<table>
<thead>
<tr>
<th>Fuel Type</th>
<th>Gross Gallons</th>
<th>Exemptions/Deductions</th>
<th>Refunds</th>
<th>Net Gallons</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GASOLINE/GASOHOL</strong></td>
<td>183,815,550</td>
<td>7,313,367</td>
<td>147,754</td>
<td>176,354,429</td>
<td>4.7%</td>
</tr>
<tr>
<td>FY15-16 YTD</td>
<td>1,021,033,323</td>
<td>45,862,855</td>
<td>3,091,416</td>
<td>972,079,052</td>
<td>-6.1%</td>
</tr>
<tr>
<td>FY14-15 YTD</td>
<td>975,650,919</td>
<td>42,368,384</td>
<td>3,508,988</td>
<td>929,773,547</td>
<td>4.6%</td>
</tr>
<tr>
<td><strong>DIESEL</strong></td>
<td>50,799,778</td>
<td>8,590,704</td>
<td>338,051</td>
<td>41,871,023</td>
<td>-6.1%</td>
</tr>
<tr>
<td>FY15-16 YTD</td>
<td>272,495,466</td>
<td>38,598,003</td>
<td>4,453,997</td>
<td>229,443,467</td>
<td>-14.2%</td>
</tr>
<tr>
<td>FY14-15 YTD</td>
<td>290,077,443</td>
<td>45,009,306</td>
<td>8,183,505</td>
<td>236,884,632</td>
<td>-11.2%</td>
</tr>
<tr>
<td><strong>ALTERNATIVE FUELS</strong></td>
<td>8,213,297</td>
<td>1,551,210</td>
<td>16,562</td>
<td>2,457,750</td>
<td>7.1%</td>
</tr>
<tr>
<td>FY15-16 YTD</td>
<td>43,313,810</td>
<td>6,988,023</td>
<td>226,333</td>
<td>3,176,558</td>
<td>-14.2%</td>
</tr>
<tr>
<td>FY14-15 YTD</td>
<td>40,450,148</td>
<td>7,770,124</td>
<td>668,031</td>
<td>6,524,511</td>
<td>-11.2%</td>
</tr>
<tr>
<td><strong>AVIATION GASOLINE</strong></td>
<td>293,459</td>
<td>16,562</td>
<td>18,619</td>
<td>2,457,750</td>
<td>4.2%</td>
</tr>
<tr>
<td>FY15-16 YTD</td>
<td>2,238,234</td>
<td>226,333</td>
<td>95,588</td>
<td>1,916,313</td>
<td>-14.2%</td>
</tr>
<tr>
<td>FY14-15 YTD</td>
<td>2,148,329</td>
<td>148,466</td>
<td>764,688</td>
<td>1,902,362</td>
<td>-11.2%</td>
</tr>
<tr>
<td><strong>AVIATION JET FUEL</strong></td>
<td>24,548,605</td>
<td>21,692,523</td>
<td>-</td>
<td>2,856,082</td>
<td>-17.7%</td>
</tr>
<tr>
<td>FY15-16 YTD</td>
<td>136,286,191</td>
<td>117,231,148</td>
<td>668,031</td>
<td>16,452,169</td>
<td>-14.3%</td>
</tr>
<tr>
<td>FY14-15 YTD</td>
<td>165,683,455</td>
<td>148,466</td>
<td>764,688</td>
<td>16,452,169</td>
<td>-11.8%</td>
</tr>
<tr>
<td><strong>SUMMARY</strong></td>
<td>267,670,689</td>
<td>39,164,366</td>
<td>594,082</td>
<td>228,001,899</td>
<td>0.1%</td>
</tr>
<tr>
<td>FY15-16 YTD</td>
<td>1,475,367,024</td>
<td>208,906,361</td>
<td>8,309,032</td>
<td>1,258,151,631</td>
<td>-1.3%</td>
</tr>
<tr>
<td>FY14-15 YTD</td>
<td>1,474,010,294</td>
<td>243,811,674</td>
<td>7,528,662</td>
<td>1,217,692,733</td>
<td>-3.3%</td>
</tr>
<tr>
<td><strong>RECEIPTS</strong></td>
<td>$38,744,647</td>
<td>$213,160,807</td>
<td>$203,496,862</td>
<td>$266,650,724</td>
<td>4.7%</td>
</tr>
<tr>
<td>Net Gasoline/Gasohol @ 22 cents</td>
<td>$ 9,339,232</td>
<td>$52,531,521</td>
<td>$53,217,875</td>
<td>$257,940,783</td>
<td>-3.4%</td>
</tr>
<tr>
<td>Net Special Fuel @ 20.5 cents</td>
<td>$ 26,370</td>
<td>$117,105</td>
<td>$30,596</td>
<td>282.7%</td>
<td></td>
</tr>
<tr>
<td>Net Compressed Natural Gas @ 6 cents*</td>
<td>$ 68,282</td>
<td>$41,393</td>
<td>$78,329</td>
<td>80.5%</td>
<td></td>
</tr>
<tr>
<td>Net Liquified Natural Gas @ 5 cents*</td>
<td>$ 18,242</td>
<td>$148,613</td>
<td>$101,881</td>
<td>45.9%</td>
<td></td>
</tr>
<tr>
<td>Net Aviation Gasoline @ 6 cents</td>
<td>$ 11,178</td>
<td>$85,624</td>
<td>$98,433</td>
<td>-13.0%</td>
<td></td>
</tr>
<tr>
<td>Net Aviation Jet Fuel @ 4 cents</td>
<td>$ 111,696</td>
<td>$465,660</td>
<td>$916,807</td>
<td>-49.2%</td>
<td></td>
</tr>
</tbody>
</table>

Note: Gallons and excise tax receipts may not reconcile. Gallons are tracked by actual period of activity, while excise taxes are based on receipts during the calendar month.

*This fuel type transitioned from a decal system to an excise tax as of January 2014.

Prepared by the Office of Research and Analysis, dor_ora@state.co.us