## FEDERAL HIGHWAY-USER FEES, 2007 1/

JUNE 2009					TA	ABLE FE-21
		DISTRIBUTION OF TAX				
USER FEE	TAX RATE	EFFECTIVE DATE	HIGHWAY ACCOUNT	GHWAY TRUST MASS TRANSIT ACCOUNT	LEAKING UNDERGROUND STORAGE TANK TRUST FUND	GENERAL FUND
		Fuel Taxes (Cents per	Gallon)			
Gasoline and Gasohol fuels	18.4	10/1/1997	15.44	2.86	0.1	-
Diesel and Kerosene fuels	24.4	10/1/1997	21.44	2.86	0.1	-
Alternative fuels 2/						
Liquefied Petroleum Gas	18.3	10/1/2006	16.17	2.13	-	-
Liquefied Natural Gas	24.3	10/1/2006	22.44	1.86	-	-
Other Special Fuels 3/	18.4	10/1/2006	15.44	2.86	0.1	-
Compressed natural gas 4/	18.3	10/1/2006	15.43	2.86	-	-
	Other Ta	axes - All Proceeds to H	lighway Accoun	t		
Tires 5/	Tax is imposed on tires sold by manufacturers, producers, or importers at the rate of \$.0945 (\$.04725 in the case of a bias ply or super single tire) for each 10 pounds of the maximum rated load capacity over 3,500 pounds.					
Truck and trailer sales		t of retailer's sales price ht (GVW) and trailers of accessories s		nds GVW. The	tax applies to parts	
Heavy vehicle use	Annual tax: Trucks 55,000-75,000 pounds GVW, \$100 plus \$22 for each 1,000 pounds (or fraction thereof) in excess of 55,000 pounds Trucks over 75,000 pounds GVW, \$550					

2/ Alternative fuels include benzol, benzene, naphtha, casing head and natural gasoline, or other liquid used as a fuel in a motor vehicle except diesel, kerosene, gas oil, fuel oil, or any product taxable under the gasoline tax provisions. Beginning October 1, 2006, LPG and LNG are taxed based on their energy content relative to gasoline.

3/ Only small amounts of revenue are collected by Internal Revenue Service for taxes on neat alcohol and some other miscellaneous sources.

4/ Effective October 1, 2006, the tax rate for compressed natural gas is set on an energy equivalent basis to the gasoline tax of 18.3 cents per gallon. Per IRS Notice 2006-92, the energy equivalent rate is 18.3 cents per 126.67 cubic feet. This rate would be equivalent to \$1.44 per thousand cubic feet.

5/ Section 1401 of the Taxpayer Relief Act of 1997 replaced a mechanism by which the fair market value of tires exceeding 40 pounds was deducted from the fair market value of a truck and replaced it with a credit for the excise tax paid. This provision was effective January 1, 1998.