



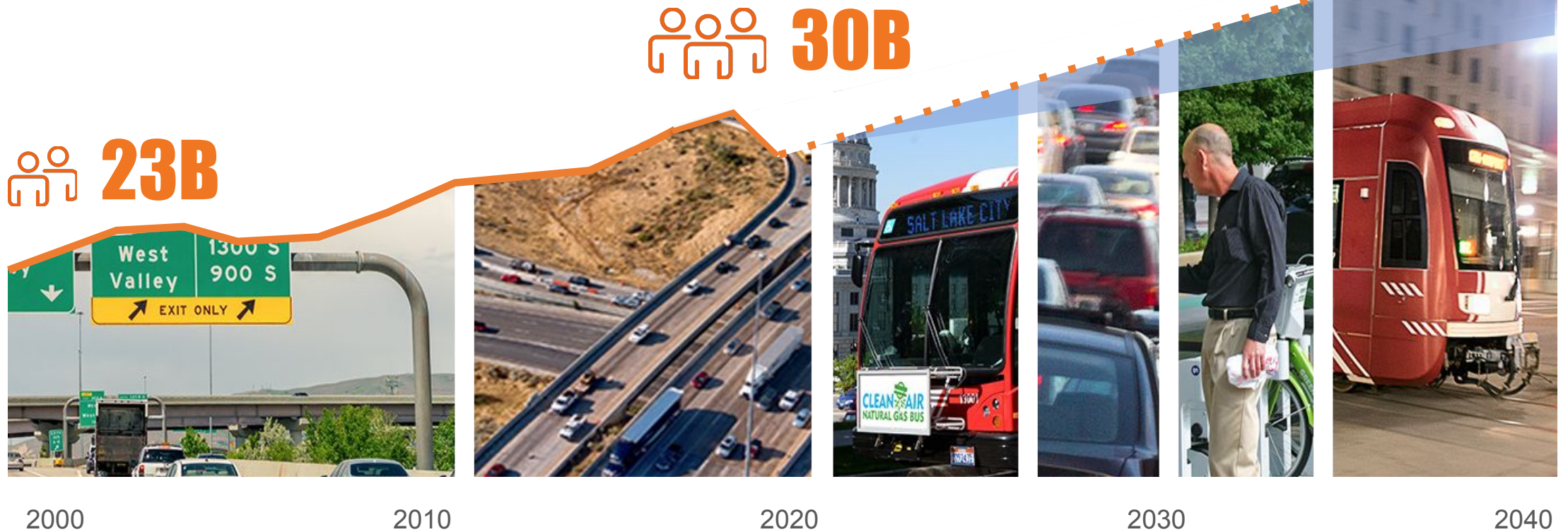
Nathan D Lee, PE
Director, Technology and Innovation
Utah Department of Transportation
September 13, 2022

Road Usage Charge – A Mobility Trend

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

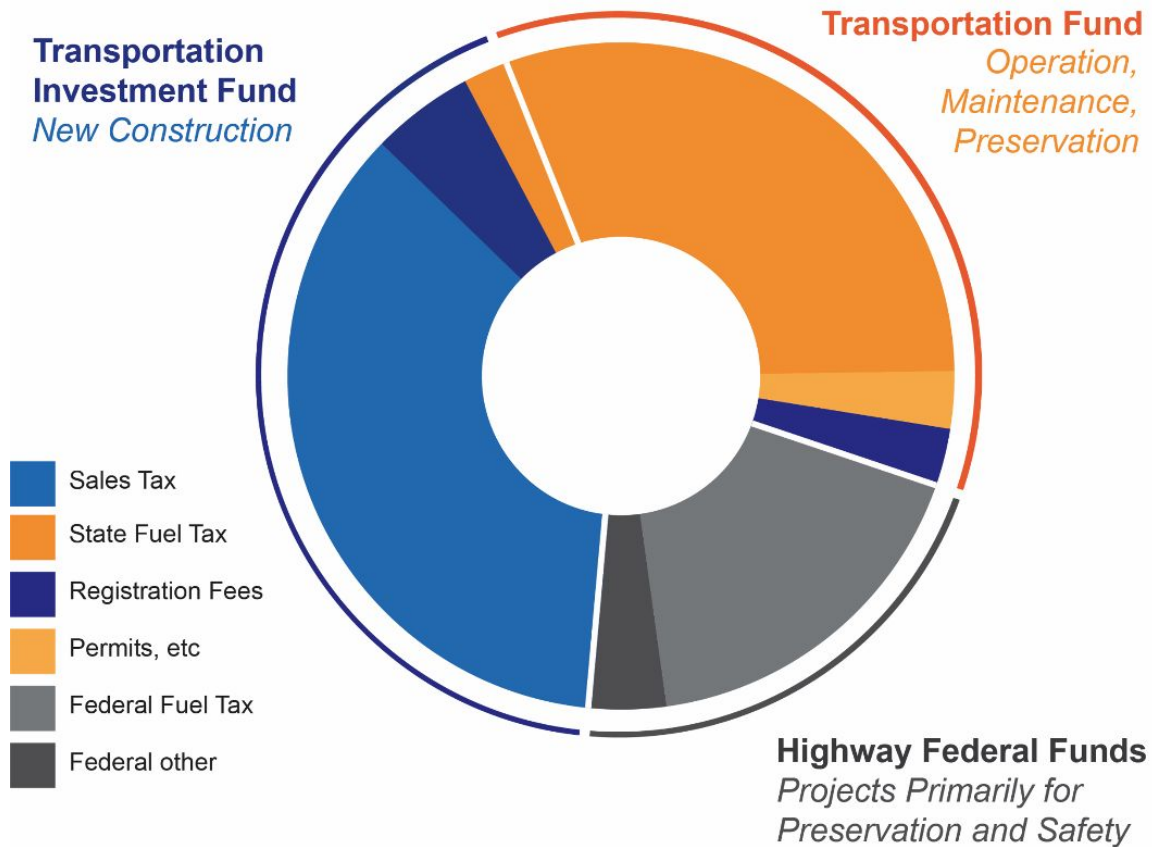
 **50B**

Billions of Miles Driven Annually



Utah Highway Funding Budget

Highway Budget (in millions of dollars)

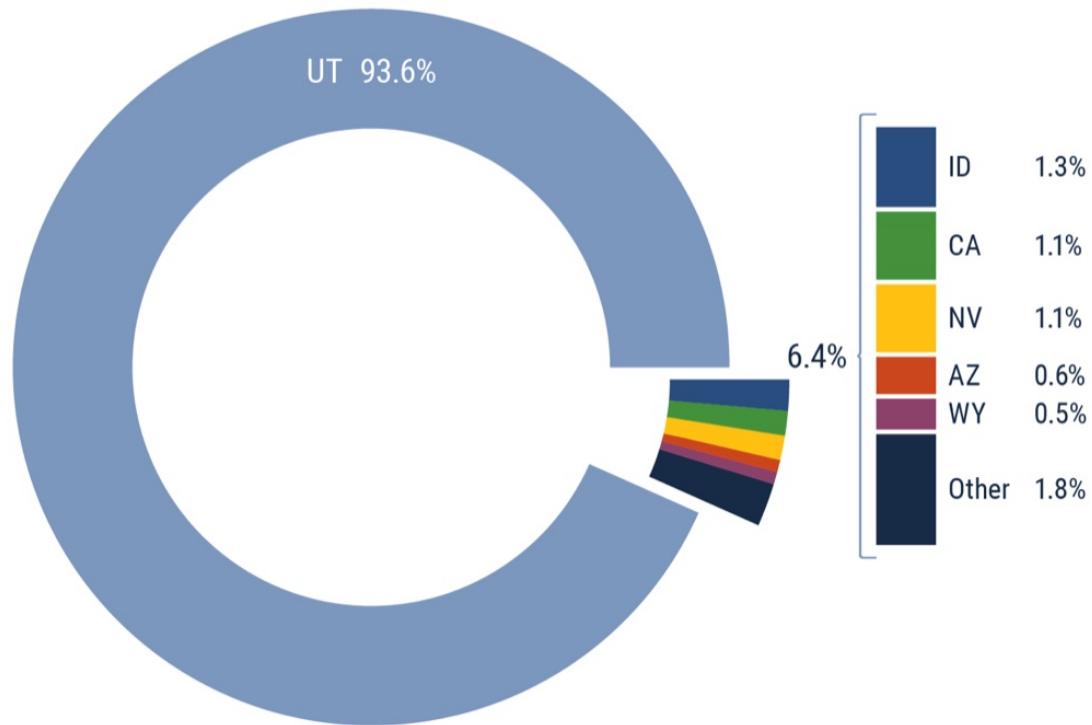


Transportation Revenue Alternatives

	Scales with Inflation	User Pays Principle	Long-Term Sustainable Funding Source
Registration Fees	Somewhat	No	No
Fuel Tax	Somewhat	Somewhat	Doubtful
Road Usage Charge	Yes	Yes	Yes

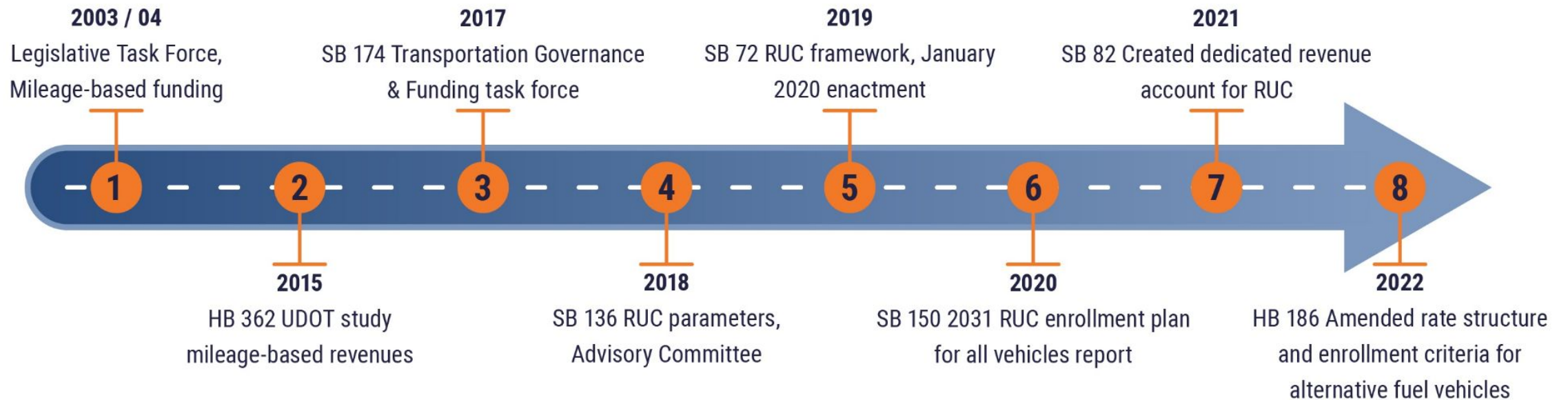
RUC - Interoperability, Rates, & Revenues

Miles Driven by State
39,213,933 (Jan 2020–Jul 2022)



- What data should RUC collect?
 - Technology based program?
- What mileage reporting options are needed for RUC?
 - What policies will program govern?
- How should RUC revenues be collected and distributed?
 - National, Local, etc?

Utah's Road Usage Charge Legislation History



Why Road Usage Charge – A Policy Decision

Clearly define
the “Why”

Cause-Effect
to every platform

Demand Pricing
Revenue Generator



User Pay Principle
Fuel Tax Alternative



Mobility Solutions
Tolling Integration
Freight



Rural residents
Low-Income
Sustainability



LAUNCHPOINT

Technology

Data
Privacy

Interoperability
Integration

Vehicle
Types

Revenue
Management

Utah's Emerging Tech Programs

UDOT | Panasonic CV Data Ecosystem Project



Advancing Technology via Interoperable Connected Vehicle (CV) Ecosystem

“leveraging data for Infrastructure and mobility benefits”

“Giving people a choice in the emerging transition of vehicle fleets and transportation revenues”

Flat Fees
EV: \$123
PHEV: \$53.25
Hybrid: \$20.50

Road Usage Charge
1.52¢ / Mile

DRIVE LESS. PAY LESS.

Alternative fuel vehicle drivers have a new choice.



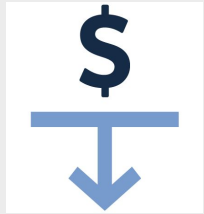
PAY AS YOU GO

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

Road Usage Charge | Moving Forward

Name

Local Overlay & Tolling Integration
(STSFA Grant)



Funding

\$745K (State)
\$745K (Fed)
\$1.49M (Total)

Key Purposes

- Develop framework for revenue distributions
- Investigate different mileage rates by city/cnty
- Prioritizing streets, communities, & roadway types
- Synchronize/harmonize Tolling and RUC programs
- Reduce administrative costs and duplicative systems
- Responsibility of agency operational choices

Name

Customer Service Optimization
(STSFA Grant)



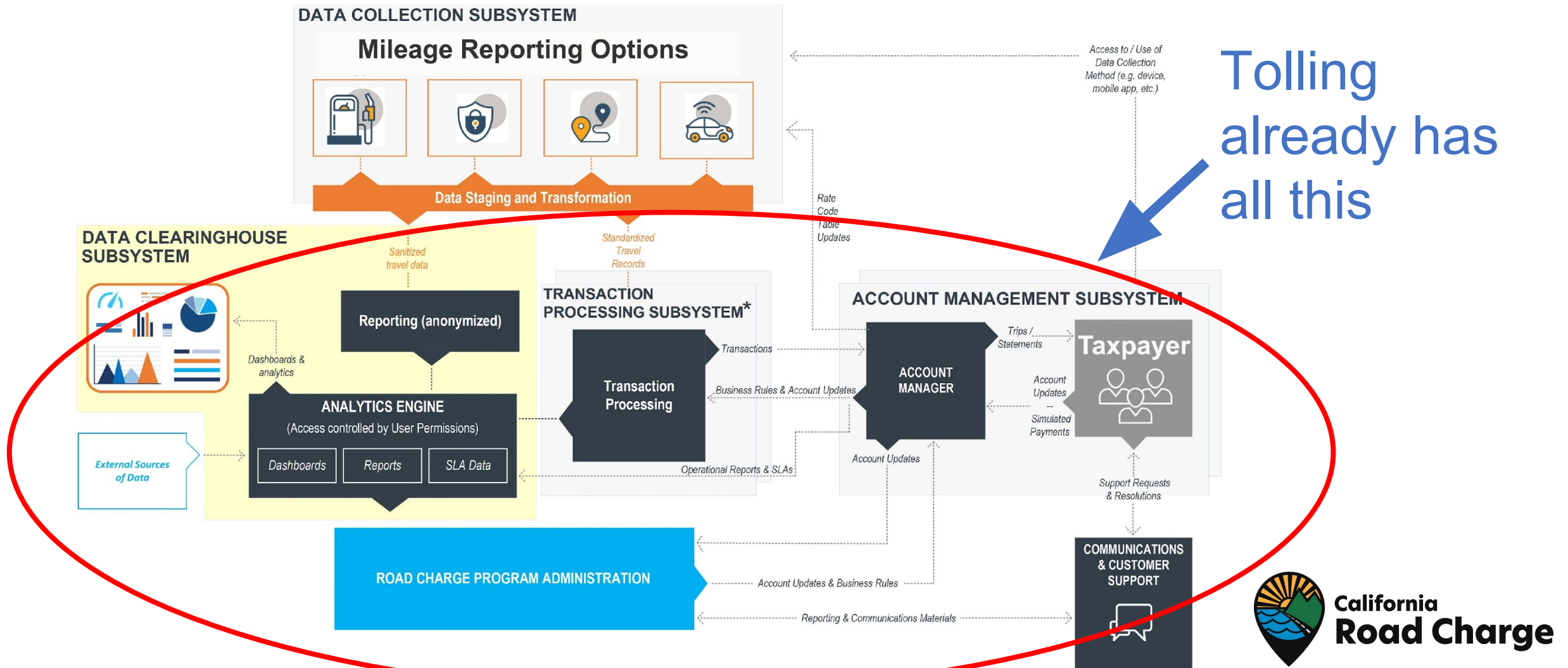
Funding

\$1.25M (State)
\$1.25M (Fed)
\$2.5M (Total)

Key Purposes

- Adjust to best technology parameters
- Improve customer touchpoints
- Evaluate benefits/limitations of technology options
- Define Risk of single/multiple CAMS
- Identify agency role for long term customer satisfaction

RUC vs. Tolling – Functional Architecture



A New Transportation Paradigm

