

# The Uniformer

## MESSAGE FROM THE NATIONAL CHAIR CHUCK ULM

As I reflect on my time serving as your FTA Motor Fuel Tax Section National Chair, I find myself echoing similar sentiments of prior chairs, expressing my heartfelt thanks for the opportunity to fulfill this role with hopes that we have all enhanced our knowledge and experiences through this great venue. Participating in these meetings in the various regions has allowed additional flexibility in sharing information that might have previously been limited to geographic constraints, and has also provided for the often praised benefit of building new, and strengthening current relationships.

Kudos to all of you that participate in the FTA community, as it is YOU that deserve the thanks for making this group such as success! I would especially like to recognize each of the Regional Governors and their staff for the time and effort dedicated to each of their respective regional meetings, as all of the agendas contained relevant and timely topics. Special acknowledgement is also due to the Uniformity Co-Chairs and Subcommittee Co-Chairs who devote their time to assemble the materials for the benefit of all of us. And finally, a sincere thanks you to Cindy Anders-Robb for all of her support and guidance, but mainly for putting up with my continued antics throughout my tenure!

While I focused more on specific fuel tax related developments and the associated challenges which often result upon their introduction in the January and April Uniformer articles, I would just remind us all to continue our commitment to making this arena such a successful endeavor. If you are able, please consider attending one or more of the other offered meetings and/or training

opportunities, for they can be an added resource to obtain valuable information.

And let us not forget all in this community who have been impacted by the recent refinery problems from the Northeast to the Gulf Coast, as they are our friends and co-workers, and their livelihoods and safety are dependent on the successful operations of these facilities.

So with this final message, please join me in welcoming Tracy Halubka as your incoming National Chair. I am confident that Tracy will do an outstanding job, and I hope that she derives the same amount of satisfaction in serving in this role as I have. I hope to be able to spend some time with each of you at the Annual Meeting, or wherever our paths may cross at a future event.

Should you wish to contact me, I can be reached at (410) 260-7278 or [culm@comp.state.md.us](mailto:culm@comp.state.md.us).

Safe travels to all, and I'm looking forward to seeing everyone at both the upcoming Uniformity and Annual Meetings in Louisville in September!

## MESSAGE FROM THE UNIFORMITY COMMITTEE STATE CO-CHAIR STEVE NUTTER

The IFTA Annual Business Meeting was held in Raleigh NC last week. It was great to see a lot of you from the FTA crowd attending as we wear many hats for our jurisdictions.

The consumer side is different yet quite similar regarding fuels tax. As the meeting progressed the attendees were surveyed to find that approximately one half of the crowd had under five years job experience. When further surveyed the group identified that over one half of them had less than one year on the job.

We are in a position where one half of the employees have been on their job less than five years and one fourth have less than a year experience. That's a unique position for many of us who have been here a while. There are a few ideas that may help us move forward.

1. Be steady in your work. You know what is effective and can perform that while you work with the new employees to teach them successful established processes and procedures.
2. Be open to change. There are times when new folks have good ideas and new approaches that we have not considered.
3. Failure is a powerful education tool. It's proven that people learn more from failure than success.
4. Look to the future. Embrace the possibilities. There is a fairly large schism between the traditional cents per gallon fuels tax calculators and the mileage tax folks in some areas. Surely none of us know the future but we can all agree on one thing. Change is coming. Embrace that opportunity and be open to it.

Chuck Ulm and I had a brief conversation at the meeting where he read electric semi-trucks are now entering the market. Let's get ready.

## MESSAGE FROM THE UNIFORMITY COMMITTEE INDUSTRY CO-CHAIR SCOTT LOUIE

Greetings all and welcome to Louisville, KY, the home of the bourbon trail! As it always seems, this year has flown by in a blink of an eye. It seems like we were just in Portland, OR for this conference. As these years whisk by, I would like to

extend a warm retirement best wishes to Bill Gray, Cindy Mongold, and Cheryl Gilson who have been long-standing cornerstones of the FTA. Both the industry and the states have been in a demographic retirement cliff for a few years now and it will continue for the next few (hint from yours truly). It has been encouraging to see new faces at the meetings and conferences as well as increased participation from both sides. The more participants we have, the stronger this organization will be for the future. I look forward to seeing you all and having a chat over a shot or two of some of the good stuff!

#### **Scott Louie**

Specialist, Excise Tax Compliance

#### **Chevron**

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#### **UNIFORMITY COMMITTEE**

The FTA Motor Fuel Tax Section Uniformity Committee met at the Marriott Courtyard Downtown, Oklahoma City, Oklahoma. Steve Nutter (VA) Uniformity State-Chair called the meeting to order. 53 were in attendance.

#### **Minutes**

The minutes of the January 26, 2019 Uniformity Committee meeting in Montgomery, Alabama were approved.

#### **Presentations**

Scott Louie, Chevron gave a presentation titled "Non-Traditional Motor Fuels". This presentation included crude oil, refining process, LNG (Liquefied Natural Gas), Hydrogen, CNG (Compressed Natural Gas), biodiesel and

Renewable Diesel. Some companies are starting to put in Hydrogen Fueling Stations, these are usually for private use; however, Shell has a station now. Hydrogen has carbon free emission, per pound is more efficient. Disadvantages of hydrogen as a fuel are that it is highly explosive. CNG and LNG is plentiful, has 15% lower emissions, national distribution network. Some of the disadvantages are: One fourth of energy as gasoline, CNG/LNG requires bulky heavy tanks and LNG requires expensive infrastructure to being to liquid state. Biodiesel has a feedstock is either agri-vegetable oil-corn, (soy beans-90% of biodiesel). A few disadvantages are: can gel in the winter, lower energy content than diesel fuel and requires more energy to produce a gallon of biodiesel than petroleum diesel. Renewable Diesel has the same technology as petroleum diesel and animal fats are used for renewable diesel. One disadvantage is that it is more expensive to produce.

IMO 2020- International Maritime Organization  
Effective 1/1/20-Low Sulphur diesel is to be used in marine vessels and barges.

Low Sulphur Diesel falls under the definition of taxable motor vehicle fuel. Not a new fuel but this is a situation to consider for taxes.

#### **Justin Lankford, Compliance and Inspection Manager, Petroleum Storage Tank Division of the Oklahoma Corporation**

**Commission** gave a presentation concerning the inspection of octane levels, the enforcement of state and federal regulations pertaining to storage tanks that contain petroleum products (gasoline, kerosene's, diesel, aviation fuel, jet fuel, etc. How the fuel pumps are calibrated and the checking of the calibration of the fuel pumps and any other useful information.

#### **Subcommittee Reports**

##### **The Compliance Subcommittee**

Cindy Mongold (Kansas) and Rae Takai (Motiva) reported there were **38** in attendance. The committee discussed:

##### **Training Schedule Update**

The 2019 Basic Training class was held on July 28 – August 1 2019 in Kansas City, KS

The 2019 Advanced Training class is scheduled for October 20 – 24, 2019 in Austin, Texas

##### **Dyed Diesel Stats/Issues**

Distributed and discussed FY 2018 stats.

##### **Roundtable Discussion – “Electric Vehicles” – Cindy Mongold (KS)**

7 states (IA, KY, OH, OR, NE, OK and TX) provided updates/comments.

##### **Discussion Items:**

States in attendance (15): FL, GA, KS, KY, MD, MT, NV, NC, OK, OR, SC, TX, VA and WV reported upcoming new and/or potential legislation and other updates of interest/ significance.

##### **Industry Issues (Moved from Forms Management effective 4/12/19)**

- Florida negative inventory reporting and subsequent consequences.
- Maryland Oil Transfer Fee working group.
- Nevada (Debora Anderson NV DMV) Taxpayers creating their own invoices.

##### **Article of Interest**

- Anti-Skimming Solutions Prevent Fraud

- “Skim Reaper” is heading to SWFL and turning the table on crooks at the pump
- MD authorities cite truck driver
  - Chuck Ulm (MD) provided a recap of this criminal case
- Scientists develop new technique
- WA State DOL v. Cougar Den...

### Old Business

Chuck Ulm (MD) will collate a railroad contact list at the conclusion of the Southern region meeting

### New Business

- Cindy Mongold (KS) State co-chair of this subcommittee has elected to retire in June. A state replacement will be announced later
- Drew Henning (Avalara) provided a recap of 1Q Customer Advisory Board (CAB) discussions:
  - Renewable Hydrocarbon Diesel vs Renewable Diesel – most at FTA were not familiar with the former
  - Environmental Greenhouse tax
  - Exports to Mexico
  - International imports
- As users of Avalara’s suite of products, Avalara hosts an industry discussion / forum to collaborate on tax matters and share solutions and knowledge. Several CAB members do not participate / are not represented at FTA

### The Forms Management Subcommittee

Doug Kleeb (Oregon) and Jessica McInerny (Cargill) reported that this committee met

with Electronic Commerce. There were 53 in attendance. The subcommittee discussed the following:

### Uniformity Book Subschedule Updates.

Catherine Mitchell from West Virginia sent out a listserv survey asking what schedules States are currently using in order for us to update Uniformity Guide pages 112-155. There were 13 States that did not respond, so we will reach out again to each directly in order to update the book for the September 2019 annual meeting. Schedule 13X used by the State of Washington has not been approved by the Uniformity Forms subcommittee. Doug Kleeb will reach out to Washington to get more information on this issue and then we will discuss approval of the schedule at the September 2019 meeting.

### Railroad Schedule.

A lengthy discussion was had on the new railroad schedule. We reviewed the inventory, receipt schedule and disbursement schedule and all agreed that the fields in the schedules were appropriate with what States would require. The disbursement schedule will now have 2 bill of lading numbers; one for the railcar and one for the truck that is receiving the transloaded product. There will be additional discussion by the new committee to further develop the schedules, request schedule codes, and draft instructions for the September 2019 meeting. The members are Wendy Thompson, Debi Anderson, Vanessa Olson, Scott Fitzgerald, Wilda Ice, Doug Kleeb, David Hernandez and JD Daniels. This new schedule will provide a fit for a gap that we currently have in order to account for transloaded products.

### Vermont Forms Review

The State of Vermont is working with FAST to update their motor fuel tax

forms and they have asked for assistance from the Uniformity Forms Committee to ensure the changes they make will be considered uniform. A subcommittee consisting of Doug Kleeb, Peter Steffens, Lee Gonzalez, and David Hernandez will assist Brigitte Codling (VT) and Evan Moore (FAST) in this endeavor. The plan is to have drafts of the updated uniform forms for the September 2019 meeting in Louisville, KY.

### Industry Issues

Industry issues will now be moved to Uniformity Compliance session indefinitely

### E-Commerce Survey

Doug Arndt provided an update on the E-commerce Survey. Scott Fitzgerald provided an update on the ecommerce survey. There are several updates that need to be made before the document is finalized.

### The Electronic Commerce Subcommittee

In the absence of Mike Hanson (CA), Gene Holland (P66) reported there were **15** in attendance. The subcommittee discussed the following:

### Fuels XML Schema Changes

The Uniformity Committee approved the following XML change. The current schema does not allow for the reporting of gross and net inventory gallons. The inventory gallons were reported without an indicator for gross or net. The solution is to add an inventory unit of measure element. This will be populated with Net or Gross. This is currently available in EDI X12 files.

The following XML change was approved by the Uniformity Committee. At the transaction level

of reporting, the need for currency amounts was identified. The element Value will be added to the schema where transactions detail is reported. This element will not be required to be reported in the file.

The Uniformity Committee approved the following XML change. The filing type and amended filing reason were changed to reflect the filing environment of an XML file. The filing type will be eliminated do to the redundancy in the current filing type and amended reason combinations. The current amended reason Resubmission will be changed to replace to clarify its use. For an original filing, the amended reason checkbox will not be checked. For all other filings, the amended checkbox will be checked and the appropriate amended reason given.

Provide recommended XML schema changes to FTA E-Standards.

### **XML Schema and XPath Evaluation for Florida**

The State of Florida XML schema and Xpath document submitted for evaluation were found to be substantially compliant to the FTA uniformity reporting standards by a unanimous vote. The Uniformity Book and the Motor Fuel Electronic Filing Guide will be updated to reflect the April 2019 FTA approved date.

### **IRS Move to XML**

No action taken – The group will continue to monitor and be ready to provide support to IRS on this pending project. The proposed project is to move from IRS 4030 X12 map to XML for ExSTARS reporting.

### **Emerging Technologies**

Block chain was discussed as means for reporting fuel transaction. It continues to be the mostly likely emerging technology to impact our industry. Will continue to Monitor and report to the Uniformity Committee

on emerging technologies that could be utilized in motor fuel filings.

### **Best Practices Document-XML Implementation**

The best practices document was discussed. Changes to the filing purpose and type will be incorporated into the document.

### **XPath Document**

The XPath document will be created between meetings and emailed to all attendees for review.

### **XML Schema Export Data**

Was not discussed at this meeting.

### **Electronic Commerce Survey**

The 2019 Electronic Commerce Survey was reviewed by the subcommittee as well as the Uniformity Committee. The Uniformity Committee approved the survey with revisions to data for Texas, Maryland, and South Carolina. The data was inaccurate due to outdated contact information. The subcommittee did not recommend changes to the questions or format for the 2020 Electronic Commerce Survey.

### **New Business**

The EDI and XML requirements for the proposed transloading report were discussed. Possible solutions for the return were evaluated. The final versions will depend on decisions made by the Forms Subcommittee.

The loss of revenue to the expanding use of electric vehicles was discussed. Pending legislation includes a bill to tax electric usage at public charging stations and increases to electric vehicle registration fees.

### **The Communication and Coordination Subcommittee**

Christy Dixon (OK) and Lauren Branch (ExxonMobil) reported there were **38** in attendance.

The subcommittee discussed the following and the April, 2019 *Uniformer* was distributed.

### **2019 Motor Fuel Tax Information by State Book**

Revisions/Additions to the 2019 Motor Fuel Information by State Book were discussed. No additional questions were brought forward to be added to the book at this time. Volunteers to compile responses for the Motor Fuel Tax Information by State Book are Tracy Halubka – Pacific Region, Edie Martin – Midwest Region, Scott Bryer – Northeast Region, Catherine Mitchell – Southeast Region.

Bob Donnellan will draft questions around Farmers and Local Government exemptions and will bring to the September 2019 meeting to discuss.

### **Model Legislation and White Paper Documents**

Model Legislation for Waiving Licensing Requirements During a Declared State of Emergency document submitted by Lee Gonzalez - State of Florida was approved by the full committee as written. "See White Paper Document" reference will be made in the Model Legislation section of the Uniformity book.

Discussion was had regarding Model Legislation to require transload locations to become licensed and report their transactions. Wilda Ice will add the definition for transloading, from the Uniformity Book, and additional information regarding registration and filing of returns to the document. The term "Taxpayer" referenced throughout the document will be changed to read "Licensee".

The need to define new motor fuel terminology was discussed and it was decided that new/unfamiliar terms will be brought to the committee for further discussion as needed.

New product code for Isobutanol was mentioned, Jessica McInerney and Bob Donnellan will work on drafting a definition of this product for the committee to discuss at the September 2019 meeting. Following the discussion of the definition it will then be determined if a new product code is needed.

Discussion about combining the Motor Fuel Tax Information by State Book and the Native American Survey Book was had. The decision was to keep the two books separate.

## Approved by the Full Committee

### Model Legislation/ White Paper Document

Approved by the full committee as written. "See White Paper Document" reference will be made in the Model Legislation section of the Uniformity book.

### Minimizing Fuel Disruptions Due to Declared Emergencies or Natural Disasters April 2019

#### Introduction

A jurisdiction may be faced with a natural disaster or emergency that inhibits the flow of fuel (i.e. Gasoline, diesel, aviation gasoline, jet fuel, heating oil, kerosene etc.) and petroleum products into its state. A natural disaster is defined as a sudden event in nature that usually results in serious damage or loss of life. Examples of natural disasters include, but are not limited to, earthquakes, wildfires, and hurricanes. An emergency is defined as a sudden or unexpected event that may result in injury, property damage, or loss of life and requires

immediate attention. In terms of fuel disruptions, a declared emergency could be construed as a damaged pipeline or work stoppage organized by employees. In either case, supply channels would be disrupted inhibiting the ability to distribute fuel or petroleum products to markets or to support disaster recovery. This document outlines steps administrators should consider implementing before an emergency is declared. These strategies limit fuel disruptions and ensure the destination state receives tax revenues on fuel imported into its state.

#### Mitigation Strategies

Fuel tax administrators have an obligation to minimize the impact of fuel disruptions as much as possible. This can be done by utilizing existing technologies, proposing legislation, and opening lines of communication with applicable state and federal jurisdictions. It is important to note that taxes or fees on fuel and petroleum products may be administered by more than one agency. If this is the case, each agency should be aware of any mitigating strategies prior to a declared emergency or natural disaster.

The following information identifies actions state tax administrators can take before and after a declared emergency or natural disaster to minimize fuel disruptions.

- **License Waiver** - Propose legislation that inhibits the origin state's tax or fee from being charged if fuel is exported to a state under a declared state of emergency or natural disaster and the exporter does not have the proper licensing.

#### Sample Legislation

Export of Tax Free Fuels. —  
A person may export fuel without an exporter's license and without paying

the tax/fee imposed pursuant to this part only under any of the following circumstances:

- A Governor of a state has declared a state of emergency or the President of the United States has declared a major disaster in a state or territory of the United States, and/or
- Fuel is exported outside this state to a state or territory where an emergency or natural disaster has been declared and/or
- All destination state taxes or fees were paid on the fuel exported out of state.

This provision will remain in effect for the duration of the disaster response period as outlined in the emergency order or declared disaster.

- **Temporary License** - Propose legislation that creates a temporary importer, exporter, distributor, or transporter license during a declared state of emergency. Prior to drafting this legislation, state taxing jurisdictions should consider the following.
  - Should the state waive bonding requirements, background checks, and fees to expedite the licensing process?
  - Should the state activate the temporary license for a pre-defined period or for the duration of the declared emergency?
  - What should the state use as a basis for approving the temporary license?

Consider using another license type, such as a sales tax license, or another states fuel license as the basis for approving the temporary license.

- Should the state require an electronic registration system in case employees are not available to process the application?
- Should the state require temporary license holders to file reports identifying fuel imported, exported, or carried to or from the applicable state?
- Should state law waive registration or certificate of authority requirements?
- Note -

Registration/Certificate of Authority - Waiver language should be incorporated into the emergency/disaster legislation in the event the license registration requires the licensee to obtain this registration/certificate to transact business in the state and obtain a fuel license. You may want to verify with the Secretary of State office if this is acceptable in the event of an emergency/disaster.

- Should the state grant tax deferral privileges to the temporary license holder? Recourse should be extended to licensed suppliers in the event temporary license holders do not remit deferred taxes. In the event a state does not take this approach the law

should be clear, so the supplier/permissive supplier is aware and can evaluate the credit worthiness of their customer if they (supplier/permissive supplier) wish to defer the customer's tax liability.

- Will the state allow the temporary license holder to receive a collection allowance? If a jurisdiction does not give the allowance privilege to the temporary licensee, then the state should indicate this position in the proposed law, so suppliers can make appropriate changes. Also, jurisdiction should adjust tax returns to account for the disallowed collection allowance to temporary license holders.

Sample Legislation

Temporary Licenses – Declared Emergency

(1)(a) Notwithstanding any provision to the contrary contained in this chapter, the department may grant a temporary fuel license for immediate use if:

1. The Governor has declared a state of emergency under s. X; or
2. The President of the United States has declared a major disaster in this state or in any other state or territory of the United States.

(b) Notwithstanding the provisions of this chapter requiring a license and a bond or criminal background check, the department may issue a temporary license as an importer, exporter, distributor or transporter.

(c) A temporary license expires on the last day of the month following the month in which the temporary license was issued. The department may extend any

temporary license on a month-to-month basis during the period of a declared state of emergency or major disaster as provided in this subsection. If the department extends a temporary license, the extended license expires on the last day of the month in which the temporary license was extended.

(d) To procure a temporary license, a person must provide to the department the following information.

1. The federal identification number of the business or, if such number is unavailable, the social security number of the owner.
2. The name under which the person will transact business within the state.
3. The location, with street number address, of his or her principal office or place of business within this state and the location where records will be made available for inspection.
4. Any other information required by the Department.

(e) A temporary license authorized by this subsection may not be renewed if the licensee has not filed the required returns or made payment of the taxes required under this chapter.

Note –  
Destination State Tax - If consideration is given to waiving licensing requirements or issuing a temporary license, states should require the destination state tax to be collected. Terminal suppliers should collect the destination state tax for both rack tax states as well as distributor states. Distributor states should avoid allowing unlicensed distributors or distributors with a temporary license from receiving and selling tax-free fuel.

**Dyed Fuel Waivers** - Prior to any impending natural disaster, taxing jurisdictions should consider submitting a request to the Internal Revenue Service and Environmental

Protection Agency that would allow the use of dyed diesel fuel on-road when the availability of undyed fuel is limited. Alternative filing procedures or system enhancements may be required to provide taxpayers with the ability to report and pay all applicable tax and/or fees on dyed fuel used on-road as if the dyed fuel is clear.

**Gasoline Volatility Waivers** - In response to a natural disaster or other fuel supply emergency, authorities should consider contacting industry, environmental regulators of State Implementation Plans (SIP), and the Environmental Protection Agency (EPA), in conjunction with the Department of Energy (DOE), to request state and federal gasoline volatility waivers. Volatility defines the evaporation characteristics of a liquid fuel which is measured by and referred to as RVP (Reid Vapor Pressure) and is regulated by the EPA and states to reduce o-zone harming emissions. The waivers could raise federal and state RVP seasonal limits, reduce co-mingling restrictions, or allow industry to produce, sell, and distribute conventional gasoline instead of reformulated gasoline (cleaner burning fuel that produces less smog and toxins) in air quality non-attainment areas. Removing restrictions on RVP will make it easier on industry to supply fungible gasoline to impacted areas.

**Conditional License** - Prior to any natural disaster or state of emergency, create a pre-registration system that identifies potential importers, exporters, distributors or carriers that currently do not have a license, but are willing to do business in your state during a declared emergency. Qualified applicants would be given a conditional licensing status that would be activated during a declared

state of emergency. The temporary license would be active for a pre-defined period of time or for the duration of the declared emergency. States should consider waiving background checks, fees, and bonding requirements when issuing a conditional license. States should also consider using another license type, such as a sales tax license, or another states fuel license as the basis for approving the conditional license. Anyone who qualifies for conditional licensing would be identified by name and posted on a public web site. The posting would notify vendors of potential transporters or suppliers willing to provide fuel during the applicable time frame.

**Public Facing** - Post information on the taxing jurisdictions website that identifies exceptions to licensing, due dates, fuel usage or points of taxation if a state of emergency is declared. Information may include, but is not limited to, registration procedures for temporary or conditional licenses, executive orders outlining alternative due dates or exceptions to dyed fuel use, areas impacted by the declared emergency, or tax law that takes effect if an emergency is declared.

**Contingency Plan** - Develop a regional contingency plan between participating states. The plan will pre-define actions taken by each state if an emergency or natural disaster is declared. The purpose of the plan is to initiate executive orders or administrative actions that would remove barriers that inhibit the movement of fuel between states or cause double taxation. These actions include, but are not limited to, waiving, reducing, or expediting licensing requirements pertaining to imports, exports, distributors and transporters of fuel.

**Storage Capacity** - Prior to a declared emergency, identify public and private sites where fuel can be

stored for emergency use. This includes temporary storage and dispensing facilities such as rail cars or tanker trucks. Tax Administrators should be prepared to provide guidance related to points of taxation, filing, or tank registration requirements if fuel is dispersed directly from these tanks into vehicles or retail stations.

### **Conclusion**

Although each state is bound by administrative or statutory requirements, there are actions that can be taken to minimize the effects of an emergency or natural disaster. These actions could expedite the flow of fuel, therefore easing the burden on those impacted by the emergency and in some cases, saving lives. It is important to consider the timing of these actions. Do not wait until the crises occurs to create a contingency plan that addresses licensing, taxation, or filing deficiencies. Ignoring or postponing these actions will put taxing jurisdiction at a disadvantage when responding to its citizens. Finally, it is important for fuel tax administrators to reach out to their state and industry counterparts to discuss viable options. Open lines of communication with colleagues before, during, and after an emergency is paramount to a successful response.

### **New Business**

There was a discussion asking for suggestions and volunteers for doing a presentation at the next Uniformity Meeting.

The following presentations will be presented at the next Uniformity Meeting:

David Hernandez, Chemical Make-up of Products and Kurt Pigeon-Block Chains

**2019 Uniformity Chairs**

**State Uniformity Co-Chair**  
Steve Nutter, State of Virginia

**Industry Uniformity Co-Chair**  
Scott Louie, Chevron

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**Compliance Subcommittee**  
**State Co-Chair**  
Cindy Mongold, State of Kansas

**Industry Co-Chair**  
Rae Taki – Motiva

**Communication and**  
**Coordination Subcommittee**  
**State Co-Chair**  
Christy Dixon, State of Oklahoma

**Industry Co-Chair**  
Lauren Branch, ExxonMobil

**Electronic Commerce**  
**Subcommittee**  
**State Co-Chair**  
Michael Hanson, State of California

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**Forms Management**  
**Subcommittee**  
**State Co-Chair**  
Doug Kleeb, State of Oregon

**Industry Co-Chair**  
Jessica McInerney – Cargill, Inc

**2019 MOTOR FUEL STEERING**  
**COMMITTEE MEMBERS**

**National Officers**  
Chuck Ulm, State of Maryland  
Tracy Halubka, State of Montana

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Randy Winkler, State of Alabama

**Uniformity Chairs**  
Steve Nutter, State of Virginia  
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State of Indiana

**Northeastern Region**  
Andrea Bayline  
State of Delaware

**Pacific Region**  
John Manning  
State of Utah

**Southern Region**  
John Panza  
State of North Carolina

**2019 UPCOMING MEETINGS**

**Uniformity Meeting**  
September 13-14, 2019  
Louisville, Kentucky

**Motor Fuel Annual Meeting**  
September 15-18, 2019  
Louisville, Kentucky

**2019 FTA MOTOR FUEL**  
**TRAINING SCHEDULE**

**Advanced Training**  
Scheduled for October 20-24,  
2019 in Austin, Texas.

**Editor**  
Christy Dixon  
State of Oklahoma  
Lauren Branch  
ExxonMobil