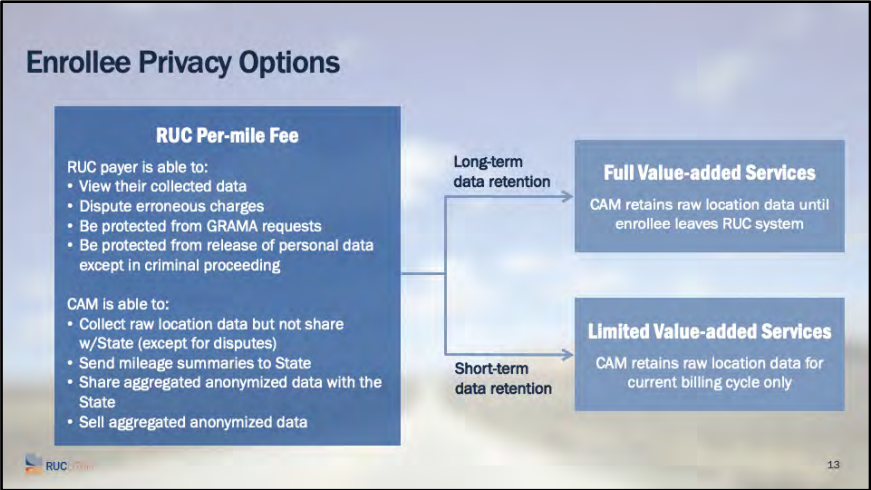
Payments will be set up through a prepaid wallet, similar to how the Express Lanes system operates.

Part of the process will be submitting an initial odometer capture image (likely through smartphone app) to provide a starting point for when a driver enters the system.

In this initial system, those not able to provide a valid credit card or smartphone odometer capture will not be able to complete the enrollment process and will need to pay the flat fee.



*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.

## 2019 Legislature – SB 72 (Draft)

- Authorizes UDOT/DMV information sharing
- Allows EV/PEHV/Hybrid vehicles to participate into a Road User Charge (RUC)
- Grants rulemaking authority for Utah Transportation Commission to set RUC rates
- Grants rulemaking authority for UDOT
  - To hire CAM and administer program
  - Implement enforcement mechanisms such as registration hold
  - Establish yearly fee payment caps and other enrollment components



Does someone want to change the picture of the bill on the right?

### Communication Update

- Fall 2018
  - Presentations
  - Website link and information page
- January 2019
  - Surveys and focus groups
  - Legislative communications
- Spring 2019
  - RUC Utah branding
  - Website and social media pages
  - Educational outreach to EV owners



RUC

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Future Branding -- We are going to stay with "RUC Utah" for the 2020 program launch and invest in a full branding effort when the pilot program expands to include additional vehicle types.

Questions?

