OKLAHOMA TAX COMMISSION

FISCAL IMPACT STATEMENT AND/OR ADMINISTRATIVE IMPACT STATEMENT
SECOND REGULAR SESSION, FIFTY-FIFTH OKLAHOMA LEGISLATURE

DATE OF IMPACT STATEMENT: February 10, 2016

BILL NUMBER: Senate Bill 1279 **STATUS AND DATE OF BILL:** Introduced 1/20/16

AUTHORS: House n/a Senate Allen

TAX TYPE (S): Motor Fuel **SUBJECT:** Apportionment

PROPOSAL: Amendatory 68 O.S. Section 500.6, relating to tax levied upon gasoline, compressed natural gas and liquified natural gas, setting a specified limit on apportionment of revenue and providing for distribution of amounts in excess of limit.

EFFECTIVE DATE: July 1, 2016.

REVENUE IMPACT:

Insert dollar amount (plus or minus) of the expected change in state revenues due to this proposed legislation.

FY 17: An estimated increase of $15.6 Million to the General Revenue fund and a similar reduction to certain other funds (See attached).

ADMINISTRATIVE IMPACT:

Insert the estimated cost or savings to the Tax Commission due to this proposed legislation.

FY 17: Minimal.

Feb. 10, 2016
DATE

DIVISION DIRECTOR

mjh

2-10-16
DATE

REECE WOMACK, ECONOMIST

2/10/16
DATE

FOR THE COMMISSION

ATTACHMENT TO FISCAL IMPACT – SB 1279 [Introduced] - Prepared 02/10/2016

Senate Bill 1279 proposes an amendment to the apportionment of revenues associated with gasoline excise, compressed natural gas and liquefied natural gas that would place a limitation on the total amount to be apportioned. The limitation sets a ceiling equivalent to the total amount of revenue that was apportioned for the fiscal year ending on June 30, 2013 for such products. The proposed amendment becomes effective with revenues being apportioned July 1, 2016.

Based on yearly trend analysis of revenue collections for the excise tax from fiscal year 2013 through fiscal year 2015, the estimated amount of revenue to be collected for fiscal year 2017 totals $312 Million. The total amount of revenue collected for fiscal year 2013 totaled $295.7 Million. Therefore, the incremental amount of revenue exceeding the proposed limitation totals $15.6 Million, which results in the following impact to the designated funds:

State Transportation Fund	Minus $9,939,200
Returned to Counties for Highways	Minus $4,696,760
Returned to Cities and Towns	Minus $292,329
County Bridge and Road Improvement Fund	Minus $358,123
High Priority Bridge Fund	Minus $253,352
Statewide Circuit Engineering Revolving Fund	Minus $51,138
General Revenue Fund	Plus $15,590,902