

Non-Highway Gasoline Estimating Process

2013 Highway Information Seminar

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Organizational Chart

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Why is Non-Highway Gasoline Use Important?

- A factor in the formula used to distribute Federal Highway Trust Fund (HTF) receipts to States
- State-by-State contributions to the HTF are not available from the IRS
- HTF contributions from highway users in each State are estimated using State motor fuel data
- FHWA removes the estimated amount of non-highway gasoline use prior to attribution (diesel and special fuels are presumed to be non-highway)

Estimation of Non-Highway Gasoline Use

- States report non-highway gasoline use on the FHWA Form 551M
- The data are less than perfect
 - Different motor fuel laws in each State
 - Tax Systems designed for
 - Revenue collection
 - Not data collection
 - Tax evasion
 - Imperfect reporting on form FHWA-551M

Estimation of Non-Highway Gasoline Use cont'd

- FHWA utilizes regression-based and simulation models to provide consistency and equity in the non-highway use data across the States
- Compare to State-reported amounts
- Use one or the other

Estimation of Non-Highway Gasoline Use

- Models have been developed for following non-highway uses:
 - Agriculture
 - Construction
 - Industrial and commercial
 - Small (Marine) boats
 - Aviation gasoline

Non-Highway Gasoline Models Approaching End of Useful Life

- The non-highway models currently used were developed by Oak Ridge National Laboratory in the mid-1990's, updated in 2002 and 2008
- Some underlying data sets are no longer available
- Some results questionable
 - State shares inconsistent with other measures (State Sector GNP, miles travelled, etc.)
- Select models were recalibrated in 2011

Moving Forward

- Interagency Agreement (IA) with Oak Ridge to recalibrate models initiated in October 2013
- Results for select sectors expected for 2014

Questions and Comments

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