

Road Usage Charge A Utah Initiative

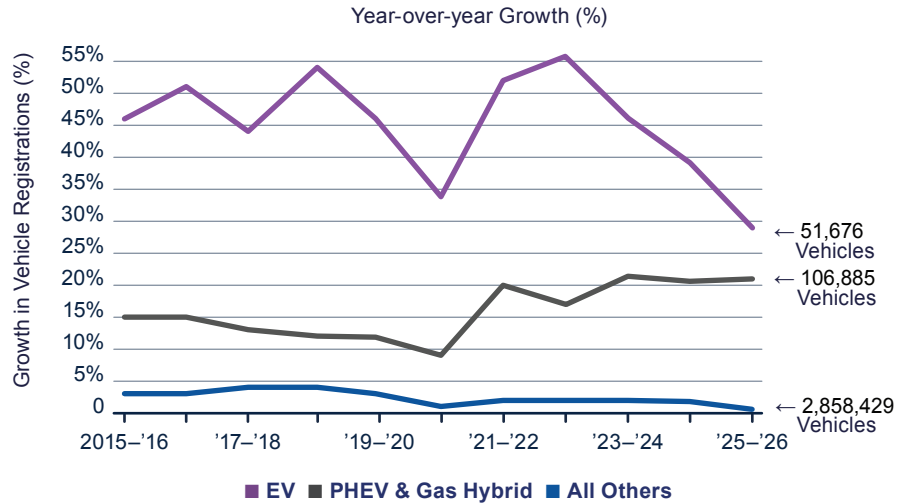


Size & Growth of Utah's Vehicle Fleet

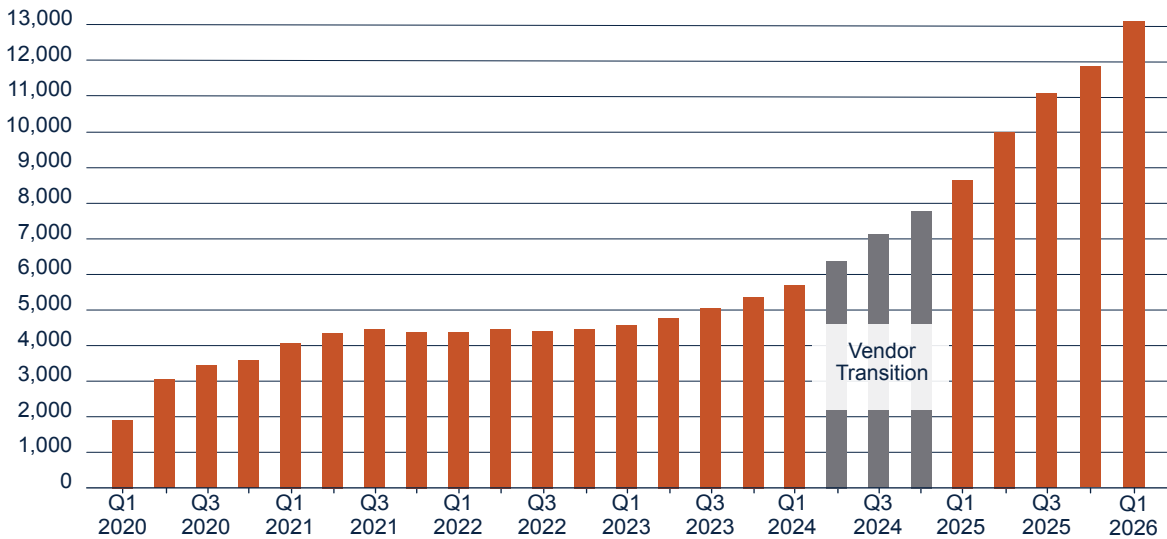
Year-over-year EV
registration growth
has averaged

44%

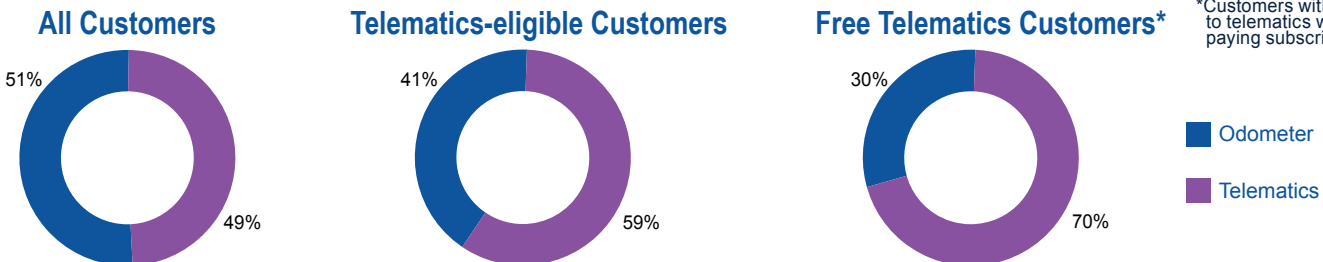
over the last 10 years.



Road Usage Charge Program Enrollment

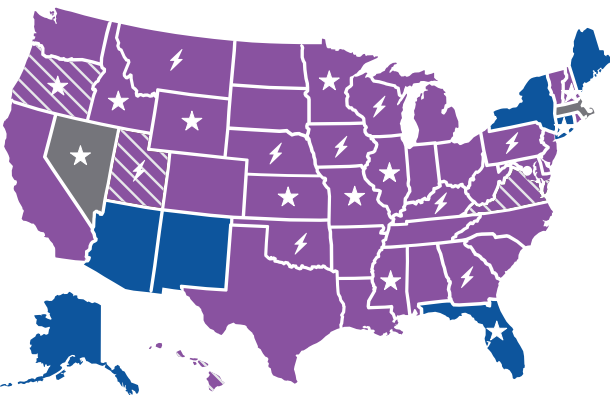


Mileage Reporting Option Choices



*Customers with access to telematics without paying subscription fee

Alternative Fuel Vehicle Annual Fees & EV Charging Taxes



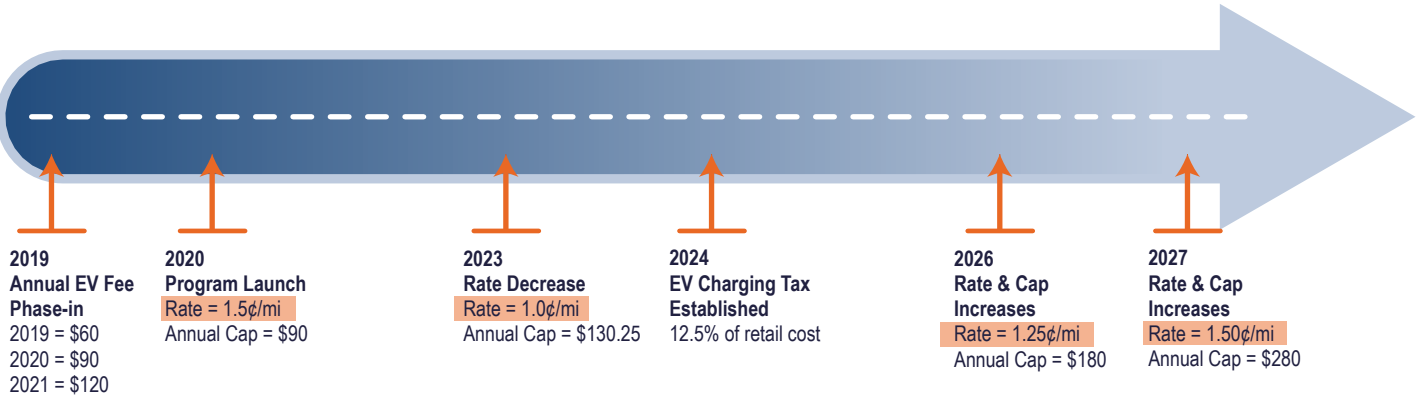
*Based on June 2025 data

Road Usage Charge Legislation Enacted:
Annual Fees: Introduced Enacted
EV Charging Tax: Introduced Enacted

Road Usage Charge	US Range*	US Avg	Utah
Leg. Enacted	0.80¢–2.00¢	1.26¢	1.25¢
Annual Fees	US Range	US Avg	Utah
EVs	\$50–260	\$151	\$180
PHEVs	\$20–235	\$94	\$64
Hybrids	\$20–100	\$65	\$24
EV Charge Tax (per kWh)	US Range	US Avg	Utah**
Leg. Enacted	1.72¢–3.80¢	2.84¢	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; this value assumes retail cost = \$0.35/kWh

Utah's Flat Fee & Road Usage Charge Program Timeline



*Rates and annual fees/caps are subject to CPI adjustments beyond 2027

Why Road Usage Charge is Important

- Aligns with the user pays principle
- Fairly assesses drivers proportionally to the miles they drive
- Purchasing power has eroded >78.6% since the federal fuel tax was last increased in 1993

Reducing Admin Cost

- Reducing admin cost is a key program goal
- Current revenue/expense ratio is ~39%
- The ratio is forecast to decrease to ~13% by FY29
- Further decreases should occur as mileage reporting services mature

Improving Customer Experience

- Improving customer experience is also a key program goal
- Focus for the next few years will improving:
 - Customer communications
 - Customer statement clarity
 - Customer satisfaction