

EXHIBIT "K"

Statement of Receipts and Distribution of Receipts from Gasoline Taxes for the Calendar Years 1922 to 1944 Inclusive

	Gross Receipts	Refunds	Net Receipts	(1) State Roads Commission	(2) State Roads Commission for Counties	(3) State Roads Commission for Baltimore City	(4) Baltimore City	(5) State Roads Commission Debt Service Fund	(6) Annuity Bond Fund	(7) General Fund	(8) Maryland State Guard	(9) State Roads Commission for Incorporated Towns	(10) Transferred to Conservation Department	(11) Ferries	(12) Administration and Investigation Account	(13) Interest	
1922	\$ 363,027.86	\$ 6,204.63	\$ 356,823.23	\$ 356,823.23													
1923	704,126.43	12,772.87	691,353.56	691,353.56													
1924*	105,488.96	2,342.81	103,146.15	103,146.15													
1924	1,588,421.89	32,410.55	1,556,011.34	1,242,809.07			\$ 310,702.27										
1925	2,022,985.86	45,949.69	1,977,036.27	1,579,629.02			394,907.25										\$ 2,500.00
1926	2,255,578.84	63,723.85	2,191,855.49	1,750,484.39			437,621.10										2,500.00
1927	4,314,296.53	142,399.57	4,171,896.96	3,580,212.21			589,184.75										3,750.00
1928	5,607,565.88	177,885.13	5,430,180.75	4,218,877.52		\$ 394,049.92	660,669.47					\$ 4,083.84	\$ 150,000.00				2,500.00
1929	6,473,536.85	235,250.59	6,238,286.76	4,916,152.36		459,705.20	769,332.82					4,217.52	75,000.00				10,250.00
1930	7,262,770.99	299,928.72	6,968,842.27	5,496,106.50		513,033.07	860,993.55					5,211.22	75,000.00				\$ 3,627.86
1931	7,796,063.35	365,060.86	7,431,002.49	5,865,852.08		548,007.37	918,455.64					5,110.03	75,000.00				9,497.93
1932	7,902,160.82	401,929.04	7,500,231.78	5,922,411.48		553,008.03	927,594.81					5,914.81	75,000.00				12,600.00
1933	7,588,176.46	380,426.93	7,207,749.53	5,384,741.36		670,685.45	1,002,279.24					7,423.36	75,000.00	\$ 48,000.00			12,600.00
1934	8,732,771.36	441,647.80	8,291,123.56	5,915,105.30		921,672.82	1,445,836.14					8,509.30	75,000.00				3,702.65
1935	8,806,402.25	530,377.15	8,278,025.10	5,267,188.42		824,871.05	1,288,450.76	\$ 230,868.23	\$ 469,737.09			8,891.50	75,000.00				\$ 3,627.86
1936	9,541,617.55	620,729.27	8,920,888.28	2,957,654.09	\$ 1,819,083.58	777,184.07	1,137,929.17	312,231.89	1,858,002.85			11,084.63		61,687.00	51,331.00		9,497.93
1937	10,587,313.77	730,168.59	9,857,145.18	3,250,853.77	1,988,910.78	852,309.57	1,256,669.08	345,679.67	1,629,878.41	\$ 488,350.76		10,462.14		13,687.00	34,081.00		34,081.00
1938	10,694,617.91	765,757.68	9,928,860.23	3,040,448.06	1,858,287.03	796,408.75	1,175,423.29	348,186.78	1,421,524.04	1,240,838.78		10,874.00		2,838.50	34,081.00		34,081.00
1939	11,447,471.79	809,104.95	10,638,366.84	3,604,786.15	2,197,141.61	941,632.10	1,393,587.05	373,175.51	1,087,825.25	977,845.66		11,895.88		14,477.63	36,000.00		36,000.00
1940	12,282,310.06	834,371.44	11,447,938.62	4,871,142.87	2,966,944.98	1,271,547.87	1,883,174.16	401,731.03				15,045.29		10,000.04	28,352.38		28,352.38
1941	14,000,433.37	929,981.23	13,070,452.14	5,559,575.46	3,395,803.08	1,455,344.17	2,149,320.47	458,518.87				15,048.22		4,166.65	32,675.22		32,675.22
1942	12,330,544.64	1,017,768.80	11,312,775.84	4,810,470.54	2,983,460.58	1,257,197.88	1,859,714.36	396,870.59				13,191.73		10,000.00	31,870.66		31,870.66
1943	10,117,162.25	1,060,238.95	9,056,923.30	3,645,500.32	2,227,455.12	954,623.62	1,409,359.04	317,731.39			\$ 468,177.00	11,265.68			22,811.13		22,811.13
1944	10,626,517.87	1,053,247.18	9,573,270.74	3,962,213.75	2,422,998.68	1,038,428.01	1,531,766.98	335,746.52			231,945.00	9,743.56		2,650.00	37,778.24		37,778.24
<b>Total.....</b>	<b>\$173,153,363.04</b>	<b>\$10,953,177.63</b>	<b>\$162,200,185.41</b>	<b>\$87,993,537.66</b>	<b>\$21,810,085.44</b>	<b>\$14,229,708.45</b>	<b>\$23,402,971.40</b>	<b>\$ 3,520,740.53</b>	<b>\$ 6,466,967.64</b>	<b>\$ 2,707,035.20</b>	<b>\$ 700,122.00</b>	<b>\$ 157,972.71</b>	<b>\$ 600,000.00</b>	<b>\$ 167,506.82</b>	<b>\$ 418,411.63</b>	<b>\$ 25,125.93</b>	

- (1) This amount represents the State Roads Commission share of the 2c tax to be used for maintenance and reconstruction; also the State Roads Commission share of 1/2c tax for elimination of grade crossings.
- (2) This amount represents share of the 1 1/2c tax allocated to the State Roads Commission for use in the Counties.
- (3) This amount represents share of 1 1/2c Lateral Road Tax allocated State Roads Commission for use in Baltimore City.
- (4) This amount represents share to Baltimore City as its share of 2c and 1/2c tax.
- (5) Debt Service Fund—This amount represents share of tax required to service Bonds issued by the State Roads Commission.
- (6) Annuity Bond Fund—This amount represents allotment from gasoline taxes to service Bonds issued by the State of Maryland for the construction of roads and bridges.
- (7) This amount represents transfer of Gasoline taxes to the General Funds of the State Treasury.

- (8) State Guard—This amount represents gasoline taxes used in maintaining State Guard in the protection of State Bridges, etc. during war emergency.
- (9) This amount represents share of tax to Incorporated Towns on claims filed for refund of 1 1/2c Lateral Road Gasoline Tax. 1c of the tax is refunded to the consumer and 1/2c allocated to the Incorporated Towns in which vehicles with special tags are operated within confines of corporate limits.
- (10) Conservation Department—This amount represents transfers to the Conservation Department for oyster propagation purposes. The amount being estimated as the equivalent of gasoline tax paid into the State Treasury by owners of boats used in the oyster industry.
- (11) Ferries—This amount represents subsidies to companies maintaining automobile ferry service across the Chesapeake Bay.
- (12) This amount represents cost of administration of the Gasoline Tax Law.
- (13) This amount represents interest received from banks for gasoline taxes deposited.

RATE OF TAX:

- 1c Per Gallon—June 1, 1922 to December 31, 1923.
- 2c Per Gallon—January 1, 1923 to March 31, 1927
- 4c Per Gallon—April 1, 1927 To-date.
- \* 1c Tax Collected in 1924 Applicable to 1923.