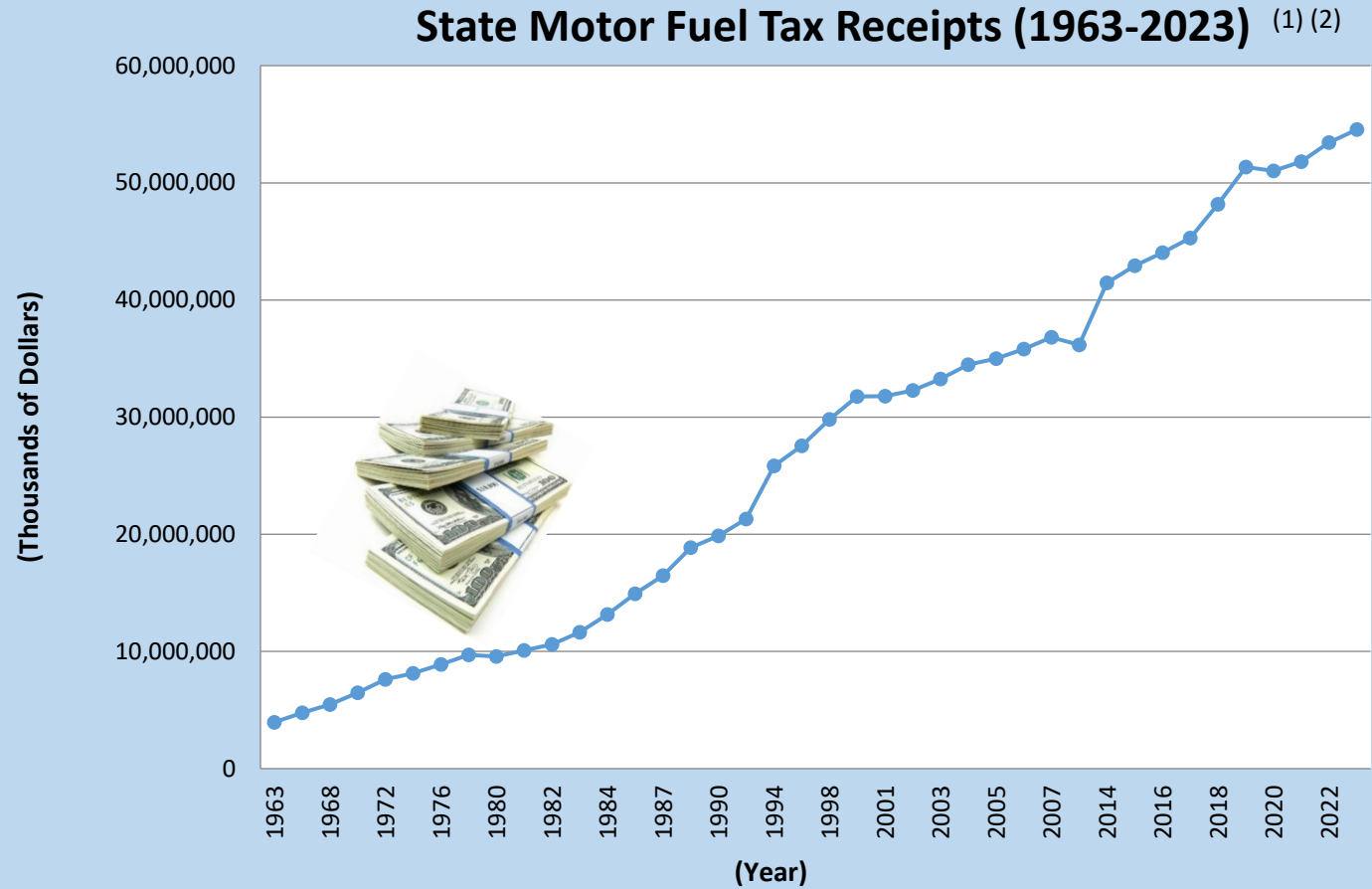


YEAR	ADJUSTED NET TOTAL RECEIPTS	YEAR	ADJUSTED NET TOTAL RECEIPTS
Thousands of Dollars			
1963	3,962,868	1994	25,853,471
1964	4,217,495	1995	26,881,169
1965	4,495,236	1996	27,554,989
1966	4,757,636	1997	28,476,881
1967	5,006,739	1998	29,802,864
1968	5,470,199	1999	31,752,790
1969	5,994,343	2000	31,291,017
1970	6,477,019	2001	31,783,843
1971	6,901,204	2002	32,275,459
1972	7,611,498	2003	33,257,334
1973	8,352,556	2004	34,491,295
1974	8,124,158	2005	34,984,939
1975	8,353,191	2006	35,818,306
1976	8,891,460	2007	36,811,361
1977	9,319,297	2008	36,168,970
1978	9,716,246	2009	35,019,410
1979	9,784,273	2010	35,568,433
1980	9,577,740	2011	38,228,430
1981	10,083,810	2012	39,224,148
1982	10,610,419	2013	38,888,831
1983	11,627,177	2014	41,457,504
1984	13,149,742	2015	42,930,536
1985	13,991,805	2016	44,039,960
1986	14,932,258	2017	45,283,299
1987	16,473,496	2018	48,177,762
1988	17,828,521	2019	51,354,884
1989	18,869,419	2020	51,020,975
1990	19,877,713	2021	51,802,919
1991	21,305,467	2022	53,445,034
1992	23,995,000	2023	54,539,567
1993	24,989,864		



Source: FHWA MF-1 Table

(1) The jump in Fuel Tax Revenue in 2011 and 2012, was due in large part to the change in California's method of taxing fuel. Previously, a sales tax was included in the price of fuel, but not considered fuel tax revenue. The change resulted in the Excise going directly into the fuel tax revenue in 2011 and 2012.

(2) 2014 saw various States increase of motor fuel taxes, and 2015 more fuel use. CA increased from 37 cents to 39.5 cents, CT from 51.2 to 54.9 cents, MA 21 cents to 24 cents, and Wyoming from 14 cents to 24 cents per gallon.