Funding the Future of Utah Transportation
Utah Taxpayers Association

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Global study says Salt Lake City is a rare place where traffic congestion is decreasing as population booms
Thank You for Being Late
VERSION 2.0, WITH A NEW AFTERWORD
AN OPTIMIST'S GUIDE TO THRIVING IN THE AGE OF ACCELERATIONS

THOMAS L. FRIEDMAN

AUTHOR OF THE WORLD IS FLAT
The Utah Way

- Efficient operation of the existing system
- Innovative delivery for better traffic movement during construction
- Forward thinking legislature preparing for future funding needs
Efficient Operations

- Traffic engineers continually track and analyze performance of the system.
- Constant refinements based on data and outcomes.
Construction-Related Traffic Solutions

Accelerated bridge construction: Traffic flows during construction of bridges

Efficient traffic control: Southbound delays improved on I-15 during Tech Corridor project
Funding Transportation for the Near-Term Future

- 2003/2004 Legislative Task Force: “Reliance on fuel tax alone will never be adequate for highway needs.”
- H.B. 1008 (2005) Transportation Investment Act
- H.B. 362 (2015) Transportation Infrastructure Funding
National Fuel Tax Purchasing Power Decline

- 46%
- 22%

Utah Legislative Countermeasures:

Indexing to CPI

Road Usage Fees
Utah Vehicle Miles Traveled (VMT) Trend

- 23 Billion Miles
- 33 Billion Miles
- 51 Billion Miles

+40%
The Case for a Road Usage Charge Program

<table>
<thead>
<tr>
<th>Registration Fee</th>
<th>Scales With Inflation</th>
<th>User Pays Principle (Fairness)</th>
<th>Long-Term Sustainable Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Registration Fee</td>
<td>Somewhat</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Fuel Tax</td>
<td>Somewhat</td>
<td>Somewhat</td>
<td>Somewhat</td>
</tr>
<tr>
<td>Road Usage Charge</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Total Annual Costs for Utah Drivers

- **15 MPG Pickup:** $3,109
  - Gasoline: $2.52/gal
  - Hybrid Fee: $20/yr
  - Federal Fuel Tax: $0.18/gal
  - Utah State Fuel Tax: $0.30/gal

- **20 MPG Utah Avg:** $2,331
  - Gasoline: $2.52/gal
  - Hybrid Fee: $20/yr
  - Federal Fuel Tax: $0.18/gal
  - Utah State Fuel Tax: $0.30/gal

- **35 MPG Sedan:** $1,332
  - Gasoline: $2.52/gal
  - Hybrid Fee: $20/yr
  - Federal Fuel Tax: $0.18/gal
  - Utah State Fuel Tax: $0.30/gal

- **50 MPG Gas Hybrid:** $952
  - Gasoline: $2.52/gal
  - Hybrid Fee: $20/yr
  - Federal Fuel Tax: $0.18/gal
  - Utah State Fuel Tax: $0.30/gal

- **Electric Vehicle (EV):** $595
  - Electricity: $0.11/kWh
  - Federal Fuel Tax: $0.18/gal
  - Utah State Fuel Tax: $0.30/gal
Size & Growth of Utah’s Electric Vehicle Fleet

Total Registered Vehicles
2,594,746 (2019)

Year-over-year Growth (%)

- Gasoline: 89.5%
- Diesel: 8.5%
- EV: 2%
- PHEV: 0.2%
- Gas Hybrid: 0.1%
- Other Alt Fuel: 1.5%

Year-over-year Growth:
- 2015-16: 0% (EVs)
- 2016-17: 0% (PHEVs & Gas Hybrids)
- 2017-18: 0% (All Others)
- 2018-19: 45.955% (EVs)
- 2019-20*: 2,546.460% (PHEVs & Gas Hybrids)

*Projected annual growth as of Oct 2019
Utah’s Alt-Fuel Vehicle Payment Choice

**Annual Flat Fee**
- EV: $120
- PHEV: $52
- Gas Hybrid: $20

**Usage-based Fee**
1.5¢ / Mile*

*LTDoT Keeping Utah Moving*
Welcome to Utah’s Road Usage Charge Program

The Future of Utah Transportation
Current RUC System Focus Areas

• Public education
• Technology
• Administrative costs
• User Experience

• Out-of-state driving
• Privacy perceptions
• Data accuracy