



COMPTROLLER
of MARYLAND
Serving the People

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

Fiscal Year 2022



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 202&

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 at 410-260-7980 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 style with a large, stylized 'P' and 'F'.

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 Bureau 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 Bureau and the regulatory function of the Field Enforcement Bureau. All information in this report, including but not limited to revenue, permits, and other regulatory activities are for fiscal year 2022: July 1, 2021 through June 30, 2022.

Taxes

For fiscal year 2022, the Motor Fuel Tax rate increased on July 1, 2021 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 2022 was \$1,162,011,324. Compared to fiscal year 2021, fiscal year 2022 tax revenues indicate the following changes: 10.8% increase in gasoline taxes; a 1.5% decrease in special fuel taxes; a 3.2 % increase in aviation fuel taxes; a 9.8% increase in motor carrier taxes for Maryland-based commercial vehicles; a 23.8% decrease in motor carrier taxes collected for commercial vehicles based in other jurisdictions, and a 9.9% increase in motor carrier temporary permit fees. There was an overall increase of 9.5% 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 use 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 42.7 cents for each gallon, or \$ 21.35. The motor carrier tax in the amount of \$ 21.35 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.

2022 Legislative Session:

Motor Fuel Taxes

STATEWIDE:

**1. House Bill 1486 (Senate Bill 1010)
Motor Fuel Taxes –
Tax Free Period**

Providing that, for the 30-day period beginning on the effective date of the Act, certain motor fuel taxes that would otherwise be imposed do not apply, requiring the Comptroller to pay a refund advance of motor fuel tax to qualifying retailers under certain circumstances; requiring a qualifying retailer to pay certain motor fuel tax to the Comptroller within 30 days after the expiration of the tax-free period; authorizing the suspension of certain licenses of a qualifying retailer under certain circumstances; etc.

The bill was signed into law by the Governor on Friday, March 18, 2022, at 2:11 PM and effective immediately upon signature. Maryland developed an advanced refund mechanism which allowed those holding tax-paid inventory on hand at the time of the bill signing, offering the ability to receive a refund for the tax-paid portion of the cost, and further allowing those qualified retailers to begin offering affected motor fuel for sale without the motor fuel

excise tax included. The bill was in effect until midnight on Saturday, April 16, 2022, at which time qualified retailers had to report their inventory and pay a floor excise tax on that inventory, and resume tax-paid sales.

EFFECTIVE UPON ENACTMENT (MARCH 18, 2022). EXPIRATION OF TAX-FREE PERIOD APRIL 16, 2022.

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
Aviation Gasoline	Propane
Turbine Fuel – Jet Fuel	Fuel Oil
	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	246
(2)	Distributor Licenses	26
(3)	Special Fuel Seller Licenses	417
(4)	Special Fuel User Licenses	83
(5)	Special Fuel Tax Exemption Certificates	914
(6)	Aviation Gasoline or Turbine Fuel Licenses	66
(7)	Motor Fuel Inspection Registrations	8,861
(8)	Petroleum Transporter Registrations	3,830
(9)	IFTA Licenses	6,576
(10)	IFTA Decals	47,502

Maryland Fuel Tax Rates

Type of Motor Fuel	Rate as of July 1, 2022	Description
Gasoline	\$.427 per gallon	Ethanol is designated as gasoline
Special Fuel	\$.4345 per gallon	Clear diesel, clear kerosene, and 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	\$.427 per gasoline-equivalent gallon	Clean-burning fuels

Audits and Tax Administration

Field Audits:

	<u>MOTOR FUEL</u>	<u>IFTA</u>
Completed audits	20	43
Assessments:		
Tax	\$4,963,814	\$40,973
Penalty	528,400	5,839
Interest	1,790,311	3,241
Total Tax Assessments:	<u>\$7,282,525</u>	<u>\$50,052</u>

Internal Audits:

Crosscheck: Dealers, Special Fuel Sellers, and Users	-	-
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<u>Tax Returns Processed:</u>	<u>14,318</u>	<u>23,700</u>
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Taxable Gallonage Sales

Gasoline Dealers and Special Fuel Sellers and Users

Reporting Period	Gasoline Dealers	Special Fuel Sellers & Users	Total Taxable Gallons Sold
Jul-21	204,889,969	42,432,558	247,322,527
Aug-21	243,438,760	49,085,494	292,524,254
Sep-21	230,122,746	44,945,131	275,067,877
Oct-21	215,973,448	46,659,665	262,633,113
Nov-21	214,963,096	44,849,105	259,812,201
Dec-21	212,964,165	47,045,971	260,010,136
Jan-22	190,839,327	42,524,884	233,364,211
Feb-22	191,973,837	42,727,438	234,701,275
Mar-22	101,005,357	24,523,500	125,528,857
Apr-22	117,873,395	24,352,392	142,225,787
May-22	219,151,100	47,517,546	266,668,646
Jun-22	221,330,838	52,427,614	273,758,452
TOTAL:	2,364,526,038	509,091,298	2,873,617,336

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-21	27,248	539,868	567,116	76,455	\$ 112,079	\$ 25,838	\$ 137,917
Aug-21	92,042	1,120,366	1,212,408	82,044	117,454	26,626	144,080
Sep-21	78,680	1,098,440	1,177,120	59,179	111,159	23,047	134,206
Oct-21	15,999	217,087	233,086	98,648	106,578	26,721	133,299
Nov-21	80,554	138,865	219,419	43,472	109,835	24,446	134,281
Dec-21	731,653	192,602	924,255	73,161	101,111	25,792	126,903
Jan-22	90,393	743,259	833,652	71,945	105,334	22,976	128,310
Feb-22	96,813	417,423	514,236	75,256	95,576	22,344	117,920
Mar-22	62,584	228,883	291,467	77,390	42,256	14,458	56,714
Apr-22	144,302	1,034,511	1,178,813	66,612	59,305	12,637	71,942
May-22	230,535	207,429	437,964	84,642	109,299	26,368	135,667
Jun-22	36,102	354,184	390,286	73,112	96,691	26,056	122,747
TOTAL	1,686,905	6,292,917	7,979,822	881,916	\$ 1,166,677	\$ 277,309	\$ 1,443,986

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:	2,873,617,336
<i>Less Adjustments:</i>	
Temperature & Stock Adjustments	7,979,822
Federal Exempt Purchases	881,916
Cost of Collection Allowance	4,285,249
<i>Total Adjustments</i>	13,146,987
Taxable Gallons:	2,860,470,350
Gasoline Dealers	2,364,526,038
Special Fuel Sellers and Users	509,091,298
Gross Gallons Reported:	2,873,617,336

Aviation Fuel Sellers - Taxable Gallons:	13,739,451
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Taxable Gallonage - FY 2021 and FY 2022

Gasoline Dealers and Special Fuel Sellers or Users

	Month	2021	2022
	Gasoline Dealers	July	197,723,362
August		208,481,706	243,438,760
September		194,071,022	230,122,746
October		196,781,345	215,973,448
November		188,815,433	214,963,096
December		162,026,556	212,964,165
January		156,211,020	190,839,327
February		136,908,786	191,973,837
March		291,972,398	101,005,357
April		200,912,525	117,873,395
May		225,452,444	219,151,100
June		211,709,398	221,330,838
TOTAL		2,371,065,994	2,364,526,038

% change prior year -5.8% -0.3%

	Month	2021	2022
	Special Fuel Sellers and Users	July	43,381,826
August		43,054,866	49,085,494
September		42,535,390	44,945,131
October		44,616,444	46,659,665
November		40,220,467	44,849,105
December		39,666,863	47,045,971
January		38,361,360	42,524,884
February		37,273,114	42,727,438
March		50,832,513	24,523,500
April		40,794,318	24,352,392
May		47,951,893	47,517,546
June		45,531,722	52,427,614
TOTAL		514,220,777	509,091,298

% change prior year 1.20% -1.00%

	Month	2021	2022
	Combined Taxable Gallons Sold	July	241,105,188
August		251,536,572	292,524,254
September		236,606,412	275,067,877
October		241,397,789	262,633,113
November		229,035,900	259,812,201
December		201,693,419	260,010,136
January		194,572,380	233,364,211
February		174,181,900	234,701,275
March		342,804,911	125,528,857
April		241,706,843	142,225,787
May		273,404,337	266,668,646
June		257,241,120	273,758,452
TOTAL		2,885,286,772	2,873,617,336

% change prior year -4.5% -0.4%

AVIATION FUEL

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

2022 Aviation Fuel Sales (Gallons) : 13,739,451

Taxable Gallonage: FY 2021 and FY 2022		
Month	2021	2022
July	662,617	1,398,493
August	914,406	963,748
September	663,325	1,351,022
October	1,056,682	1,909,951
November	1,040,775	1,264,421
December	839,421	961,998
January	941,106	737,983
February	697,339	782,898
March	1,066,668	904,503
April	3,121,961	957,087
May	992,961	1,160,665
June	1,313,952	1,346,682
TOTALS:	13,311,213	13,739,451
% change prior year	46.3%	3.2%

Aviation Fuel Tax Gross Revenue - FY 2022		
July	\$	97,895
August		67,462
September		94,572
October		133,697
November		88,509
December		67,340
January		51,659
February		54,803
March		63,315
April		66,996
May		81,247
June		94,268
TOTAL:	\$	961,763
% change prior year		3.2%

Other Gross Revenue

Motor Carrier Temporary Permit Fees

Jul-21	\$	-
Aug-21		-
Sep-21		67,285
Oct-21		-
Nov-21		-
Dec-21		-
Jan-22		19,200
Feb-22		44,600
Mar-22		13,000
Apr-22		12,800
May-22		-
Jun-22		21,672
TOTAL:		\$ 178,557
% change prior year		9.9%

Motor Fuel Tax - Penalties and Interest

	<u>Penalty</u>	<u>Interest</u>
Jul-21	\$ 3,022	\$ 8,346
Aug-21	15,547	3,497
Sep-21	35,669	7,658
Oct-21	15,739	2,924
Nov-21	30,375	7,905
Dec-21	9,925	1,652
Jan-22	51,286	5,067
Feb-22	85,314	142,942
Mar-22	5,645	1,574
Apr-22	14,668	4,391
May-22	121,233	11,457
Jun-22	89,577	25,687
TOTAL:	\$ 478,000	\$ 223,100
% change prior year	59.9%	0.5%

Other Gross Revenue - Floor Tax

Floor Tax

Jul-21	\$	-
Aug-21		-
Sep-21		-
Oct-21		-
Nov-21		-
Dec-21		-
Jan-22		-
Feb-22		-
Mar-22		1,878,094
Apr-22		6,443,042
May-22		247,047
Jun-22		1,773,947
TOTAL:	\$	10,342,131

% change prior year 100.0%

Other Gross Revenue - SUTE & CPI

SUTE & CPI	
Jul-21	\$ 31,657,284
Aug-21	37,443,104
Sep-21	35,208,689
Oct-21	33,617,038
Nov-21	33,255,961
Dec-21	33,281,297
Jan-22	29,870,618
Feb-22	30,041,763
Mar-22	16,067,693
Apr-22	18,204,902
May-22	34,133,586
Jun-22	35,041,082
TOTAL:	\$ 367,823,017
% change prior year	-0.4%

"IFTA" Motor Carrier Tax Gross Revenue

	<u>Maryland-Based</u>	<u>Motor Carriers</u>	<u>Motor Carriers Based -</u>	<u>Other Jurisdictions</u>
Jul-21	\$	1,068,747	\$	-
Aug-21		122,706		
Sep-21		577,657		-
Oct-21		1,334,274		304,421
Nov-21		171,045		-
Dec-21		639,134		-
Jan-22		1,183,772		292,622
Feb-22		132,201		-
Mar-22		509,411		5
Apr-22		1,226,661		294,730
May-22		109,684		-
Jun-22		529,485		116,343
TOTAL:	\$	7,604,777	\$	1,008,121
% change prior year		9.8%		-23.8%

**MOTOR FUEL TAX AND MOTOR CARRIER TAX "IFTA"
GROSS REVENUE SUMMARY - FY 2022**

Motor Fuel Tax Revenue:	
Gasoline Dealers	\$ 953,614,731
Special Fuel Sellers and Users	187,600,144
Total Motor Fuel Tax Revenue:	\$ 1,141,214,875

IFTA Revenue:	
Maryland-Based	\$ 7,604,777
Based-Other Jurisdictions	1,008,121
Total IFTA Revenue:	\$ 8,612,898

Motor Fuel Tax Revenue	\$ 1,141,214,875
IFTA Revenue	8,612,898
Aviation Fuel Revenue	961,763
Floor Tax Revenue	10,342,131
Motor Carrier Temporary Permit Revenue	178,557
Miscellaneous Revenue: Penalties and Interest	701,100
Total Gross Revenue:	\$ 1,162,011,324

Total Gross Revenue - % change prior year

9.5%

Adjustments to Gross Revenue

Motor Fuel Tax Refunds

Jul-21	\$	1,634,361
Aug-21		1,676,260
Sep-21		1,573,110
Oct-21		4,255,629
Nov-21		4,238,384
Dec-21		2,057,123
Jan-22		950,593
Feb-22		2,605,485
Mar-22		2,214,288
Apr-22		2,673,219
May-22		1,590,510
Jun-22		12,197,310
TOTAL:	\$	37,666,272
% change prior year		-41%

IFTA Tax Refunds to Other Jurisdictions

Jul-21	\$	-
Aug-21		2,129,398
Sep-21		-
Oct-21		2,389,022
Nov-21		619,363
Dec-21		
Jan-22		2,563,297
Feb-22		440,601
Mar-22		
Apr-22		2,218,759
May-22		611,337
Jun-22		
TOTAL:	\$	10,971,776
% change prior year		-22.3%

Administration Expenses

Jul-21	\$	1,040,986
Aug-21		1,027,296
Sep-21		714,320
Oct-21		1,776,432
Nov-21		1,380,111
Dec-21		743,396
Jan-22		714,987
Feb-22		1,229,308
Mar-22		807,915
Apr-22		735,755
May-22		
Jun-22		4,104,648
TOTAL:	\$	14,275,154
% change prior year		-14.9%

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-21	\$ 90,779,686	\$ 1,634,361	\$ -	\$ 1,068,747	\$ -	31,657,284	\$ 1,040,986	\$ 97,895	\$ 11,929,126	\$ 43,351,287
Aug-21	106,178,609	1,676,260	\$ 2,129,398	122,706	-	37,443,104	1,027,296	67,462	13,748,686	49,963,697
Sep-21	100,419,434	1,573,110	-	644,942	-	35,208,689	714,320	94,572	13,418,829	48,764,972
Oct-21	96,951,556	4,255,629	2,389,022	1,638,695	-	33,617,038	1,776,432	133,697	11,467,465	41,673,578
Nov-21	94,426,407	4,238,384	619,363	171,045	-	33,255,961	1,380,111	88,509	11,798,058	42,874,976
Dec-21	94,934,555	2,057,123	-	639,134	-	33,281,297	743,396	67,340	12,547,557	45,598,708
Jan-22	86,167,022	950,593	2,563,297	1,495,594	-	29,870,618	714,987	51,659	10,901,921	39,618,353
Feb-22	85,507,476	2,605,485	440,601	176,801	-	30,041,763	1,229,308	54,803	10,996,534	39,962,181
Mar-22	47,970,888	2,214,288	-	522,416	1,878,094	16,067,693	807,915	63,315	5,700,639	20,716,528
Apr-22	59,589,441	2,673,219	2,218,759	1,534,191	6,443,042	18,204,902	735,755	66,996	5,980,180	21,732,397
May-22	97,194,431	1,590,510	611,337	109,684	247,047	34,133,586	-	81,247	13,038,433	47,382,587
Jun-22	201,891,818	12,197,310	-	667,500	1,773,947	35,041,082	4,104,648	94,268	31,940,183	116,072,880
TOTAL:	\$ 1,162,011,323	\$ 37,666,272	\$ 10,971,777	\$ 8,791,455	\$ 10,342,130	\$ 367,823,017	\$ 14,275,154	\$ 961,763	\$ 153,467,612	\$ 557,712,143

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

Revenue and Distribution Summary

Gross Motor Fuel Tax Revenue:	\$ 1,162,011,323
Less Deductions:	
Motor Fuel Tax Refunds	\$ 37,666,272
IFTA Tax Refund- Other Jurisdictions	10,971,777
Administrative Expenses	14,275,154
IFTA Tax and Motor Carrier Fees	8,791,455
Floor Tax Revenue	10,342,130
Aviation Fuel Tax	961,763
Motor Fuel Tax - Tax Increase Factor	153,467,612
SUT and CPI Purchases	367,823,017
Total Deductions:	604,299,180
Net Motor Fuel Tax Revenue:	\$ 557,712,143

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-21	\$ 216,756	\$ 997,080	\$ 42,137,451
Aug-21	249,818	1,149,165	48,564,713
Sep-21	243,825	1,121,594	47,399,552
Oct-21	208,368	958,492	40,506,718
Nov-21	214,375	986,124	41,674,477
Dec-21	227,994	1,048,770	44,321,944
Jan-22	198,092	911,222	38,509,039
Feb-22	199,811	919,130	38,843,240
Mar-22	103,583	476,480	20,136,465
Apr-22	108,662	499,845	21,123,890
May-22	236,913	1,089,799	46,055,875
Jun-22	580,364	2,669,676	112,822,839
TOTAL:	\$ 2,788,561	\$ 12,827,379	\$ 542,096,203

Total Distributions - Gasoline and Motor Vehicle Revenue Account - Transportation Trust Fund:	
IFTA Taxes: Maryland-Based Motor Carriers	\$ 7,604,777
IFTA Taxes: Other Jurisdictions	1,008,121
Motor Carrier Temporary Permit Fees	178,557
Aviation Fuel Tax Revenue	961,763
Floor Tax Revenue	10,342,130
SUT and CPI Purchases	367,823,017
Tax Increase Distribution	153,467,612
Balance Net Motor Fuel Tax Revenue	542,096,203
TOTAL:	\$ 1,083,482,180

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
2020	2,517,879,622	508,063,939	3,025,943,561	993,614	3,026,937,175
2021	2,371,065,994	514,220,777	2,885,286,772	1,018,202	2,886,304,974
2022	2,364,526,038	509,091,298	2,873,617,336	881,916	2,874,499,252

Historical Net Tax Revenue Summary

(Dollars in thousands)

	FY 2009	FY 2010	FY 2011	FY 2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	% 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	\$ 924,061	\$ 860,696	\$ 963,956	12.0%
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	190,269	190,518	187,600	-1.5%
Aviation Fuel Sellers Tax	744	945	665	670	976	1,017	1,075	832	1,198	796	711	637	931	961	3.2%
Motor Carrier Temporary Permits	147	118	181	147	134	176	109	101	189	177	181	183	162	178	9.9%
Other Revenue	206	514	260	276	2,184	1,426	3,691	2,990	2,002	900	923	1,162	520	701	34.8%
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)	(38,219)	(26,653)	(37,666)	41.3%
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	\$ 1,078,093	\$ 1,026,174	\$ 1,115,730	8.7%
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	6,114	6,924	8,612	24.4%
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)	(7,907)	(1,322)	(10,971)	100.0%
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	\$ 1,076,300	\$ 1,031,776	\$ 1,113,371	7.9%

Historical Distribution Summary

(Dollars in thousands)

	FY 2009	FY 2010	FY 2011	FY 2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
Administrative Expenses	\$ 7,905	\$ 9,054	\$ 7,081	8,857	\$ 8,023	\$ 8,809	\$ 9,016	\$ 9,461	\$ 10,896	\$ 11,347	\$ 10,514	\$ 10,639	\$ 12,423	\$ 14,275
Waterways Improvement Fund (.3%)	-	-	-	-	-	2,681	2,862	2,775	2,850	2,846	2,864	2,585	2,487	2,788
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	11,891	11,442	12,827
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	1,051,241	999,147	1,083,482
Transportation Trust Fund (Aviation)	737	945	663	670	976	1,017	1,076	832	1,198	796	711	637	931	961
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	\$ 1,076,993	\$ 1,026,430	\$ 1,114,333

	FY 2009	FY 2010	FY 2011	FY 2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
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	\$ 89,355	\$ 84,927	\$ 92,096
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	720,100	684,416	742,185
General Fund	-	137,162	163,181	163,545	166,378	181,257	206,665	228,169	241,877	243,130	256,184	241,785	229,804	249,201
TOTAL:	\$ 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	\$ 1,051,241	\$ 999,147	\$ 1,083,482

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
July, 2020	June, 2021	0.363	0.3705
July, 2021	June, 2022	0.361	0.3685
July, 2022*	June, 2023	0.427	0.4345

* Fiscal 2023 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.
07/02/18	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.
07/02/19	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.
07/01/20	0.363	0.07	0.3705	decreased the gasoline tax rate to 36.3 cents per gallon and the Special Fuel to 37.05 cents per gallon.
07/01/21	0.361	0.07	0.3685	decreased the gasoline tax rate to 36.1 cents per gallon and the Special Fuel to 36.85 cents per gallon.
07/01/22	0.427	0.07	0.4345	Increased the gasoline tax rate to 42.7 cents per gallon and the Special Fuel to 43.45 cents per gallon.