

Community Planning Association of Southwest Idaho

Utah's Transportation Story

February 3, 2025

Utah

Interesting Facts about the State of Utah

Population 3.45M and close to 3M registered light duty vehicles

Size 85,000 Square Miles, 63% federal lands

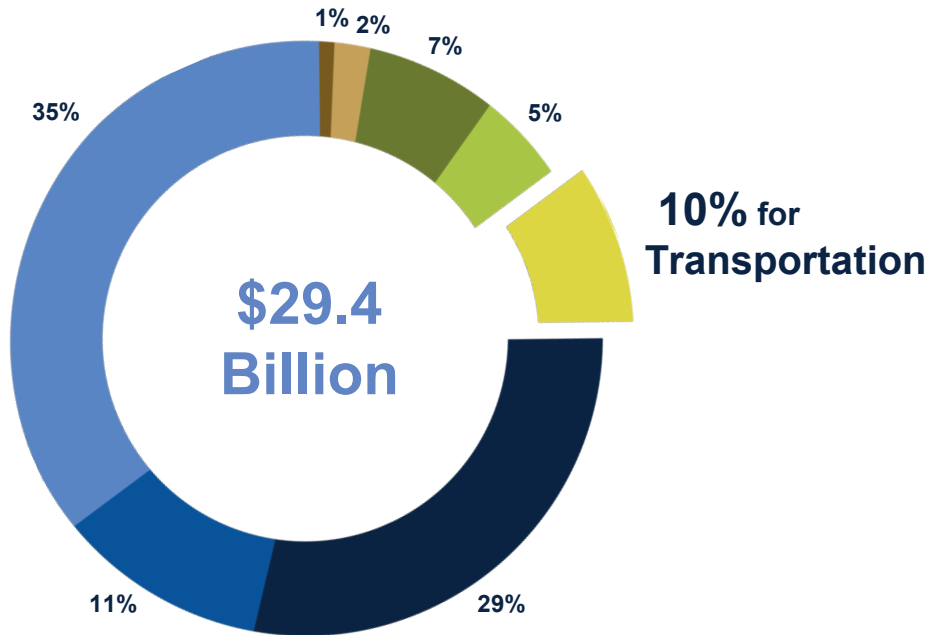
Utah is home to 5 National Parks, 9 National Monuments, 2 National Recreation Areas and 43 State Parks.

15 Ski resorts with an average 500 Inches of snowfall per year

Utah's urban area consists of ~100 Mile corridor, bounded on both sides by steep mountain ranges, making it the 9th most Urban area in the US.

State of Utah Budget

UTAH STATE ANNUAL BUDGET ALLOCATION



LEGEND

- Transportation
- Public Education
- Higher Education
- Social Services
- Capital Facilities
- Debt Service
- General Government
- Law Enforcement

UDOT Funding

FY25 UDOT FUNDING \$2.4 B

+ \$517.8 M 1X (ONE TIME)

Transportation Investment Fund (TIF)

52%

\$1.3 B
\$492 M 1x

Transportation Fund

22%

\$548.2 M
\$25.8 M 1x

Highway Federal Funds

18%

\$433.2 M

Transit Transportation Investment Fund (TTIF)

4%

\$93.7 M

Cottonwood Canyons Transportation Investment Fund (CCTIF)

<1%

\$19.3 M

Active Transportation Investment Fund (ATIF)

2%

\$44.1 M

Rural Transit

<1%

\$15.7 M

Aeronautics

<1%

\$12.9 M

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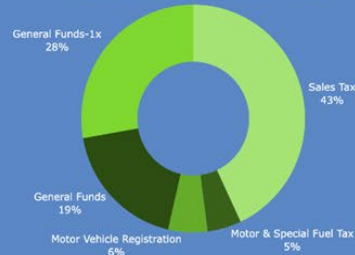
<1%

\$12.9 M

Revenue

Expenditures

TRANSPORTATION INVESTMENT FUND FY25 Estimated Revenue



| | |
|--|---------------|
| Sales Tax - 17% | \$760,947,718 |
| Sales Tax - 3.68% | \$164,722,800 |
| 1997 Registration Increase | \$32,906,938 |
| 2009 Registration Increase | \$67,875,198 |
| General Funds | \$330,000,000 |
| Motor Fuel Tax - Transfer from Transportation Fund | \$86,506,100 |
| Less: Sales Tax Transfer to CCTIF | \$19,695,117 |
| Less: Sales Tax Transfer to TTIF | \$51,722,981 |
| Less: Sales Tax Transfer to Commuter Rail Account | \$44,761,630 |
| Less: Sales Tax Transfer to General Fund | \$1,813,400 |
| Less: Sales Tax Transfer to ATIF | \$45,000,000 |
| General Funds - 1x | \$492,000,000 |

Total TIF Revenue

\$1,771,965,626

Transportation Fund

Transportation Investment Fund (TIF)

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\$1.3 B
\$492 M Tx

Transportation Fund

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\$548.2 M
\$25.8 M Tx

Highway Federal Funds

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\$433.2 M
-

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<1%

\$15.7 M
-

Aeronautics

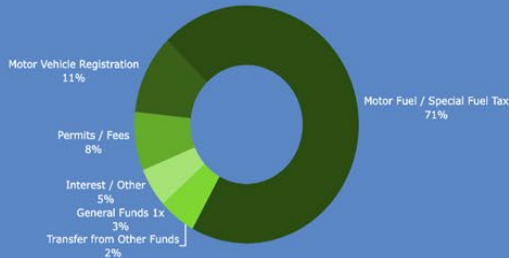
<1%

\$12.9 M
-

Revenue

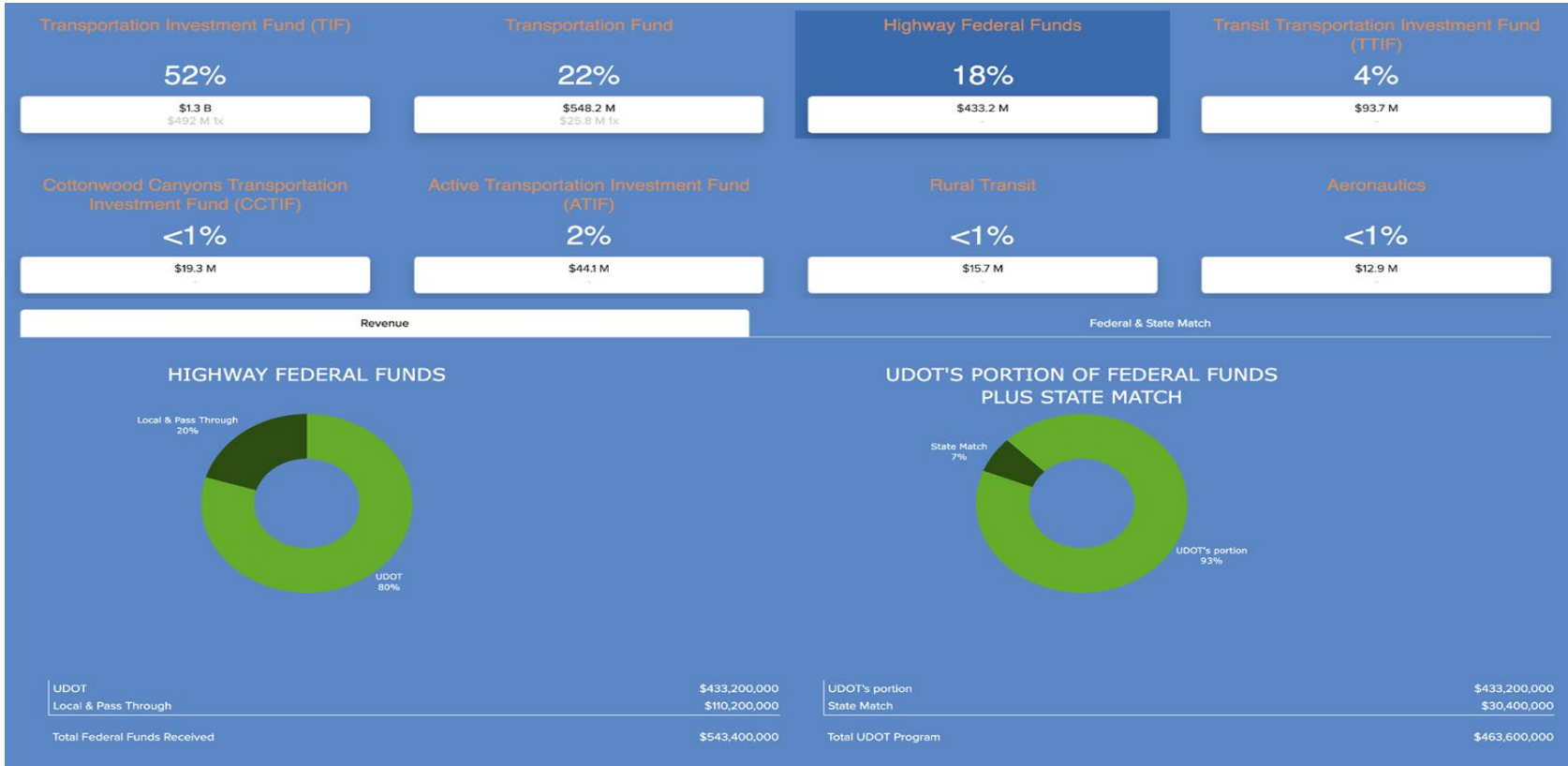
Expenditures

TRANSPORTATION FUND FY25 Estimated Revenue



| | | |
|-----|---|---------------------|
| 71% | Motor Fuel Tax | \$473,819,000 |
| | Special Fuel Tax | \$200,445,000 |
| 11% | Motor Vehicle Registration | \$97,794,514 |
| 8% | Proportional Registration Fees | \$27,002,614 |
| | Temporary Permits | \$273,427 |
| | Special Transportation Permits | \$15,942,490 |
| | Highway Use Tax | \$14,496,907 |
| | Vehicle Control Fees | \$8,474,882 |
| | Less: Transfer To Other Agencies | \$11,922,000 |
| | Subtotal for B&C Calculation | \$826,326,834 |
| 5% | Interest Income/Other | \$41,187,598 |
| | Motor Carrier Fees | \$3,321,418 |

Highway Federal Funds

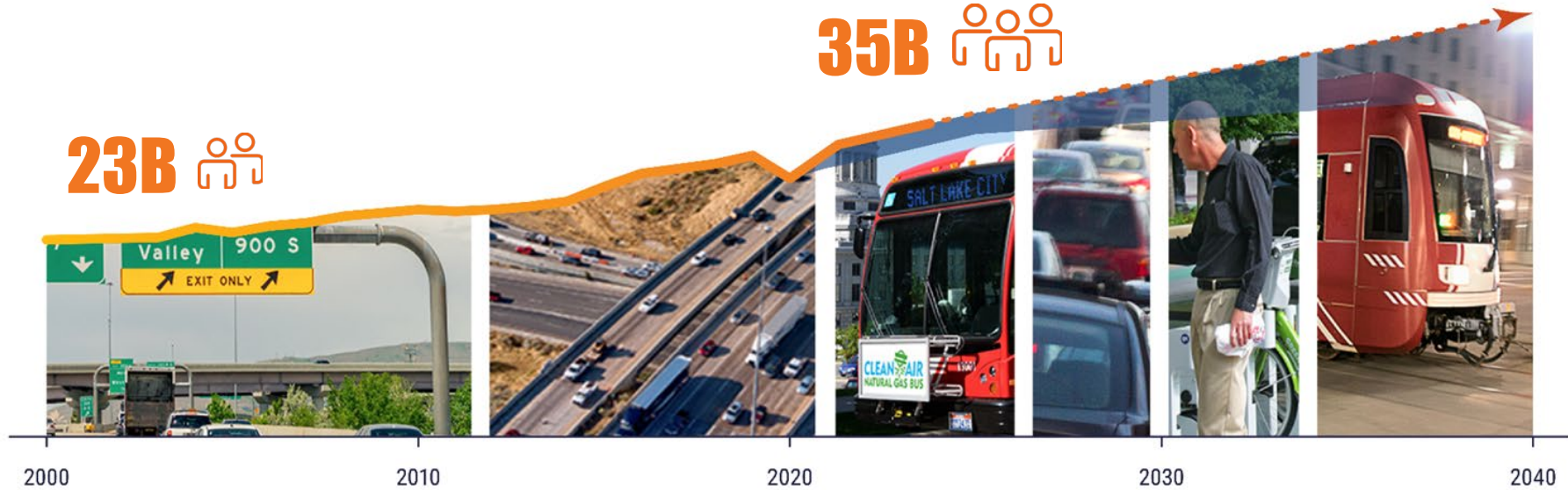


Road Usage Charge – A Mobility Trend

Transportation choices, policies, and population growth are defining Utah's transportation future.

 **50B**

Billions of Miles Driven Annually

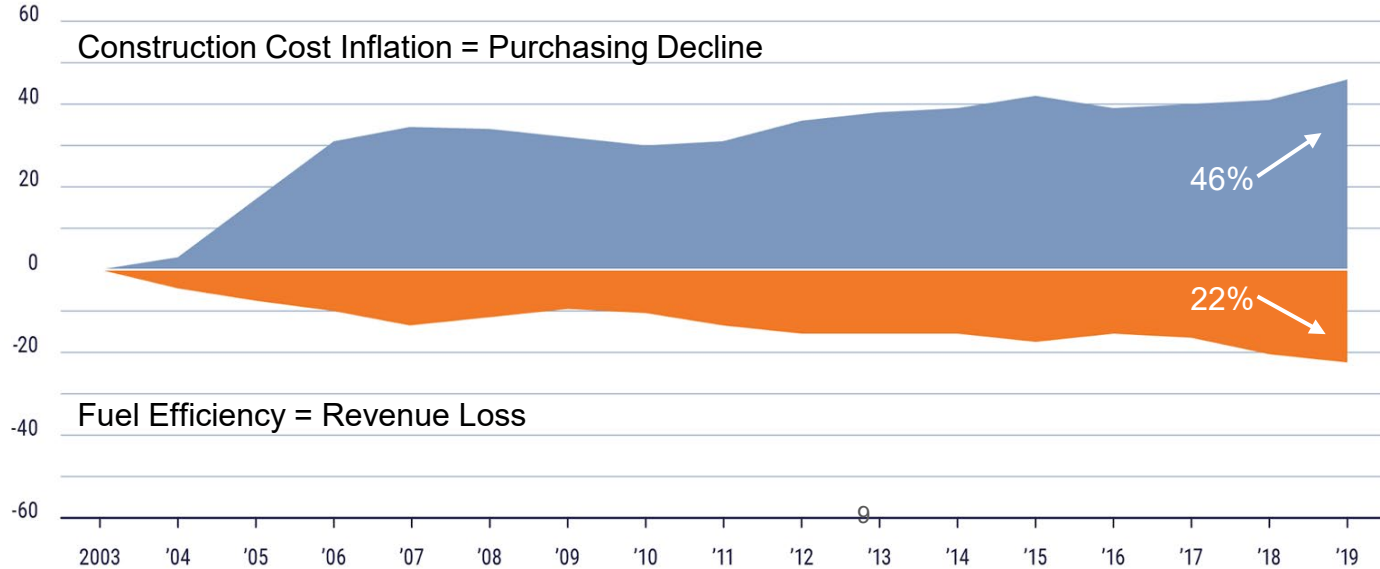


Revenue Solutions

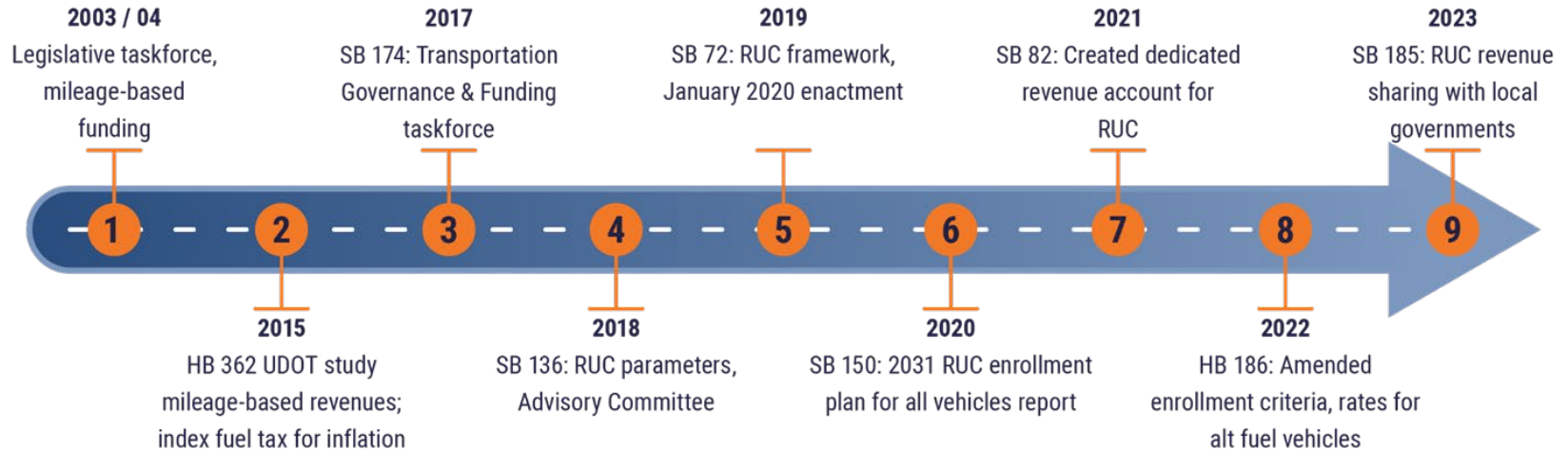
Index the
Gas Tax



Institute a
Fee Structure



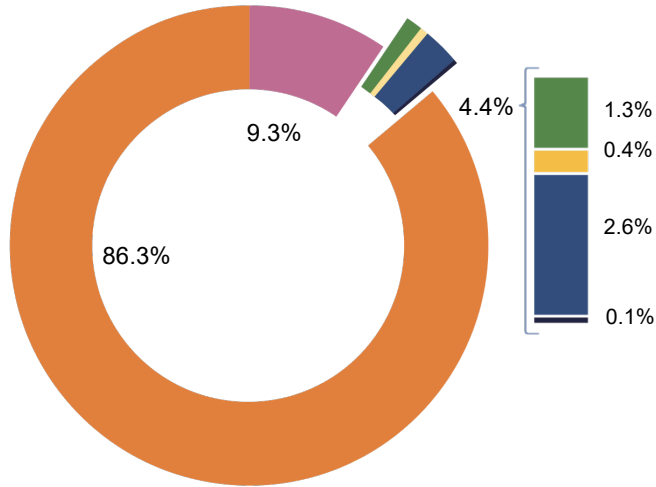
Utah's Road Usage Charge Legislation History



DATA UPDATED THRU FEB 2024

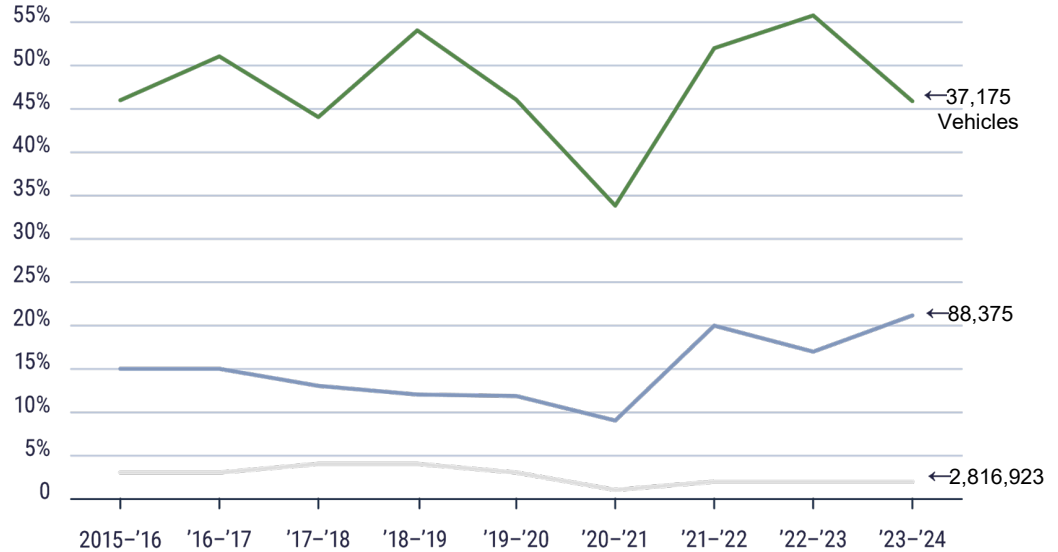
Size & Growth of Utah's Vehicle Fleet

Total Registered Vehicles
2,942,473 (Feb 2024)



■ Gasoline ■ Diesel
■ EV ■ PHEV ■ Gas Hybrid ■ Other Fuel

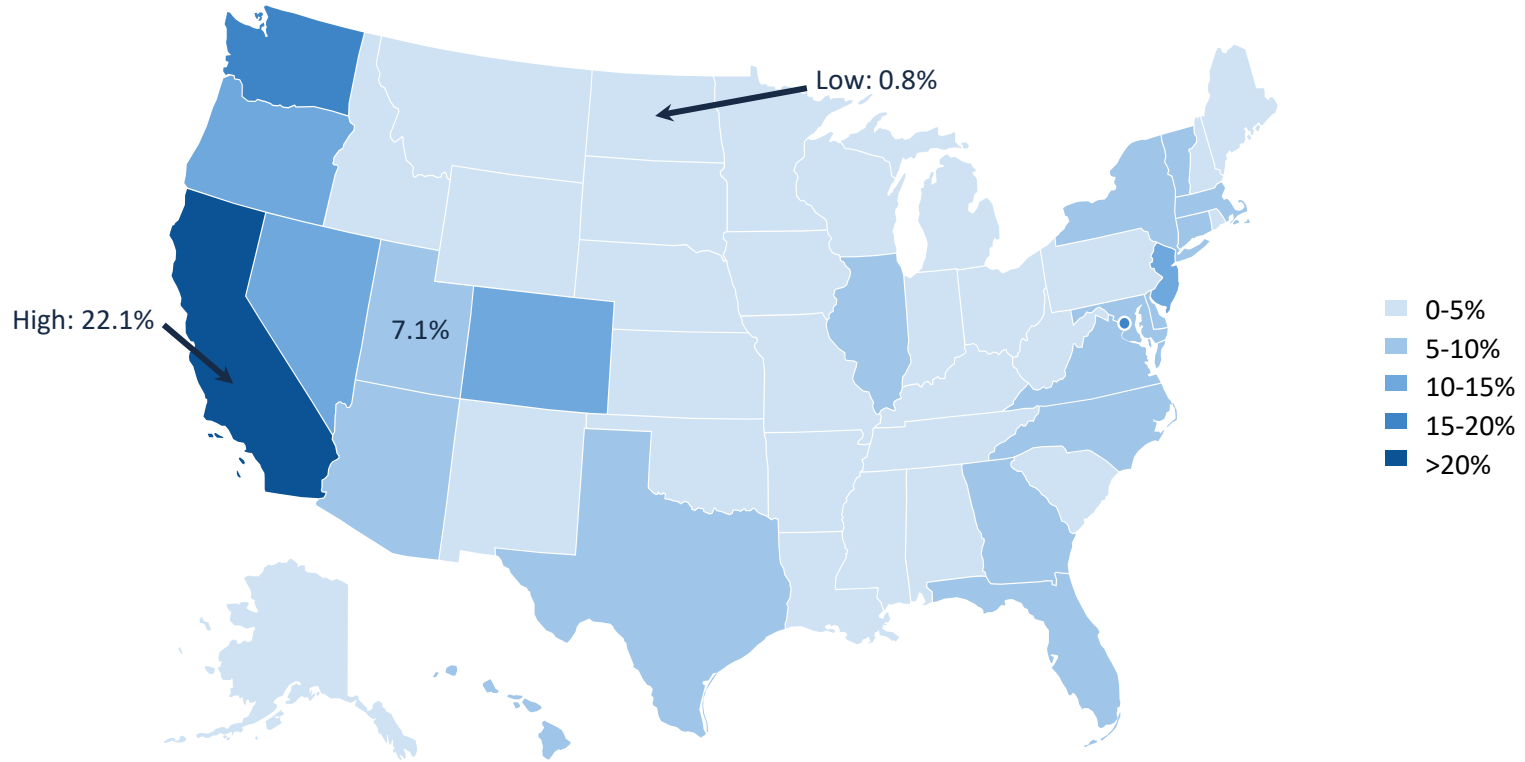
Year-over-year Growth (%)



■ EV ■ PHEV & Gas Hybrid ■ All Others

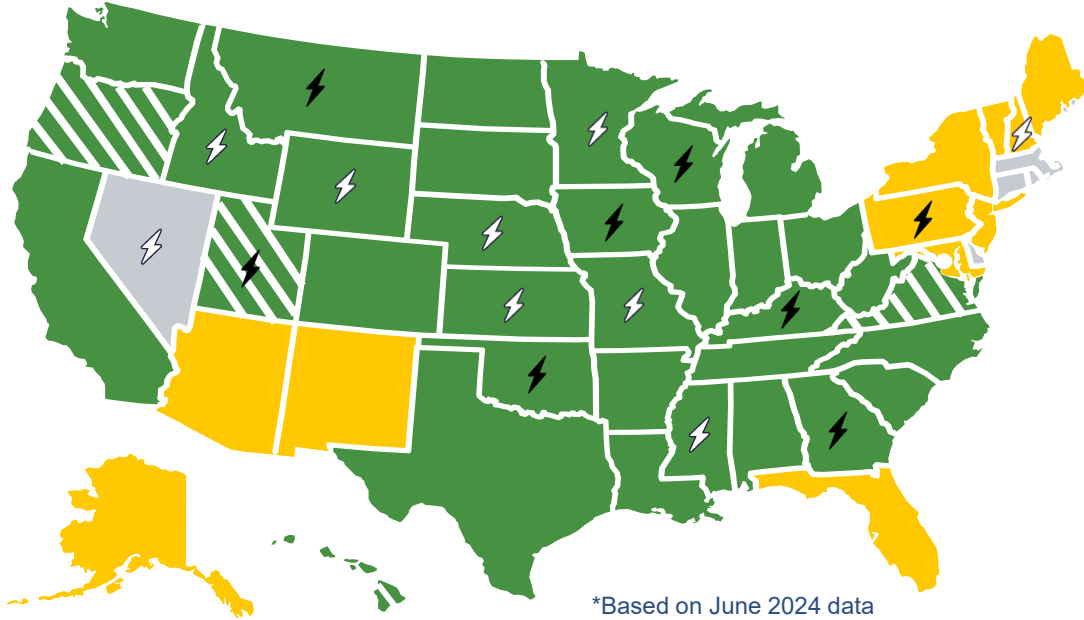
DATA UPDATED THRU FEB 2024

2023 EV New Sales Market Share



DATA UPDATED THRU DEC 2023

Alternative Fuel Vehicle Annual Fees & EV Charging Taxes



Per-mile RUC/MBUF Legislation Enacted:
 Annual Fees: Introduced Enacted
 EV Charging Tax: Introduced Enacted

| Per-mile RUC | US Range* | US Avg | Utah |
|-------------------------|---------------|--------|----------|
| Leg. Enacted | 1.06¢–\$2.00¢ | 1.39¢ | 1.06¢ |
| Annual Fees | US Range | US Avg | Utah |
| EVs | \$50–\$250 | \$145 | \$138.50 |
| PHEVs | \$20–\$225 | \$90 | \$60.25 |
| Hybrids | \$20–\$100 | \$62 | \$23.25 |
| EV Charge Tax (per kWh) | US Range | US Avg | Utah** |
| Leg. Enacted | 1.72¢–3.80¢ | 2.81¢ | 3.80¢ |

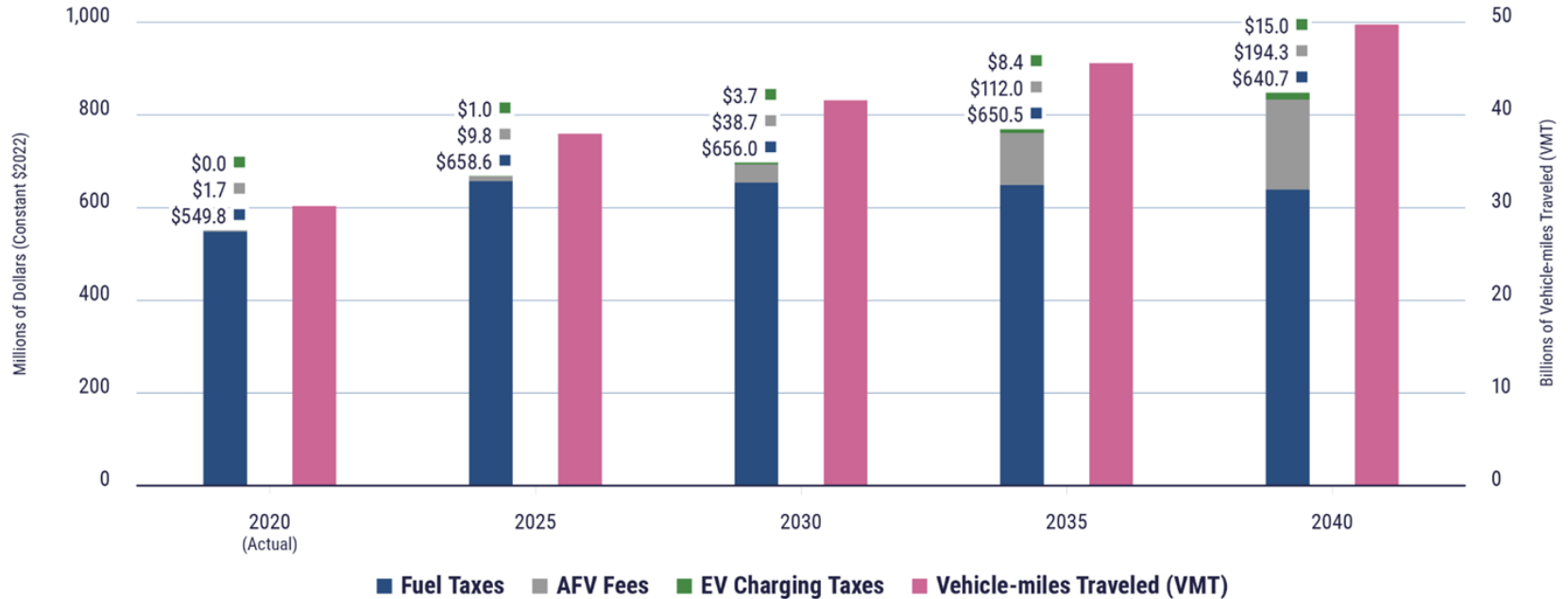
*Virginia's rate is assumed to be the rate that EV owners pay

**Utah's tax is 12.5% of the retail cost

DATA UPDATED THRU JUN 2024

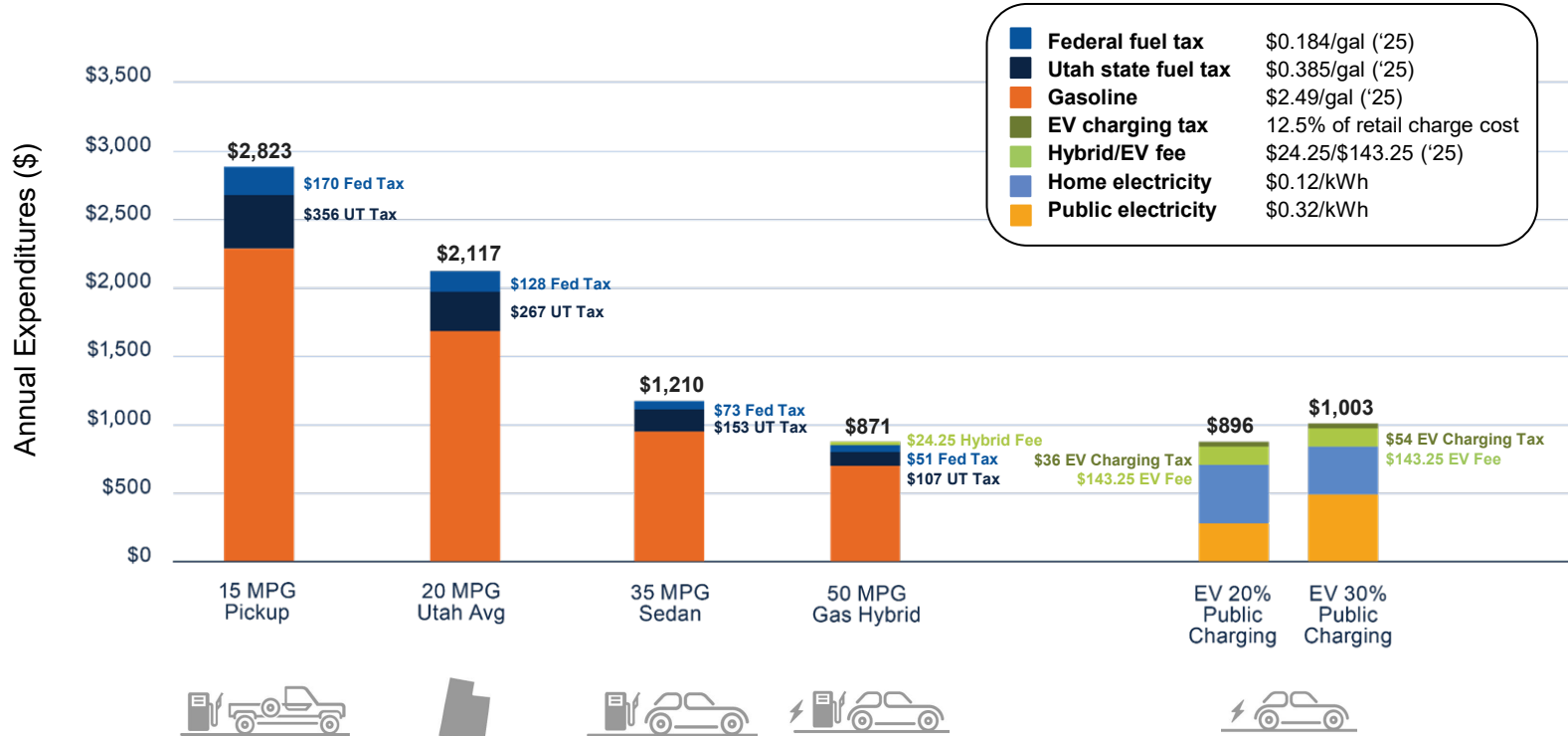
Utah Fuel Tax Revenue & VMT

Revenue Sources & Vehicle-miles Traveled



DATA UPDATED THRU SEP 2023

Total Annual Costs for Typical Utah Drivers



DATA UPDATED THRU JAN 2025

Flat Fee & Per-mile RUC Rate Options (2025)

Annual Flat Fee

EV: \$143.25
PHEV: \$62.25
Hybrid: \$24.25

Mileage-based Fee

1.11¢ / Mile



DRIVE LESS. PAY LESS.
Alternative fuel vehicle drivers have a new choice.

PAY AS YOU GO
Mileage-based fees will not exceed annual flat fee;
fees and mileage rate are both indexed to CPI.

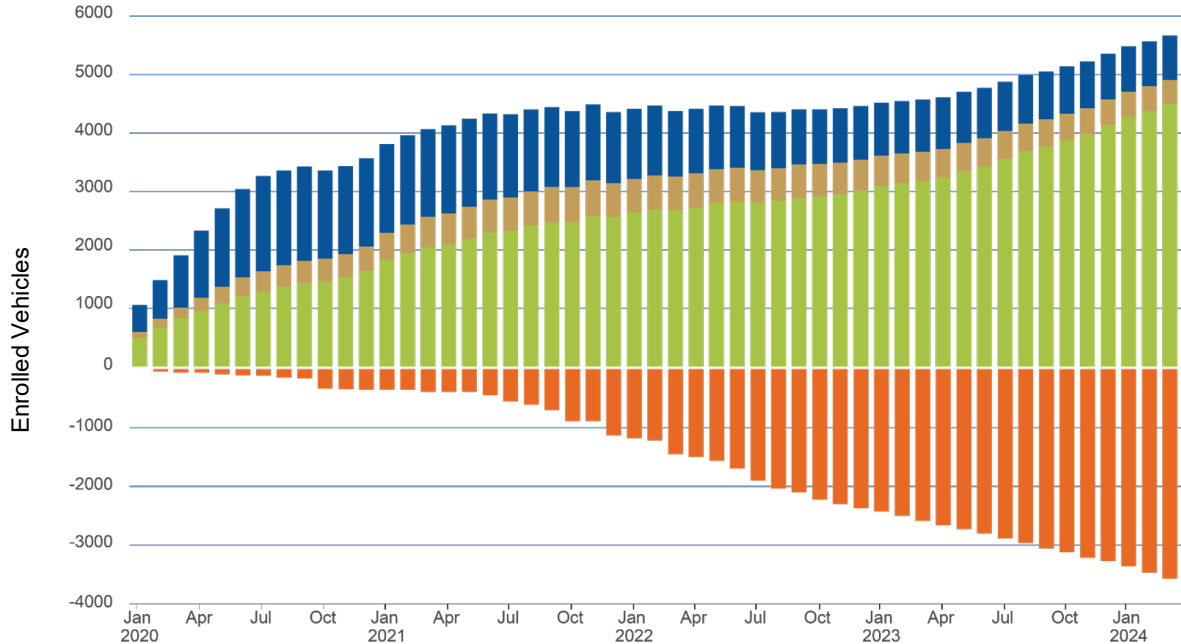
Integration with Department of Motor Vehicles

- Enrollment synchronized with DMV annual registration cycle (and flat fee payments)
- Eligible vehicles are defined through the DMV registration database
- Agreements between DOT, DMV, and CAM allow for data sharing
- Web service communications of vehicles work well for registration and non-compliance holds



RUC Program Enrollment Growth

Cumulative Vehicle Enrollment with Attrition



* Total vehicles that have exited = 3,571

■ Hybrid ■ PHEV ■ EV ■ Attrition

IN MARCH 2024 THERE WERE
5,668 Vehicles Enrolled

GAS HYBRID

758



PHEV

412



EV

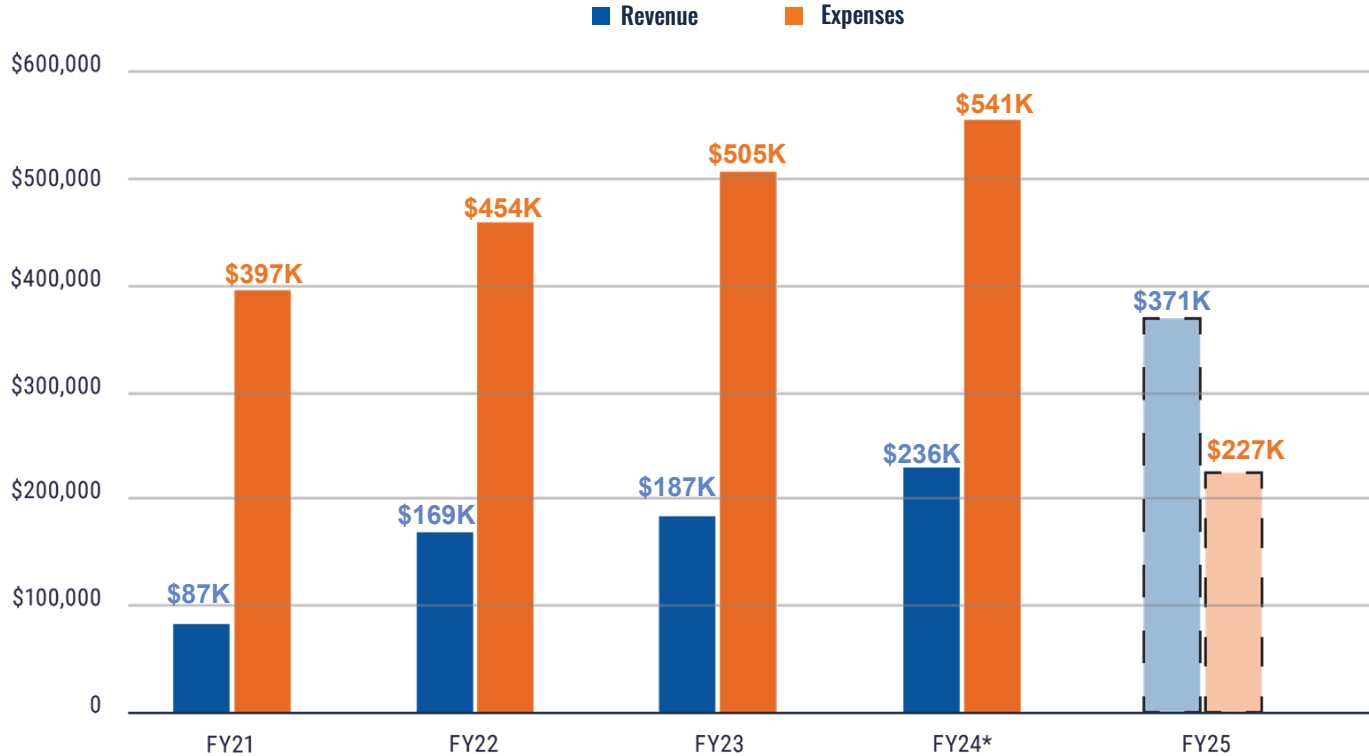
4,498



THERE HAS BEEN A TOTAL OF
9,239 Vehicles Enrolled

DATA UPDATED THRU MAR 2024

RUC Program Revenue & Expenses



*One-time cost of \$320K for transition to RUC 2.0 not included

Per-user Admin Cost Reductions & RUC Fee Caps

| Program | Technology | Annual Per-user Admin Costs & Reductions | | |
|----------|------------------|--|------------|-------------|
| | | 5,200 Veh | 50,001 Veh | 100,001 Veh |
| RUC 1.0 | OBD-II Plug-in | \$128.04 | N/A | N/A |
| | Telematics | \$102.48 | N/A | N/A |
| RUC 2.0* | Telematics | -36% | -74% | -82% |
| | Odometer Capture | -73% | -94% | -96% |

*All telematics/odometer capture % values are relative to RUC 1.0 telematics/OBD-II values, respectively

| Year | EV RUC Cap | | PHEV RUC Cap | | Hybrid RUC Cap | |
|------|------------|--------|--------------|-------|----------------|-------|
| | Dollars | Miles | Dollars | Miles | Dollars | Miles |
| 2024 | \$143.25 | 12,905 | \$62.25 | 5,608 | \$24.25 | 2,185 |

*2025 RUC mileage rate = 1.11 cents/mi

RUC 2.0 Program Improvements



**5-yr contract with
ETAN beginning
May 1, 2024**



Cost Reduction Measures

- ◆ Quarterly reporting (instead of monthly)
 - ◆ Odometer capture via smartphone
 - ◆ Additional telematics make/models
 - ◆ No plug-in devices
- **Estimated 63% reduction in per-enrollee admin cost by Jun 2024**

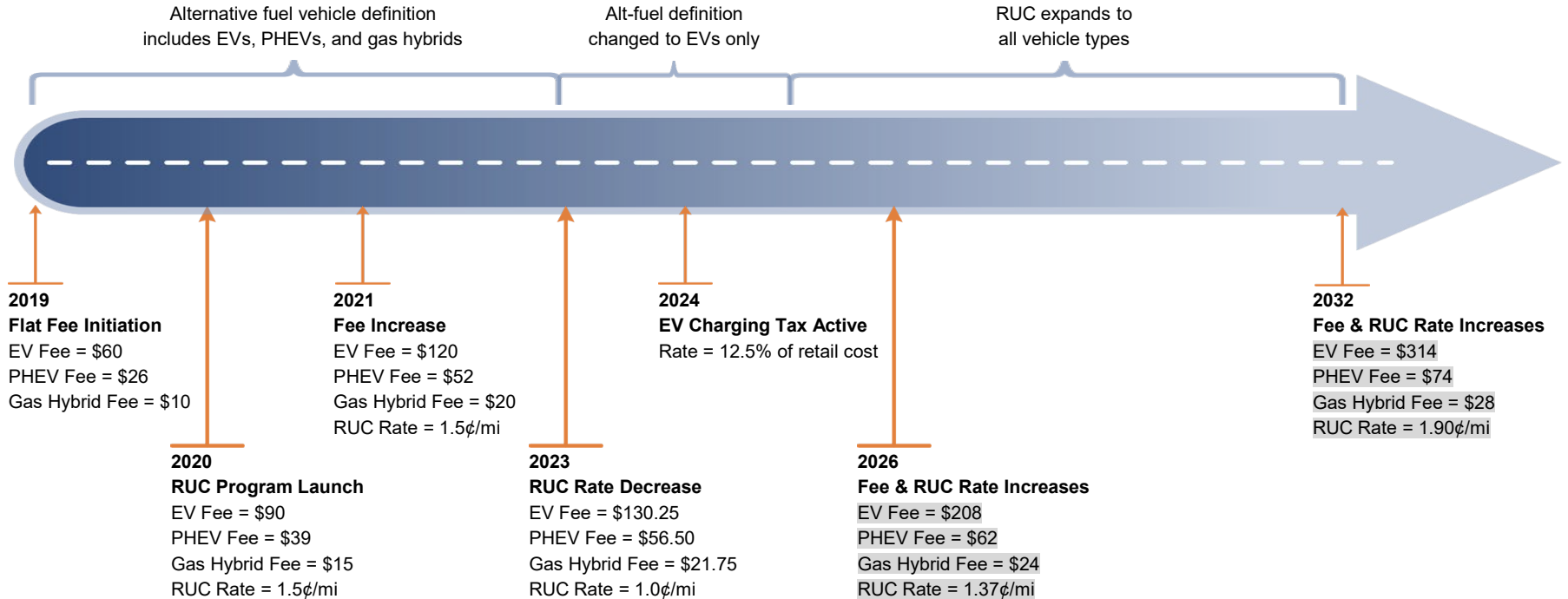


Privacy Improvements

- ◆ Only quarterly mileage totals reported to the Commercial Account Manager (ETAN)
- **No location tracking**



Utah's Flat Fee & RUC Program Timeline



***CPI-indexed Rates & Fees**

Fees/Rates from 2023 onward are subject to CPI adjustments. Shaded values assume 3% CPI and statutory EV fee increases.

DATA UPDATED THRU FEB 2024

Future System Expansion Challenges

- Admin cost reductions
- User experience improvements
- Point-of-sale RUC enrollment
- Interoperability with other states
- Privacy protection
- Maturation of the vendor community
- Taking a program from optional → mandatory



