1	SENATE FLOOR VERSION April 10, 2019
2	11p111 10, 2013
3	COMMITTEE SUBSTITUTE
4	FOR ENGROSSED HOUSE BILL NO. 2095 By: O'Donnell, McBride and
5	Fetgatter of the House
6	and
7	Bice of the Senate
8	
9	COMMITTEE SUBSTITUTE
10	[ revenue and taxation - tax credits - computation of
11	tax credits based on vehicle weight - effective date
12	
13	BE IT ENACTED BY THE PEOPLE OF THE STATE OF OKLAHOMA:
14	SECTION 1. AMENDATORY 68 O.S. 2011, Section 2357.22, as
15	last amended by Section 12, Chapter 328, O.S.L. 2014 (68 O.S. Supp.
16	2018, Section 2357.22), is amended to read as follows:
17	Section 2357.22. A. For tax years beginning before <del>January 1,</del>
18	2020 December 31, 2027, there shall be allowed a one-time credit
19	against the income tax imposed by Section 2355 of this title for
20	investments in qualified clean-burning motor vehicle fuel property
21	placed in service after December 31, 1990.
22	B. As used in this section, "qualified clean-burning motor
23	vehicle fuel property" means:
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1. Equipment installed to modify a motor vehicle which is		
propelled by gasoline or diesel fuel so that the vehicle may be		
propelled by a hydrogen fuel cell, compressed natural gas, liquefied		
natural gas or liquefied petroleum gas; provided, equipment		
installed on a vehicle propelled by a hydrogen fuel cell shall only		
be eligible for tax year 2010. The equipment covered by this		
paragraph must:		

- a. be new, not previously used to modify or retrofit any vehicle propelled by gasoline or diesel fuel and be installed by an alternative fuels equipment technician who is certified in accordance with the Alternative Fuels Technician Certification Act,
- b. meet all Federal Motor Vehicle Safety Standards set forth in 49 CFR 571, or
- c. for any commercial motor vehicle (CMV), follow the

  Federal Motor Carrier Safety Regulations or Oklahoma

  Intrastate Motor Carrier Regulations;
- 2. A motor vehicle originally equipped so that the vehicle may be propelled by a hydrogen fuel cell, compressed natural gas, or liquefied natural gas or liquefied petroleum gas but only to the extent of the portion of the basis of such motor vehicle which is attributable to the storage of such fuel, the delivery to the engine of such motor vehicle of such fuel, and the exhaust of gases from combustion of such fuel. A motor vehicle originally equipped so

that the vehicle may be propelled by a hydrogen fuel cell shall only be eligible for tax year 2010;

- 3. Property, not including a building and its structural components, which is:
  - a. directly related to the delivery of compressed natural gas, liquefied natural gas or liquefied petroleum gas, or hydrogen, for commercial purposes or for a fee or charge, into the fuel tank of a motor vehicle propelled by such fuel including compression equipment and storage tanks for such fuel at the point where such fuel is so delivered but only if such property is not used to deliver such fuel into any other type of storage tank or receptacle and such fuel is not used for any purpose other than to propel a motor vehicle, or
  - b. a metered-for-fee, public access recharging system for motor vehicles propelled in whole or in part by electricity. The property covered by this paragraph must be new, and must not have been previously installed or used to refuel vehicles powered by compressed natural gas, liquefied natural gas or liquefied petroleum gas, hydrogen or electricity.

- Any property covered by this paragraph which is related to the delivery of hydrogen into the fuel tank of a motor vehicle shall only be eligible for tax year 2010; or
  - 4. Property which is directly related to the compression and delivery of natural gas from a private home or residence, for noncommercial purposes, into the fuel tank of a motor vehicle propelled by compressed natural gas. The property covered by this paragraph must be new and must not have been previously installed or used to refuel vehicles powered by natural gas.
  - C. As used in this section, "motor vehicle" means a motor vehicle originally designed by the manufacturer to operate lawfully and principally on streets and highways.
  - D. The credit provided for in subsection A of this section shall be as follows:
  - 1. After the effective date of this act, for For the qualified clean-burning motor vehicle fuel property defined in paragraph 1 or 2 of subsection B of this section, forty-five percent (45%) of the cost of the qualified clean-burning motor vehicle fuel property the amount of the credit shall be as follows based upon gross vehicle weight of the qualified vehicle:
    - <u>a.</u> for vehicles up to or below six thousand (6,000)

      pounds, the credit shall be a maximum of Five Thousand

      Five Hundred Dollars (\$5,500.00),

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- b. for vehicles between six thousand one (6,001) pounds

  to ten thousand (10,000) pounds, the credit shall be a

  maximum amount of Nine Thousand Dollars (\$9,000.00),
- c. for vehicles of ten thousand one (10,001) pounds, but

  not in excess of twenty-six thousand five hundred

  (26,500) pounds, the credit shall be a maximum amount

  of Twenty-six Thousand Dollars (\$26,000.00), and
- d. for vehicles in excess of twenty-six thousand five hundred one (26,501) pounds, the credit shall be a maximum amount of Fifty Thousand Dollars (\$50,000.00);
- 2. For qualified clean-burning motor vehicle fuel property defined in paragraph 3 of subsection B of this section, a perlocation credit of seventy-five percent (75%) forty-five percent (45%) of the cost of the qualified clean-burning motor vehicle fuel property; and
- 3. For qualified clean-burning motor vehicle fuel property defined in paragraph 4 of subsection B of this section, a perlocation credit of the lesser of fifty percent (50%) of the cost of the qualified clean-burning motor vehicle fuel property or Two Thousand Five Hundred Dollars (\$2,500.00).
- E. In cases where no credit has been claimed pursuant to paragraph 1 of subsection D of this section by any prior owner and in which a motor vehicle is purchased by a taxpayer with qualified clean-burning motor vehicle fuel property installed by the

- manufacturer of such motor vehicle and the taxpayer is unable or
  elects not to determine the exact basis which is attributable to
  such property, the taxpayer may claim a credit in an amount not
  exceeding the lesser of ten percent (10%) of the cost of the motor
  vehicle or One Thousand Five Hundred Dollars (\$1,500.00).
  - F. If the tax credit allowed pursuant to subsection A of this section exceeds the amount of income taxes due or if there are no state income taxes due on the income of the taxpayer, the amount of the credit not used as an offset against the income taxes of a taxable year may be carried forward, in order, as a credit against subsequent income tax liability for a period not to exceed five (5) years. The tax credit authorized pursuant to the provisions of this section shall not be used to reduce the tax liability of the taxpayer to less than zero (0).
  - G. A husband and wife who file separate returns for a taxable year in which they could have filed a joint return may each claim only one-half (1/2) of the tax credit that would have been allowed for a joint return.
  - H. The Oklahoma Tax Commission is herein empowered to promulgate rules by which the purpose of this section shall be administered, including the power to establish and enforce penalties for violations thereof.
  - I. Notwithstanding the provisions of Section 2352 of this title, for the fiscal year beginning on July 1, 2014, and each

1 fiscal year thereafter, the Tax Commission shall calculate an amount 2 that equals five percent (5%) of the cost of qualified clean-burning 3 motor vehicle fuel property as provided for in paragraph 1 of subsection D of this section for tax year 2012. For each subsequent 4 5 fiscal year thereafter, the Tax Commission shall perform the same computation with respect to the second tax year preceding the 6 7 beginning of each subsequent fiscal year. The Tax Commission shall then transfer an amount equal to the amount calculated in this 9 subsection from the revenue derived pursuant to the provisions of 10 subsections A, B and E of Section 2355 of this title to the 11 Compressed Natural Gas Conversion Safety and Regulation Fund created 12 in Section <del>13</del> 130.25 of <del>this act</del> Title 74 of the Oklahoma Statutes. J. For the taxable year beginning January 1, 2020, and each 13 taxable year thereafter, the total amount of credits authorized by 14 15 this section used to offset tax shall be adjusted annually to limit 16 the annual amount of credits to Twenty Million Dollars (\$20,000,000.00). The Tax Commission shall annually calculate and 17 publish by the first day of the affected taxable year a percentage 18 by which the credits authorized by this section shall be reduced so 19 the total amount of credits used to offset tax does not exceed 20 Twenty Million Dollars (\$20,000,000.00) per year. The formula to be 21 used for the percentage adjustment shall be Twenty Million Dollars 22 23 (\$20,000,000.00) divided by the credits claimed in the second

1	preceding year, with respect to any changes to the future of the
2	credit.
3	K. Pursuant to subsection J of this section, in the event the
4	total tax credits authorized by this section exceed Twenty Million
5	Dollars (\$20,000,000.00) in any calendar year, the Tax Commission
6	shall permit any excess over Twenty Million Dollars (\$20,000,000.00)
7	but shall factor such excess into the percentage adjustment formula
8	for subsequent years with respect to any changes to the future of
9	the credit.
10	L. The Tax Commission shall notify the Office of the State
11	Secretary of Energy and Environment at any time when the amount of
12	claims for credits allowed pursuant to this section reaches eighty
13	percent (80%) of the total annual limit provided in subsection J of
14	this section. Upon such notification, the Secretary shall provide
15	notice to the Governor, President Pro Tempore of the Senate and
16	Speaker of the House of Representatives.
17	SECTION 2. This act shall become effective January 1, 2020.
18	COMMITTEE REPORT BY: COMMITTEE ON APPROPRIATIONS April 10, 2019 - DO PASS AS AMENDED
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