

Michigan Transportation Fuel-tax Rates since 1925

Expressed in dollars per gallon, except for Diesel-fuel Use Tax.

Effective Calendar Year	Gasoline	Diesel Motor Fuel	IFTA Diesel	Inter-state Diesel Use	Propane	Aviation		
1925	0.02							
1927	0.03							
1931						0.03		
1947		0.05						
1951	0.045	0.06						Act 51 and Turnpike Act enacted.
1954					0.045			
1955	0.06				0.06			Response to need for Interstate match.
1968	0.07	0.07			0.07			
1972	0.09				0.09			
1979	0.11	0.09			0.11			CTF created, funded from STF share.
1980		.11-.06						Six-cent discount of Diesel tax at retail for interstate trucks.
1981								Gasoline indexing begins.
1982								
1983	0.1261	.13 -.06			0.13			
1984	0.1455	.15 -.06			0.15			Gasoline indexing repealed.
1985								
1986								
1987								
1988								
1989								
1990								
1991								
1992								
1993								
1994								
1995								Michigan joins IFTA, 1996.
1996		Repeal decal fee.						Diesel tax increased April 1, 1997.
1997	0.18715	0.15	.21 -.06		0.19			Gasoline tax increased Aug. 1, 1997; 1.5% "cost of collection" allowance.
1998				(Price-based, not per gallon)				Propane tax increase goes uncollected.
1999								MFT Act recodification; propane tax cut.
2000					0.15			
2001								
2002								
2003			0.15					Diesel tax rationalized April 1, 2003.
2004				6%				Streamlined Sales and Use Tax Agreement
2005								6% Diesel use tax credited to MTF on truck fuel bought outside Michigan.
2006								
2007								
2008								Natural
2009							<u>Gas</u>	<u>Electricity</u>
2010							0.00	0.00
2011								
2012								
2013								
2014								
2015								
2016	0.18715	0.15	0.15		0.15		0.00	
2017	0.259055	0.263	0.263	6%	0.263	0.03	0.263	0.00
2018								
2019								
2020								
2021								
2022	0.26792	0.272	0.272		0.272		0.272	
2023	0.28171	0.286	0.286		0.286		0.286	
2024	0.29550	0.300	0.300		0.300		0.300	
2025	0.31	0.31	0.31		0.31		0.31	

Fuel-tax rates indexed to CPI beginning in 2022, 5% maximum. Electric cars surtaxed.
Compressed natural gas is taxed at gasoline-gallon equivalent rate.
Half of aviation fuel tax is refunded to air carriers.

Notes on the effective gasoline rate, Column B:

Gasoline values before 1983 are not corrected by 3% allowance for evaporation and loss.
Gasoline values after 1983 are net of 3% allowance for evaporation and loss.
Gasoline values after 1997 are net of 1.5% "cost of collecting the tax."