



COMPTROLLER
of MARYLAND
Serving the People

Motor Fuel Tax And Motor Carrier Tax (IFTA) Annual Report

Fiscal Year 2019



Peter Franchot

Comptroller of Maryland



Peter Franchot
Comptroller

To Interested Members of the Motor Fuel and Motor Carrier Industries:

I am pleased to present the annual report for Motor Fuel Tax and Motor Carrier Tax "IFTA" for Fiscal Year 2019.

This report furnishes general information and data about the administration, collection and distribution of Motor Fuel Tax revenue and Motor Carrier Tax "IFTA" revenue.

If you need further information, please contact my staff in the Revenue Administration Division at 410-260-7890 and we will be happy to help you.

Sincerely,

A handwritten signature in black ink that reads 'Peter Franchot'. The signature is written in a cursive, flowing style.

Comptroller of Maryland

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Introduction

The Revenue Administration Division of the Comptroller of Maryland is responsible for collecting the motor fuel tax and motor carrier tax, and the Field Enforcement Division is responsible for regulation and enforcement of the State's motor fuel tax and motor carrier tax laws.

This annual report provides data and statistics about the tax collection function of the Revenue Administration Division and the regulatory function of the Field Enforcement Division. All information in this report, including but not limited to revenue, permits, and other regulatory activities are for Fiscal Year 2019: July 1, 2018 through June 30, 2019.

Taxes

For fiscal year 2019, the Motor Fuel Tax rate increased on July 1, 2018 for each gallon of the following: gasoline other than aviation gasoline, special fuel other than clean-burning fuel or turbine fuel, and gasoline-equivalent of clean-burning fuel except electricity. Tax-General Article, § 9-305 establishes the motor fuel tax rate.

In general, after paying refunds, administrative costs of the Comptroller, transfers to the Waterway Improvement Fund, and a certain percentage to the Chesapeake Bay 2010 Trust Fund, motor fuel taxes are distributed to the Gasoline and Motor Vehicle Revenue Account of the Transportation Trust Fund. Further details are in this report about motor fuel tax revenue distribution.

The Maryland Motor Carrier Tax is imposed at the same rate as the motor fuel tax rate for each type of motor fuel used. It is a fuel use tax on motor carriers who travel on Maryland highways. Motor carrier tax revenue and fees collected under Title 9 of the Tax-

General Article are distributed to the Gasoline and Motor Vehicle Revenue Account of the Transportation Trust Fund.

Revenue

Total gross revenue from motor fuel tax and motor carrier taxes, motor carrier temporary permit fees, and other revenue for fiscal year 2019 was \$1,182,342,172. Compared to fiscal year 2018, fiscal year 2019 tax revenues indicate the following changes: 5.0% increase in gasoline taxes; a 5.1% increase in special fuel taxes; a 10.7% decrease in aviation fuel taxes; a 0.5% decrease in motor carrier taxes for Maryland-based commercial vehicles; a 79.7% increase in motor carrier taxes collected for commercial vehicles based in other jurisdictions, and a 2.0% increase in motor carrier temporary permit fees. There was an overall increase of 5.0% in gross motor fuel tax and motor carrier tax revenues.

There are no fees for motor fuel licenses or registrations, or for IFTA licenses.

Taxation and Regulation

Motor Fuel

The Maryland motor fuel tax is an excise tax on motor fuel purchased for the purpose of propelling a motor vehicle or turbine-powered aircraft. Motor fuel is defined as gasoline or special fuel. Gasoline is a product used as fuel in a spark ignited internal combustion engine. The Comptroller may designate a product as gasoline, such as ethanol.

Special fuel is a product usable as fuel in an internal combustion engine, such as diesel fuel, and it also includes clean-burning fuel used for motor vehicle propulsion, such as natural gas, hydrogen, or a fuel that contains at least 85% ethanol.

Aviation fuel is defined as aviation gasoline, or turbine fuel (jet fuel).

The definition of motor fuel is important as it determines the motor fuel tax rate, what type of license is required, and whether or not an exemption certificate may be issued.

Other than the exemptions listed in § 9-303 and § 9-304 of the Tax-General Article, a tax is imposed on motor fuel. The rules governing when the motor fuel tax is imposed are different for gasoline and special fuel. Gasoline is subject to the motor fuel tax, unless a nontaxable use can be claimed for a refund under the particular exceptions in Tax-General Article § 13-901 related to certain public, governmental, and commercial purposes. In contrast, special fuel may not be subject to tax if the purchaser has an exemption certificate. Exemption certificates are not issued for gasoline.

Pursuant to Tax-General Article, § 9-314(a), the motor fuel tax on gasoline is paid by either: (1) the licensed Class B dealer who first receives gasoline imported into Maryland; (2) any other dealer who uses the gasoline, or first sells the gasoline in Maryland to a buyer

other than a licensed dealer authorized to acquire gasoline without paying the motor fuel tax; or (3) any other person who acquires gasoline on which the motor fuel tax has not been paid. Gasoline is essentially taxed on first sale, or import.

Special fuel, which was not separately defined until 1988, is subject to the motor fuel tax when a special fuel seller delivers the fuel into a tank from which a motor vehicle can be fueled unless the person who uses or resells the special fuel has an exemption certificate. The tax is imposed when a special fuel user operates a motor vehicle on a public highway using special fuel; or when a person acquires special fuel without an exemption certificate; or when the motor fuel tax has not been paid.

The motor fuel tax on turbine fuel is imposed on the turbine fuel seller who delivers turbine fuel into the fuel supply tank of a turbine-powered aircraft, or any other person who acquires turbine fuel not tax-paid and without an exemption certificate.

There is an on-line service called "Motor Fuel License Inquiry" and "Special Fuel Exemption Inquiry" on the Comptroller's website that can be used to determine whether a business has a motor fuel license or a seller or user of special fuel has an exemption certificate.

Motor fuel that is exported or sold for exportation from Maryland is not subject to the motor fuel tax.

Discounts or Cost of Collection Allowances

Under Tax-General Article, § 9-308, a licensed gasoline dealer, special fuel seller, special fuel user, or turbine fuel seller shall file monthly tax returns and pay the motor fuel tax.

A licensed dealer or licensed special fuel seller must deduct as a discount 0.5% of the 1st 10 cents of the motor fuel tax on each gallon of motor fuel, if the dealer or seller is not taking an allowance for evaporation, shrinkage, and handling. The discount compensates the

licensed dealer and licensed special fuel seller for expenses incurred in keeping records, collecting and paying the tax, and preparing reports. Discounts do not apply to aviation gasoline. This discount must be allocated and passed on to subsequent purchasers as provided in Tax-General Article, § 9-315(b)(2).

Exemption Certificates

A holder of an exemption certificate may acquire in bulk special fuel or turbine fuel without paying the motor fuel tax from a licensed special fuel seller or turbine fuel seller. Sellers of kerosene and propane at retail may obtain exemption certificates if this is the only fuel sold, the fuel is sold for a nontaxable use, all other special fuels are purchased tax-paid from the supplier, or the seller is a licensed special fuel seller. Regulations related to exemption certificates are found in the Code of Maryland Regulations (COMAR) 03.03.01.16.

MOTOR CARRIER TAX

Tax-General Article, § 9-204 provides that the rate of the motor carrier tax for each gallon used by a commercial motor vehicle on a highway is the motor fuel tax rate for the type of motor fuel used for each gallon. Exceptions to what constitutes a “commercial motor vehicle” are found in Tax-General Article, § 9-201(b).

International Fuel Tax Agreement (“IFTA”)

Pursuant to the authority granted by Tax-General Article § 9-205, Maryland was approved in 1995 as a member jurisdiction of the International Fuel Tax Agreement (“IFTA”). Maryland’s IFTA membership became effective January 1, 1996, and the State currently continues to be a member, which requires compliance with the IFTA Articles of Agreement, IFTA Procedures Manual, and IFTA Audit Manual.

The IFTA Agreement applies to the fuel use taxation, registration, and reporting requirements of motor carriers. However, various provisions of the IFTA Agreement permit Maryland as a base jurisdiction to determine the rules and procedures according to Maryland law. Therefore, the motor carrier tax statute found in Tax-General Article, Title 9, Subtitle 2 must be considered in conjunction with the IFTA Agreement.

Three concepts are fundamental to IFTA: (1) base jurisdiction; (2) state sovereignty; and (3) uniformity.

(1) One license and one base jurisdiction is a core principle of IFTA. Maryland as an IFTA member means that it is a base jurisdiction for motor carriers with a vehicle registration in the State. The base jurisdiction concept allows a licensee to report and pay motor carrier taxes to Maryland for distribution to other member jurisdictions in which the licensee traveled and incurred motor fuel use tax liability.

(2) State sovereignty allows each member jurisdiction to retain its authority to impose and administer the motor carrier tax as it determines. By entering into IFTA, Maryland has not relinquished any substantive tax authority.

(3) Uniform IFTA rules and procedures facilitate the collection and disbursement of multistate fuel taxes, promoting interstate travel and commerce.

Under IFTA, the motor carrier tax and exemptions from tax are determined by the laws of the base jurisdiction. In Maryland, there are no exempt miles for the motor carrier tax; however, the tax is not imposed on commercial motor vehicles which are leased from another motor carrier who is responsible for the payment of the motor carrier tax, or those who operate a motor carrier under a trip permit.

The calculation used to compute the amount of motor fuel used in Maryland involves

two computations: (1) average fleet miles for each gallon; and (2) total miles the motor carrier's fleet travels on Maryland highways. To compute the average fleet miles for each gallon, a fraction is used, the numerator of which is the total miles that the motor carrier's entire fleet travels in all states; and the denominator of which is the total gallons of motor fuel used. This fraction is then divided into the total miles the motor carrier's fleet travels on Maryland highways.

The following is an example of how to calculate the motor carrier tax:

- (1) Total miles in all states: 1,000
-
- Total gallons of motor fuel used: 100
- = 10 Average Fleet MPG
- (2) Total miles traveled in Maryland: 500
Calculate Maryland taxable fuel use:
 $500 \div 10 = 50$ Maryland taxable gallons

If the motor fuel used is gasoline, the 50 taxable fuel use gallons are taxed at a rate of 35.3 cents for each gallon, or \$ 17.65. The motor carrier tax in the amount of \$ 17.65 on the 50 gallons can be reduced by a credit for tax-paid gallons purchased in Maryland.

Credits and Refunds

An IFTA licensee may receive credit or a refund for tax-paid purchases of fuel used outside the jurisdiction where the fuel was purchased. Tax-paid purchases to other member jurisdictions can be reported as credits on the licensee's IFTA Quarterly Fuel Use Tax Return. Refunds will be made only after all tax liabilities, including audit assessments, have been satisfied to all member jurisdictions.

Note: No Motor Fuel Tax/Motor Carrier Tax (IFTA) Bills were passed in 2019 that affect this report.

MOTOR FUEL TAX & MOTOR CARRIER TAX REGULATION

The Comptroller of Maryland is responsible for administering and enforcing the following provisions of the Annotated Code of Maryland:

Business Regulation Article, Title 10: Motor Fuel and Lubricants
Tax-General Article, Title 9, Subtitle 2: Motor Carrier Tax
Tax-General Article, Title 9, Subtitle 3: Motor Fuel Tax

Motor fuel is defined as: (1) Gasoline; or (2) Special Fuel. The following types of motor fuel are regulated by the Comptroller:

<u>Gasoline</u>	<u>Special Fuel</u>
Gasoline	Diesel Fuel
Ethanol	Biodiesel Fuel
	Natural Gas
<u>Aviation Fuel</u>	Kerosene Propane
Aviation Gasoline	Fuel Oil
Turbine Fuel – Jet Fuel	Hydrogen

Motor carriers, or commercial motor vehicles, are subject to the Articles of the International Fuel Tax Agreement (“IFTA”), and the laws and regulations of Title 9, Subtitle 2 of the Tax-General Article, Annotated Code of Maryland.

Licenses, Permits, and other Registrations

(1)	Gasoline Dealer Licenses	250
(2)	Distributor Licenses	29
(3)	Special Fuel Seller Licenses	420
(4)	Special Fuel User Licenses	97
(5)	Special Fuel Tax Exemption Certificates	983
(6)	Aviation Gasoline or Turbine Fuel Licenses	69
(7)	Motor Fuel Inspection Registrations	9,020
(8)	Petroleum Transporter Registrations	931
(9)	IFTA Licenses	5,320
(10)	IFTA Decals	42,047

Maryland Fuel Tax Rates

Type of Motor Fuel	Rate as of July 1, 2018	Description
Gasoline	\$.353 per gallon	Ethanol is designated as gasoline
Special Fuel	\$.3605 per gallon	Clear diesel, clear kerosene, and clear biodiesel
Aviation Gasoline and Turbine Fuel	\$.07 per gallon	Used to power aircraft
Dyed Kerosene, dyed diesel, fuel oil	Tax Free	Dyed fuel is for non-highway use and home heating. Use on public highway prohibited.
Propane, Compressed Natural Gas (CNG), Liquefied Natural Gas (LNG), liquefied petroleum gas (LPG), hydrogen	\$.353 per gasoline-equivalent gallon	Clean-burning fuels

Audits and Tax Administration

Field Audits:

	MOTOR FUEL	IFTA
Completed audits	61	134
Assessments:		
Tax	\$4,809,928	\$306,643
Penalty	480,993	34,050
Interest	1,509,298	28,743
Total Tax Assessments:	<u>\$6,800,219</u>	<u>\$369,437</u>

Internal Audits:

Crosscheck: Dealers, Special Fuel Sellers, and Users	46	-
<i>Tax Returns Processed:</i>	<u>13,053</u>	<u>19,669</u>

Taxable Gallonage Sales

Gasoline Dealers and Special Fuel Sellers and Users

Reporting Period	Gasoline Dealers	Special Fuel Sellers & Users	Total Taxable Gallons Sold
Jul-18	237,143,645	43,574,976	280,718,621
Aug-18	236,388,389	45,873,842	282,262,231
Sep-18	223,898,285	42,414,042	266,312,327
Oct-18	234,829,223	47,668,780	282,498,003
Nov-18	230,980,856	43,187,939	274,168,795
Dec-18	239,413,859	42,550,155	281,964,014
Jan-19	218,978,348	43,175,765	262,154,113
Feb-19	203,556,975	39,162,540	242,719,515
Mar-19	236,290,971	44,087,593	280,378,564
Apr-19	233,852,625	46,277,318	280,129,943
May-19	255,294,634	47,170,816	302,465,450
Jun-19	231,410,941	44,255,425	275,666,366
TOTAL:	2,782,038,751	529,399,191	3,311,437,942

Note: Motor fuel tax must be reported and paid by the last day of the month following the month in which motor fuel is sold or used in Maryland. Tax-General Article, § 9-308(a)(1), Annotated Code of Maryland.

Adjustments to Gross Gallonage

	Temperature and Stock Gallonage Adjustments (1)			Federal Exempt Gallonage	Cost of Collection Allowances (2)		
	Gasoline Dealer	Special Fuel Seller and User	TOTAL	TOTAL	Gasoline Dealer	Special Fuel Seller	TOTAL
Jul-18	133,954	113,866	247,820	99,644	\$ 118,935	\$ 22,630	\$ 141,565
Aug-18	38,317	496,786	535,103	135,136	118,507	25,493	144,000
Sep-18	26,172	74,665	100,837	96,516	112,493	24,400	136,893
Oct-18	90,767	100,540	191,307	99,513	123,581	34,726	158,307
Nov-18	478,288	387,476	865,764	99,505	97,116	25,031	122,147
Dec-18	246,045	521,573	767,618	84,488	109,948	24,440	134,388
Jan-19	221,298	221,365	442,663	90,636	112,358	24,624	136,982
Feb-19	277,676	178,534	456,210	94,195	100,873	49,175	150,048
Mar-19	556,405	335,804	892,209	96,299	119,204	25,959	145,163
Apr-19	264,973	94,787	359,760	94,765	116,441	26,022	142,463
May-19	54,805	736,510	791,315	115,017	126,817	26,625	153,442
Jun-19	36,113	76,065	112,178	91,169	114,974	24,340	139,314
TOTAL	2,424,813	3,337,971	5,762,784	1,196,883	\$ 1,371,247	\$ 333,465	\$ 1,704,712

Notes:

(1) Gallonage allowance for evaporation, shrinkage, and handling.

(2) Under Tax-General Article, § 9-315(a), a licensed gasoline dealer or licensed special fuel seller shall deduct 0.5% of the 1st 10 cents of the motor fuel tax on each gallon of motor fuel as a discount. A certain portion of the discount, or cost of collection allowance, must be allocated and passed-on by the licensed dealer and licensed special fuel seller in accordance with Tax-General Article, § 9-315(b)(2).

Taxable Gallonage Summary

	Gallons
Gross Gallons Reported:	3,311,437,942
<i>Less Adjustments:</i>	
Temperature & Stock Adjustments	5,762,784
Federal Exempt Purchases	1,196,883
Cost of Collection Allowance	5,058,441
<i>Total Adjustments</i>	12,018,108
Taxable Gallons:	3,299,419,834
Gasoline Dealers	2,782,038,751
Special Fuel Sellers and Users	529,399,191
Gross Gallons Reported:	3,311,437,942

Aviation Fuel Sellers - Taxable Gallons:	10,158,242
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Taxable Gallonage - FY 2018 and FY 2019

Gasoline Dealers and Special Fuel Sellers or Users

	Month	2018	2019
Gasoline Dealers	July	233,662,914	237,143,645
	August	245,129,057	236,388,389
	September	225,611,663	223,898,285
	October	240,591,894	234,829,223
	November	235,513,073	230,980,856
	December	235,206,312	239,413,859
	January	214,000,478	218,978,348
	February	195,200,053	203,556,975
	March	245,895,327	236,290,971
	April	224,935,881	233,852,625
	May	241,500,451	255,294,634
	June	231,165,810	231,410,941
	TOTAL	2,768,412,913	2,782,038,751

% change prior year

-1.8%

0.5%

	Month	2018	2019
Special Fuel Sellers and Users	July	43,724,020	43,574,976
	August	46,093,790	45,873,842
	September	43,219,988	42,414,042
	October	45,962,401	47,668,780
	November	42,616,447	43,187,939
	December	42,952,653	42,550,155
	January	42,769,137	43,175,765
	February	38,815,947	39,162,540
	March	43,724,299	44,087,593
	April	43,809,868	46,277,318
	May	46,949,596	47,170,816
	June	44,796,229	44,255,425
	TOTAL	525,434,375	529,399,191

% change prior year

3.4%

0.08%

	Month	2018	2019
Combined Taxable Gallons Sold	July	277,386,934	280,718,621
	August	291,222,847	282,262,231
	September	268,831,651	266,312,327
	October	286,554,295	282,498,003
	November	278,129,520	274,168,795
	December	278,158,965	281,964,014
	January	256,769,615	262,154,113
	February	234,016,000	242,719,515
	March	289,619,626	280,378,564
	April	268,745,749	280,129,943
	May	288,450,047	302,465,450
	June	275,962,039	275,666,366
	TOTAL	3,293,847,288	3,311,437,942

% change prior year

-1.1%

0.5%

AVIATION FUEL

Aviation Fuel is: (1) aviation gasoline; or (2) turbine fuel, both used to propel

aircraft. **2019 Aviation Fuel Sales (Gallons) :**

10,158,242

Taxable Gallonage: FY 2018 and FY 2019		
Month	2018	2019
July	1,022,151	889,331
August	1,271,937	642,994
September	1,170,678	1,048,215
October	1,130,474	1,042,157
November	974,743	921,995
December	760,470	769,987
January	652,347	573,857
February	797,024	780,694
March	755,052	773,760
April	799,334	1,027,516
May	1,082,223	1,004,148
June	959,169	683,588
TOTALS:	11,375,602	10,158,242
% change prior year	-33.6%	-10.7%

Aviation Fuel Tax Gross Revenue - FY 2019		
July	\$	62,253
August		45,010
September		73,375
October		72,951
November		64,540
December		53,899
January		40,170
February		54,649
March		54,163
April		71,926
May		70,290
June		47,851
TOTAL:	\$	711,077
% change prior year		-10.7%

Motor Fuel Tax Gross Revenue

Gasoline Dealers

Jul-18	\$	83,711,707
Aug-18		83,445,101
Sep-18		79,036,096
Oct-18		82,894,715
Nov-18		81,536,242
Dec-18		84,513,092
Jan-19		77,299,357
Feb-19		71,855,612
Mar-19		83,410,713
Apr-19		82,549,976
May-19		90,119,006
Jun-19		<u>81,688,062</u>

TOTAL: **\$** **982,059,680**

% change prior year 5.0%

Special Fuel Sellers and Users

Jul-18	\$	15,708,779
Aug-18		16,537,520
Sep-18		15,290,262
Oct-18		17,184,595
Nov-18		15,569,252
Dec-18		15,339,331
Jan-19		15,564,863
Feb-19		14,118,096
Mar-19		15,893,577
Apr-19		16,682,973
May-19		17,005,079
Jun-19		<u>15,954,082</u>

TOTAL: **\$** **190,848,409**

% change prior year 5.1%

Other Gross Revenue

Motor Carrier Temporary Permit Fees

Jul-18	\$	-
Aug-18		7,800
Sep-18		54,000
Oct-18		-
Nov-18		6,000
Dec-18		-
Jan-19		24,000
Feb-19		-
Mar-19		30,000
Apr-19		34,320
May-19		14,611
Jun-19		10,141
TOTAL:		\$ 180,872
% change prior year		2.0%

Motor Fuel Tax - Penalties and Interest

		<u>Penalty</u>		<u>Interest</u>
Jul-18	\$	10,163	\$	3,981
Aug-18		6,364		95,822
Sep-18		33,661		10,943
Oct-18		3,781		7,498
Nov-18		4,283		3,478
Dec-18		99,365		3,434
Jan-19		17,999		7,379
Feb-19		66,299		148,597
Mar-19		49,744		167,012
Apr-19		8,995		36,760
May-19		26,224		106,054
Jun-19		5,191		93
TOTAL:		\$ 332,068	\$	591,051
% change prior year		-21.7%		24.0%

Other Gross Revenue - Floor Tax

Floor Tax

Jul-18	\$	97,283
Aug-18		2,034
Sep-18		348
Oct-18		399
Nov-18		8,554
Dec-18		504
Jan-19		93
Feb-19		-
Mar-19		11,048
Apr-19		6,089
May-19		3,382
Jun-19		401,436
TOTAL:	\$	531,170

% change prior year 1.9%

Motor Carrier Tax (IFTA) Gross Revenue

	<u>Maryland-Based</u>		<u>Motor Carriers Based -</u>	
	<u>Motor Carriers</u>		<u>Other Jurisdictions</u>	
Jul-18	\$ 787,591	\$	394,401	
Aug-18	83,868		-	
Sep-18	531,757		298,358	
Oct-18	744,280		57,362	
Nov-18	69,765		0	
Dec-18	489,795		24,402	
Jan-19	786,490		0	
Feb-19	62,773		15	
Mar-19	415,347		18	
Apr-19	914,738		343,651	
May-19	61,806		12,108	
Jun-19	508,646		500,674	
TOTAL:	\$ 5,456,856	\$	1,630,988	
% change prior year	-0.5%		79.7%	

**MOTOR FUEL TAX AND MOTOR CARRIER TAX IFTA
GROSS REVENUE SUMMARY - FY 2019**

Motor Fuel Tax Revenue:	
Gasoline Dealers	\$ 982,059,680
Special Fuel Sellers and Users	190,848,409
Total Motor Fuel Tax Revenue:	\$ 1,172,908,089

IFTA Revenue:	
Maryland-Based	\$ 5,456,856
Based-Other Jurisdictions	1,630,988
Total IFTA Revenue:	\$ 7,087,845

Motor Fuel Tax Revenue	\$ 1,172,908,089
IFTA Revenue	7,087,845
Aviation Fuel Revenue	711,077
Floor Tax Revenue	531,170
Motor Carrier Temporary Permit Revenue	180,872
Miscellaneous Revenue: Penalties and Interest	923,119
Total Gross Revenue:	\$ 1,182,342,171

Total Gross Revenue - % change prior year

5.0%

Adjustments to Gross Revenue

Motor Fuel Tax Refunds

Jul-18	\$	5,010,899
Aug-18		1,355,313
Sep-18		2,754,696
Oct-18		2,290,237
Nov-18		1,968,077
Dec-18		1,276,528
Jan-19		5,319,853
Feb-19		3,000,499
Mar-19		3,263,176
Apr-19		2,866,842
May-19		1,205,543
Jun-19		4,586,100
TOTAL:	\$	34,897,763
% change prior year		-1.0%

IFTA Tax Refunds to Other Jurisdictions

Jul-18	\$	1,335
Aug-18		1,782,483
Sep-18		173
Oct-18		1,500,784
Nov-18		28,468
Dec-18		12,021
Jan-19		2,494
Feb-19		1,864,661
Mar-19		1,595
Apr-19		1,363,746
May-19		479,642
Jun-19		5,952
TOTAL:	\$	7,043,354
% change prior year		1.3%

Administration Expenses

Jul-18	\$	1,512,363
Aug-18		2,692,168
Sep-18		820,768
Oct-18		538,050
Nov-18		587,714
Dec-18		571,831
Jan-19		551,059
Feb-19		560,576
Mar-19		629,402
Apr-19		891,808
May-19		-
Jun-19		1,158,330
TOTAL:	\$	10,514,068
% change prior year		7.3%

MOTOR FUEL TAX AND MOTOR CARRIER TAX (IFTA) REVENUE AND DISTRIBUTION

	<i>Gross Motor Fuel Tax Revenue</i>	<i>Motor Fuel Tax Refunds</i>	<i>IFTA Tax Distribution to Other Jurisdictions</i>	<i>IFTA Tax Revenue and Motor Carrier Permit Fees to TTF</i>	<i>Floor Tax Revenue</i>	<i>SUT and CPI Purchases</i>	<i>Administrative Expenses</i>	<i>Net Aviation Fuel Tax Revenue to TTF</i>	<i>Distribution to Transportation Trust Fund - Tax Increase Factor to TTF</i>	<i>Net Revenue Available for Distribution</i>
Jul-18	\$ 100,776,158	\$ 5,010,899	\$ 1,335	\$ 1,181,992	\$ 97,283	33,124,799	\$ 1,512,363	\$ 62,253	\$ 12,901,235	\$ 46,883,999
Aug-18	100,223,519	1,355,313	\$ 1,782,483	91,668	2,034	33,306,943	2,692,168	45,010	13,152,130	47,795,770
Sep-18	95,328,800	2,754,696	173	884,115	348	31,424,855	820,768	73,375	12,811,732	46,558,738
Oct-18	100,965,581	2,290,237	1,500,784	801,642	399	33,334,761	538,050	72,951	13,471,257	48,955,500
Nov-18	97,262,114	1,968,077	28,468	75,765	8,554	32,351,918	587,714	64,540	13,417,378	48,759,700
Dec-18	100,523,822	1,276,528	12,021	514,197	504	33,271,753	571,831	53,899	13,988,368	50,834,721
Jan-19	93,740,351	5,319,853	2,494	810,490	93	30,934,185	551,059	40,170	12,102,104	43,979,903
Feb-19	86,306,041	3,000,499	1,864,661	62,788	-	28,640,902	560,576	54,649	11,247,555	40,874,411
Mar-19	100,031,623	3,263,176	1,595	445,365	11,048	33,084,670	629,402	54,163	13,496,170	49,046,034
Apr-19	100,649,428	2,866,842	1,363,746	1,292,709	6,089	33,055,333	891,808	71,926	13,185,163	47,915,812
May-19	107,418,559	1,205,543	479,642	88,525	3,382	35,690,923	-	70,290	15,079,670	54,800,584
Jun-19	99,116,176	4,586,100	5,952	1,019,461	401,436	32,528,632	1,158,330	47,851	12,811,288	46,557,126
TOTAL:	\$ 1,182,342,172	\$ 34,897,763	\$ 7,043,354	\$ 7,268,717	\$ 531,170	\$ 390,749,675	\$ 10,514,069	\$ 711,077	\$ 157,664,050	\$ 572,962,298

Note: "TTF" means the Gasoline and Motor Vehicle Revenue Account of the Transportation Trust Fund

Revenue and Distribution Summary

Gross Motor Fuel Tax Revenue:	\$ 1,182,342,172
Less Deductions:	
Motor Fuel Tax Refunds	\$ 34,897,763
IFTA Tax Refund- Other Jurisdictions	7,043,354
Administrative Expenses	10,514,069
IFTA Tax and Motor Carrier Fees	7,268,717
Floor Tax Revenue	531,170
Aviation Fuel Tax	711,077
Motor Fuel Tax - Tax Increase Factor	157,664,050
SUT and CPI Purchases	390,749,675
Total Deductions:	609,379,874
Net Motor Fuel Tax Revenue:	\$ 572,962,298

Net Motor Fuel Tax Revenue and Distribution

Distribution pursuant to Tax-General Article, § 2- 1104:	Water Way Improvement Fund (balance of 0.5%)	Chesapeake Bay 2010 Trust Fund (balance of 2.3%)	Transportation Trust Fund (balance all remaining motor fuel tax revenue)
Jul-18	\$ 234,420	\$ 1,078,332	\$ 45,571,247
Aug-18	238,979	1,099,303	46,457,488
Sep-18	232,794	1,070,851	45,255,093
Oct-18	244,777	1,125,976	47,584,747
Nov-18	243,799	1,121,473	47,394,428
Dec-18	254,174	1,169,199	49,411,348
Jan-19	219,900	1,011,538	42,748,465
Feb-19	204,372	940,111	39,729,928
Mar-19	245,230	1,128,059	47,672,745
Apr-19	239,579	1,102,064	46,574,169
May-19	274,003	1,260,413	53,266,168
Jun-19	232,786	1,070,814	45,253,526
TOTAL:	\$ 2,864,813	\$ 13,178,133	\$ 556,919,352

Total Distributions - Gasoline and Motor Vehicle Revenue Account - Transportation Trust Fund:	
IFTA Taxes: Maryland-Based Motor Carriers	\$ 5,456,856
IFTA Taxes: Other Jurisdictions	1,630,988
Motor Carrier Temporary Permit Fees	180,872
Aviation Fuel Tax Revenue	711,077
Floor Tax Revenue	531,170
SUT and CPI Purchases	390,749,675
Tax Increase Distribution	157,664,050
Balance Net Motor Fuel Tax Revenue	556,919,352
TOTAL:	\$ 1,113,844,040

Notes:

(1) Tax-General Article, § 2-1101 requires that all motor carrier tax revenue and fees collected under Title 9 be distributed to the Gasoline and Motor Vehicle Revenue Account of the Transportation Trust Fund.

(2) Tax-General Article, § 2-1103(1) requires that all aviation fuel tax revenue be distributed to the Gasoline and Motor Vehicle Revenue Account of the Transportation Trust Fund.

(3) Tax-General Article, § 2-1104(b) requires that for each fiscal year beginning on or before July 1, 2015 2.3% be distributed to the Chesapeake Bay 2010 Trust Fund. Tax-General Article, § 2-1104(a)(2) requires that all remaining motor fuel tax revenue, after payment of refunds for motor fuel tax and motor carrier tax, administration expenses, and a certain percentage distribution of motor fuel tax revenue to the Gasoline and Motor Vehicle Revenue Account of the Transportation Trust Fund pursuant to Tax-General Article, § 2-1103(2), be distributed to the Gasoline and Motor Vehicle Revenue Account of the Transportation Trust Fund. (Tax factor is 0.215793)

Historical Gallonage Summary

Gasoline Dealers and Special Fuel Sellers and Users

Fiscal Year	Gasoline	Special Fuel	Taxable	Federal Tax Exempt	Total Sales
2009	2,683,201,587	471,350,794	3,154,552,381	1,618,485	3,156,170,866
2010	2,649,962,586	473,125,049	3,123,087,635	1,734,158	3,124,821,793
2011	2,663,947,214	470,975,730	3,134,922,944	2,473,163	3,137,396,107
2012	2,682,363,515	466,912,244	3,149,275,759	1,758,620	3,151,034,379
2013	2,788,698,777	462,225,124	3,250,923,901	1,703,916	3,252,627,817
2014	2,742,981,644	467,036,533	3,210,018,177	1,341,453	3,211,359,630
2015	2,790,086,072	491,605,161	3,281,691,233	2,075,937	3,283,767,170
2016	2,812,904,690	499,375,562	3,312,280,252	1,532,756	3,313,813,008
2017	2,818,300,173	507,945,661	3,326,245,834	1,508,059	3,327,753,893
2018	2,768,412,913	525,434,375	3,293,847,288	1,384,325	3,295,231,613
2019	2,782,038,751	529,399,191	3,311,437,942	1,196,883	3,312,634,825

Historical Net Tax Revenue Summary

(Dollars in thousands)

	FY 2009	FY 2010	FY 2011	FY 2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	% Change Prior Year
Gasoline Dealer Tax	\$ 634,729	\$ 622,741	\$ 626,028	\$ 630,349	\$ 655,344	\$ 740,808	\$ 804,495	\$ 909,623	\$ 944,127	\$ 935,723	\$ 982,059	5.0%
Special Fuel Seller Tax	110,938	114,733	114,212	113,226	112,090	129,605	145,555	165,286	173,971	181,537	190,848	5.1%
Aviation Fuel Sellers Tax	744	945	665	670	976	1,017	1,075	832	1,198	796	711	-10.7%
Motor Carrier Temporary Permits	147	118	181	147	134	176	109	101	189	177	181	2.3%
Other Revenue	206	514	260	276	2,184	1,426	3,691	2,990	2,002	900	923	2.6%
Motor Fuel Tax Refunds	(14,979)	(16,794)	(14,880)	(14,257)	(27,745)	(65,080)	(36,444)	(66,433)	(48,093)	(34,538)	(34,897)	1.0%
Net Revenue Subtotal:	\$ 731,785	\$ 722,257	\$ 726,466	\$ 730,411	\$ 742,983	\$ 807,952	\$ 918,481	\$ 1,012,399	\$ 1,073,394	\$ 1,084,595	\$ 1,139,825	5.1%
IFTA Tax Revenue	11,239	7,756	5,112	4,729	4,526	6,357	6,321	6,331	6,310	6,391	7,087	10.9%
IFTA Tax Refunds - Other Jurisdictions	(6,918)	(3,824)	(2,296)	(1,576)	(1,952)	(1,396)	(1,214)	(862)	(1,205)	(7,138)	(7,043)	-1.3%
Net Tax Revenue	\$ 736,106	\$ 726,189	\$ 729,282	\$ 733,564	\$ 745,557	\$ 812,913	\$ 923,588	\$ 1,017,868	\$ 1,078,499	\$ 1,083,848	\$ 1,139,869	5.2%

Historical Distribution Summary

(Dollars in thousands)

	FY 2009	FY 2010	FY 2011	FY 2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Administrative Expenses	\$ 7,905	\$ 9,054	\$ 7,081	8,857	\$ 8,023	\$ 8,809	\$ 9,016	\$ 9,461	\$ 10,896	\$ 11,347	\$ 10,514
Waterways Improvement Fund (.3%)	-	-	-	-	-	2,681	2,862	2,775	2,850	2,846	2,864
Fisheries Research and Development Fund (.3%)	-	-	-	-	-	-	-	-	-	-	-
General Fund - Chesapeake Bay Programs (2.3%)	-	-	-	-	-	-	-	-	-	-	-
General Fund	6,500	8,386	5,000	5,000	5,000	5,000	5,000	4,625	-	-	-
Budget Restoration Fund					8,000	-	-	-	-	-	-
Chesapeake Bay 2010 Trust Fund (Remaining 2.3%)	6,416	4,409	7,055	7,971	174	7,333	8,169	8,139	13,113	13,092	13,178
Gasoline & Motor Vehicle Revenue Account:											
Transportation Trust Fund	714,547	703,394	709,482	711,065	723,384	788,075	898,543	992,039	1,051,641	1,057,086	1,113,844
Transportation Trust Fund (Aviation)	737	945	663	670	976	1,017	1,076	832	1,198	796	711
TOTAL:	\$ 736,105	\$ 726,188	\$ 729,281	\$ 733,563	\$ 745,557	\$ 812,915	\$ 924,666	\$ 1,017,871	\$ 1,079,698	\$ 1,085,167	\$ 1,141,111

	FY 2009	FY 2010	FY 2011	FY 2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Gasoline & Motor Vehicle Revenue Account - Transportation Trust Fund:											
Counties, Baltimore City, and Municipalities (30%)	\$ 214,364	\$ 73,856	\$ 60,306	\$ 60,441	\$ 61,488	\$ 66,986	\$ 76,376	\$ 84,323	\$ 89,389	\$ 89,852	\$ 94,677
Department of Transportation (70%)	500,183	492,376	485,995	487,080	495,518	539,831	615,502	679,547	720,374	724,104	762,983
General Fund		137,162	163,181	163,545	166,378	181,257	206,665	228,169	241,877	243,130	256,184
	\$ 714,547	\$ 703,394	\$ 709,482	\$ 711,065	\$ 723,384	\$ 788,075	\$ 898,543	\$ 992,039	\$ 1,051,641	\$ 1,057,086	\$ 1,113,844

Notes:

- (1) Gasoline and motor vehicle revenues are distributed to the Department of Transportation and local governments pursuant to §§ 8-402 and 8-403 of the Transportation Article, Annotated Code of MD.
- (2) Chapter 484 (Senate Bill 141) - Budget Reconciliation and Financing Act of 2010 amended the allocation provision of § 8-402(c) of the Transportation Article as follows for FY 2010:
 - (i) 19.5% to General Fund; (ii) 70% to Department of Transportation; and (iii) balance, or 10.5%, to counties, municipalities, and Baltimore City.
- (3) Chapter 397 (House Bill 72) - Budget Reconciliation and Financing Act of 2011 amended the allocation provision of §8-402(c) of the Transportation Article as follows for FY2011:
 - (i) 23% to General Fund; (ii) 68.5% to Department of Transportation; and (iii) balance, or 8.5% to counties, municipalities, and Baltimore City.
- (4) Tax-General Article, § 2-1104(b) requires that for each fiscal year beginning on or before July 1, 2015 that 2.3% be distributed to the Chesapeake Bay 2010 Trust Fund. 0.05 % IS distributed to Waterway fund Tax-General Article, § 2-1104(a)(2) requires that all remaining motor fuel tax revenue, after payment of refunds for motor fuel tax and motor carrier tax, administration expenses, and a certain percentage distribution of motor fuel tax revenue to the Gasoline and Motor Vehicle Revenue Account of the Transportation Trust Fund pursuant to Tax-General Article, § 2-1103(2), be distributed to the Gasoline and Motor Vehicle Revenue Account of the Transportation Trust Fund. (Tax factor is 0.215793)

Historical Motor Fuel Tax Rates

Dates		Tax Rate Per Gallon	
From	To	Gasoline	Special Fuel
January, 1922	December, 1923	0.01	0
January, 1924	March, 1927	0.02	0
April, 1927	June, 1947	0.04	0
July, 1947	May, 1953	0.05	0
June, 1953	June, 1964	0.06	0
June, 1964	June, 1972	0.06	0.07
July, 1972	May, 1982	0.09	0.09
June, 1982	May, 1983	0.11	0.11
June, 1983	May, 1987	0.135	0.135
June, 1987	April, 1992	0.185	0.185
May, 1992	December, 1992	0.235	0.1925
January, 1993	June, 1993	0.235	0.235
July, 1993	June, 2013	0.235	0.2425
July, 2013	June, 2014	0.27	0.2775
July, 2014	December, 2014	0.274	0.2815
January, 2015	June, 2015	0.303	0.3105
July, 2015	December, 2015	0.321	0.3285
January, 2016	June, 2016	0.326	0.3335
July, 2016	June, 2017	0.335	0.3425
July, 2017	June, 2018	0.338	0.3455
July, 2018*	June, 2019	0.353	0.3605
July, 2019*	June, 2020	0.367	0.3745

* Fiscal 2020 tax rate

History of Motor Fuel Tax and Motor Carrier Tax

Date	Rate	Action		
1922	0.01	Motor Fuel Tax was created		
01/01/24	0.02	Tax rate increased 2 cents per gallon		
04/01/27	0.04	Tax rate increased 4 cents per gallon		
07/01/47	0.05	Tax rate increased 5 cents per gallon		
06/01/53	0.06	Tax rate increased 6 cents per gallon		
1953-1957		Motor Carrier Law enacted		
07/01/64	0.07	Tax rate increased 7 cents per gallon		
1964-1969		Motor Fuel Inspection Law enacted providing for the inspection and testing of motor fuel products		
07/01/72	0.09	Tax rate increased 9 cents per gallon		
1972 - 1978		United States Supreme Court in <i>Exxon Corp. v. Governor of Maryland</i> , 437 U.S. 117 (1978) upheld Maryland's divestiture law prohibiting producers or refiners from owning and operating retail service stations.		
06/01/82	0.11	Tax rate increased 11 cents per gallon. Motor carrier decal fee raised to \$25 per vehicle		
06/01/83	0.135	Tax rate increased 13.5 cents per gallon		
07/01/85		All sellers of special fuel must be licensed and all special fuel sales are subject to taxation except under specific circumstances. Decal fee for motor buses reduced from \$25 to \$10		
06/01/87	0.185	Tax rate increased 18.5 cents per gallon		
06/01/88		Motor carrier decal registration fee reduced to \$7		
	Gasoline	Aviation Fuel	Special Fuel	
Prior to 05/01/92	0.185	0.05	0.185	The 1992 Special Session of the Maryland General Assembly approved increases in all motor fuel tax rates. This legislation:
05/01/92	0.235	0.07	0.1925	Increased the gasoline tax rate to 23.5 cents per gallon, the special fuel tax rate from 18.5 cents to 19.25 cents per gallon, and the aviation fuel tax rate from 5 cents to 7 cents per gallon;
01/01/93	0.235	0.07	0.2175	Increased the special fuel tax rate to 21.75 cents per gallon
07/01/93	0.235	0.07	0.2425	Increased the special fuel tax rate to 24.25 cents per gallon
07/01/93	0.235			Imposed a .75 cent per gallon motor carrier surcharge on gasoline and clean-burning fuel powered vehicles.
1996				Maryland enters the International Fuel Tax Agreement (IFTA)
10/01/00				Requirement to extend temporary voluntary allowances uniformly - effective 9/30/2004
01/01/01				Motor carrier decal registration fee eliminated
10/01/01				Sale of motor fuel below cost became illegal
07/01/02				Cost of collection allowance reduced by 1/2
10/01/02				Highway vehicles using dyed diesel fuel became illegal
10/01/04				Requirement to extend temporary voluntary allowances uniformly - effective 9/30/2009
10/01/09				Requirement to extend temporary voluntary allowances uniformly - repealed
07/01/13	0.27	0.07	0.2775	Increased the gasoline tax rate to 27.0 cents per gallon and the Special Fuel 27.75 cents per gallon.
07/01/14	0.274	0.07	0.2815	Increased the gasoline tax rate to 27.4 cents per gallon and the Special Fuel to 28.15 cents per gallon.
01/01/15	0.303	0.07	0.3105	Increased the gasoline tax rate to 30.3 cents per gallon and the Special Fuel to 31.05 cents per gallon.
07/01/15	0.321	0.07	0.3285	Increased the gasoline tax rate to 32.10 cents per gallon and the Special Fuel to 32.85 cents per gallon.
01/01/16	0.326	0.07	0.3335	Increased the gasoline tax rate to 32.6 cents per gallon and the Special Fuel to 33.35 cents per gallon.
07/01/16	0.3335	0.07	0.3425	Increased the gasoline tax rate to 33.35 cents per gallon and the Special Fuel to 34.25 cents per gallon.
07/01/17	0.338	0.07	0.3455	Increased the gasoline tax rate to 33.8 cents per gallon and the Special Fuel to 34.55 cents per gallon.
07/01/18	0.353	0.07	0.3605	Increased the gasoline tax rate to 35.3 cents per gallon and the Special Fuel to 36.05 cents per gallon.
07/01/19	0.367	0.07	0.3745	Increased the gasoline tax rate to 36.7 cents per gallon and the Special Fuel to 37.45 cents per gallon.