

IFTA, Inc.

The International Fuel Tax
Association in an MBUF world

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Why IFTA ?

It will require more than just a system to process an MBUF



Base state concept

Regardless of federal changes, need state cooperation

Who

- will.**
- Face changes to the agreement?
 - Perform audits?
 - Perform peer reviews?
 - Establish committees?

Open door

- System and personnel to:
 - Train stakeholders
 - Answer questions
 - Maintain relationship with jurisdiction representatives

Information

- Obtain data for:
 - Law Enforcement
 - Auditors
 - Jurisdiction reports
 - Demographic data

Allocation

- Under base state concept even with MBUF, need system to allocate between jurisdictions



Why IFTA?



Cooperative Agreement

- Established in the mid 90's
- Perfected the system of bringing 58 jurisdictions together
- Established relationships

Governance

- Established and proven system of governance and administration among 58 different jurisdictions

Support services

Established process and system in place to administer the Agreement and provide training, help, and guidance on a daily basis

Data Repository

- System already in place to:
- Capture all demographic and return data
- Provide portal to roadside enforcement
- Funds Netting every month

Can IFTA scale?

1

Vehicle specific data

IFTA can easily change their program to include vehicle specific data, but do we need that?

2

What about other jurisdictions?

Easily add Alaska, Hawaii, DC, Yukon territory

3

Federal MBUF

Can easily add federal as a jurisdiction and collect and allocate MBUF to federal government just as we do with jurisdictions

4

Passenger Vehicles

A lot to think about with implementation of MBUF on passenger vehicles.





Questions?